



Lessons learned on transport and climate change in Kenya

Four years of GIZ project Advancing Transport Climate Strategies in Kenya

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Four years of GIZ project Advancing Transport Climate Strategies in Kenya

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The Project Context

The 'Advancing Transport Climate Strategies' (TraCS) project is funded by the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety's, International Climate Initiative. The project aims to support developing countries in systematically assessing GHG emissions from transport, in analysing emission reduction potentials and in optimising the sector's contribution to the mitigation target in countries' NDC. TraCS feeds into other international cooperation projects run by the Government of Germany.

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1. Introduction

Kenya strives to transform into an industrialized middle-income country by 2030, offering high quality life. Transport projects are considered as foundations and enablers for national transformation by facilitating most other sectors to reach this target. The largest percentage of total passenger and freight movement is by road, leaving the other proportion to rail, air and water (Kenya Roads Board). Road transport accounts for 98% of total transport greenhouse gas (GHG) emissions according to the latest GHG inventory (2015). Public transport is relatively underdeveloped and is dominated by minibuses (matatus). Freight transport is mostly processed via trucks. The ongoing Standard Gauge Railway construction is expected to increase railway capacity from 5% to 50% of cargo freight from Mombasa port (Mid Term Plan III).

Given the importance of the transport sector in Kenya's socio-economic development, it is crucial to implement measures that enhance sustainable development within the sector. Furthermore, the Kenyan Government is party to the UN Framework Convention on Climate Change (UNFCCC) and has signed the Paris Agreement. All signatories agreed to take efforts to keep global heating to well below 2 degrees Celsius in comparison to pre-industrial levels and to build resilience to climate change impacts. Countries' climate efforts are put forward through Nationally Determined Contributions (NDCs). Kenya's NDC builds on its National Climate Change Action Plan (NCCAP). When broken down for the transport sector the target of Kenya's first NDC is an emissions reduction of 3.46 MtCO_{2e} (million tons of carbon dioxide equivalent) in transport against projected emissions of 21 MtCO_{2e} in 2030 in the sector.

Between April 2017 and April 2021, TraCS supported Kenya's State Department for Transport (SDoT) to institutionalize climate change-related functions, as outlined in the Climate Change Act from 2016 and the National Climate Change Action Plan. It supported capacity development of transport stakeholders to catalyse climate actions and coordinate activities across sub sectors, as well as developing data sharing frameworks for climate change reporting and emission monitoring.

In addition, the project closely coordinated with the Climate Change Directorate in the Ministry of Environment and Forestry. This was to ensure that climate change functions were mainstreamed within the ministry's activities in line with the overarching framework of the Climate Change Act (2016).

At the international level, TraCS facilitated an active exchange of know-how between implementing partners in Kenya, technical experts and donor organisations aimed at promoting understanding in measuring emissions in the transport sector. The project also promoted peer learning at regional level, including about emissions accounting and electric mobility.

The above activities were executed under four project components which were:

- **Climate change strategy** – to support mainstreaming of climate change for implementation of climate change actions.
- **Monitoring, data maintenance and climate change reporting** – to support establishment of an institutional framework for climate change reporting

- **Capacity building and networking** – to provide learning avenues for the transport sector
- **Outreach** – to facilitate dissemination on transport and climate change information

This report summarises the most important learnings from the four years of close collaboration between GIZ and Kenyan partners.

2. Lessons learned

2.1. Climate change strategy

The road map for implementing climate actions in Kenya has been outlined in the National Climate Change Action Plan (2018-2022). TraCS project supported the update of the transport section. Other areas of support in this component included supporting the transport sector to move towards implementation of climate actions and updating the transport related aspects in the revised NDC. The project supported incorporating aspects of climate change in key policy documents such as the Integrated National Transport Policy. Among the key priority actions with immense potential identified was electric mobility.

During conceptualization, the project had initially set out to develop a climate change strategy for the transport sector. In the Kenyan context however, based on discussions with implementing partners, it became evident that TraCS Kenya should focus on anchoring the process of transport and climate change on the existing legal frameworks at the national level since there was no regulatory basis to develop a climate change strategy at the sector level. This anchoring of activities on national regulatory frameworks was also highlighted as a justification to obtain resource allocation at the sectoral level.

Lesson 1: Transport sector climate change actions should bring out the link between national processes and sectoral processes. This serves as a basis on which to monitor progress on sectoral mitigation as well as adaptation actions.

