GREENING THE ROAD TRANSPORT SECTOR:
Prospects and policy Implications for Kenya

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Problem statement

• 80% of growth in emissions expected to be from road sector (IPCC, 2013)

• Rapidly growing urban populations and policy focus on motorization

• The paper reviews policy frameworks and assesses opportunities for scaling up green actions

“Urban transport represents one of the fastest growing sources of greenhouse gas emissions that contribute to global climate change”

- UNCRD, 2009
Kenya’s Road Transport Sector

- Low global contribution, but GHG expected to triple between 2010 and 2030
- Majority of individual trips still done on foot

**CO₂ Emissions by Sector in Kenya**

- CO₂ emissions from transport
- CO₂ emissions from other sectors
- CO₂ emissions from manufacturing industries and construction
- CO₂ emissions from electricity and heat production
- CO₂ emissions from residential buildings and commercial and public services

Source: World Bank Statistics
Source: Nairobi Integrated Master Plan (2015)

« for green actions to be sustainable, they must be inclusive »
Methods

Review of policy frameworks versus Government initiatives

- National Integrated Transport Policy
- Climate Change Action Plan
- Specific standards and Specifications

Status-Quo

Vehicles and Fuels

Funding opportunities

GREEN SHIFT

Green Road Transport

Road Infrastructure and services

User behavior

REGULATORY FRAMEWORK

28-30 Oct. 2015, Victoria Falls, Zimbabwe
### Key Findings: Private Car Use

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| 8 year age limit on the importation of vehicles. | • Lack of compliance                            | • Limit the importation of old vehicles by raising taxes on imported cars while encouraging local assembly  
|                                                | • Limit the importation of old vehicles by raising taxes on imported cars while encouraging local assembly | • Adoption of a buy-back systems                                                       |
| There is an established Motor Vehicle Inspection Unit (MVIU) | • Established visual formula to inadequate      | • Increase the capacity of the MVIU                                                   
|                                                | • Lax implementation                            | • compulsory annual requirement for emissions tests o                                 |
| Phasing Out of leaded fuel                    | Unleaded fuel still contains GHG emissions       | • Adoption of new fuel blends                                                        
|                                                |                                                 | • Adoption of Low sulphur gasoline                                                     
|                                                |                                                 | • Development of a bio-fuel policy                                                    |
| Existence of Integrated National Transport Policy: | • Congestion persists                            | • The development of an urban transport policy                                         
|                                                | • Disjointed land use planning and transport planning actions | • Establish a Metropolitan Transport Authority (MTA)                                 |
|                                                |                                                 | • Integration of smart growth options                                                |
| Feebates and subsidies                         | The feebates are not exclusive to motor vehicles and emissions | • A fiscal policy encouraging car buyers to prefer more efficient, lower emission vehicles |
| Road traffic management information systems    | insufficient and unreliable data f               | • Road traffic management information systems..                                        
|                                                |                                                 | • ICT and mobile options                                                             |

28-30 Oct. 2015, Victoria Falls, Zimbabwe
Key Findings: Public transport

- Bus Rapid Transport (BRT) supported but not implemented
- Unmanaged public transport sector
- Non-Motorised transport still undeveloped with policy silent
Conclusions/Recommendations

- NMT support policy frameworks lacking
- BRT system supported but not implemented
- Synergies between integrated land use planning and transport management integral
- Modal shift
- ICT evolution