Lesson 2: Enhanced sectoral involvement with the national climate change action planning process is critical. This serves as a basis for ownership and buy in as well as provision of opportunity to better understand critical concepts related to respective climate change actions.

Lesson 3: Learning by doing proved to be a very effective approach in enhancing capacity of sector stakeholders on critical elements for mitigation actions planning. Some of the key elements include participatory mitigation potential estimations and in development of assumptions.

Lesson 4: Attaching value (social or monetary) to mitigation actions is important to ensure that infrastructure developments and climate tradeoffs are established. Putting value on mitigation actions takes cognizant of the fact that there is value in acting as opposed to doing nothing. The collective benefits of the mitigation actions create an emphasis on why resources should be channeled to mitigation actions implementation.



Figure 1: Workshop on enhancing electric mobility uptake in Kenya (source: GIZ)

2.2. Monitoring, data maintenance and climate change reporting

Robust reporting is dependent on adequate, reliable and robust data. Kenya's Climate Change Act (2016) requires institutions to report annually to the National Climate Change Council on status and progress of emissions and climate actions. Activities under this work package focused on developing an institutional framework to facilitate regular data collection, maintenance and reporting. The project supported conducting of a data gap analysis, development of Kenya-specific emission factors for road transport, development of a simple bottom up calculation tool for transport related GHG emissions as well as development of reporting procedures within the transport sector.

Lesson 1: Carrying out a data gap analysis is essential. The assumption might be that there is no data available to calculate GHG emissions, but a data gap analysis might prove otherwise. For this process, consulting a wide array of stakeholders brings out the data gaps to enable informed next decisions to meet the identified data gaps

Lesson 2: If resources are available, discuss methodologies to collect necessary data. In Kenya, vehicles are registered but never de-registered when not in use anymore. Thus, it is hard to tell the number of active vehicles within the country. A nation-wide survey was therefore conducted to derive a number of in-service vehicles and their characteristics compared to the vehicle registration database.

Lesson 3: Agree on an effective institutional framework for data collection and reporting. This should as well be integrated in existing institutional arrangements and ongoing reporting cycles at the sectoral level. This helps to provide a guideline on which data is to be collected, who should provide the data, the timelines and tools to collect and consolidate the data. If possible, having the process endorsed by relevant stakeholders is helpful as this will eliminate barriers when it comes to data submission for climate change reporting. For the Kenyan situation, there is going to be a need for extra staffing for the sector to be able to fully comply with the reporting requirements recommended in the Climate change Act.

Lesson 4: Bottom-up GHG emission calculation is a labor-intensive process but it is worth it. Many countries use the top-down approach to calculate GHG emissions due to limited data availability. To better understand GHG emissions by sources bottom-up calculation is essential. From this, designing of mitigation measures informed by data is possible.



Figure 2: Transport sector stakeholders' workshop (source: GIZ)

2.3. Capacity building and networking

TraCS project supported establishment of a transport sector climate change team. The team is composed of representatives from different agencies within the Ministry of Transport to represent the different modes of transport. Climate Change Act highlights the need to establish climate change units in every state department charged with the mandate of executing climate change duties. Due to the official structure of Kenya’s ministry of transport, several state departments translate to different climate change units. At the time of TraCS project commencement, climate change units had not been operationalized. But because transport and climate change issues need close coordination, a transport climate change team with representatives from different agencies across the different state departments had to be operationalized.

Capacity building for the nominated representatives was done to support the process of operationalizing the respective climate change unit. This work package focused on providing learning avenues for the representatives to learn and exchange with other transport stakeholders, nationally and internally.

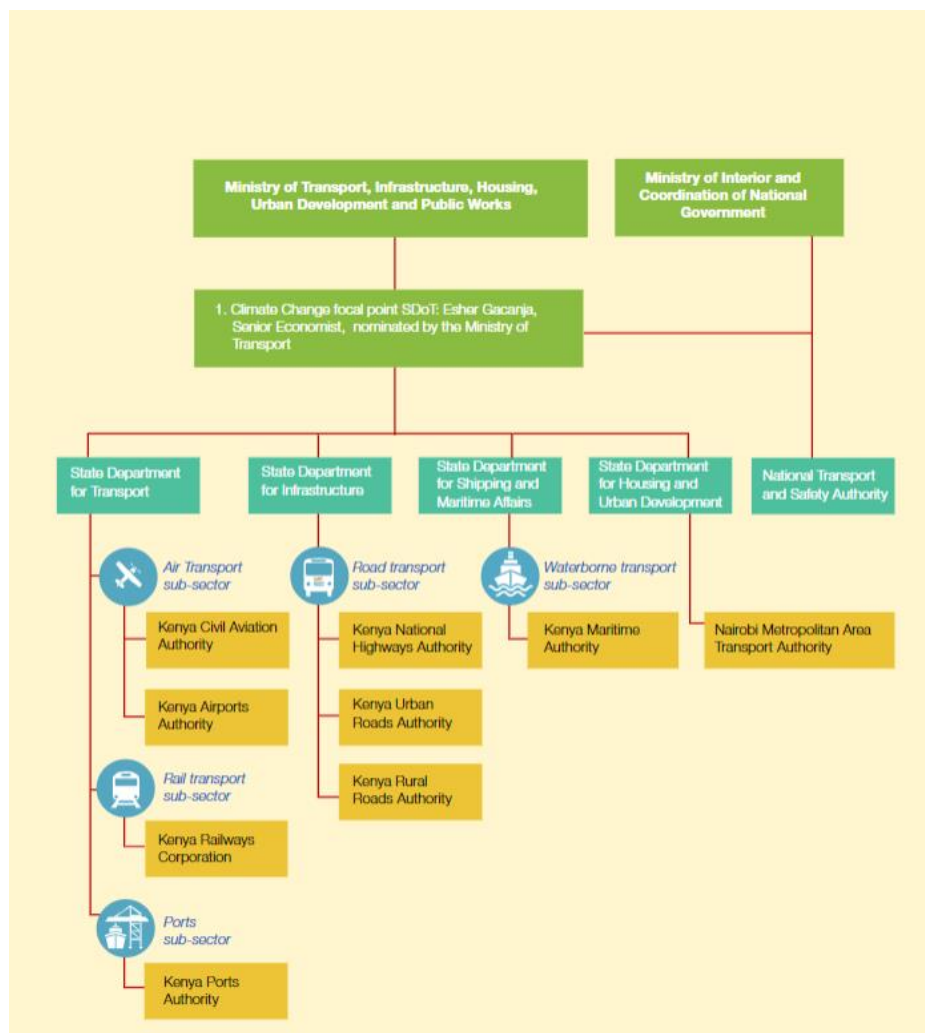


Figure 3: Transport sector climate change team (source: transport sector climate change annual report 2019–2020 (pg. 3))

Lesson 1: Setting up a core team is important to drive the climate change agenda within the respective agencies within the transport sector and beyond. In Kenya there is an overarching framework (Climate Change Act 2016) that stipulates that climate change units must be established. For countries where such a framework does not exist yet setting up a core team or having a focal point to drive the agenda is recommended.

Lesson 2: Allocating time and resources for repetitive capacity building sessions is key. In most ministries, climate change is not part of the core mandate and is therefore not an issue dealt with daily. Investing in capacity building leads to securing long term success where the respective focal points become the anchor to drive the climate change agenda. The project carried out a study tour to Germany, supported participants to take part in a professional climate change course at a national institution, had regular exchange sessions with experts from academic institutions and international agencies, as well as integrated experts at the ministry of transport to provide regular advisory and capacity enhancements.

Lesson 3: Embedding climate change into existing frameworks will help secure financial and political sustainability. Because projects like TraCS are time bound, it is important to ensure that the activities of climate change team secure financial support for continuity after projects end. Climate change is still looked at as an additional role for the nominated representatives. For it to be part and parcel of their mandate, embedding within existing frameworks removes this barrier. For the Kenya case, some focal points managed to include climate change into performance contracts.



Figure 4: Africa regional learning event – GHG emissions quantification and prioritizing policies, actions and measures in transport sector (source: GIZ)

2.4. Outreach

This work package focused on disseminating transport and climate change information within the transport sector and the public. Awareness creation around electric mobility was also done as its advancement is still inhibited by various factors including lack of information around the subject.

Lesson 1: Having an accessible platform for collecting and recording outputs, lessons and successes of the project is essential for experience and knowledge sharing. Such a transparent knowledge base that is open and accessible helps to garner confidence from a wide array of stakeholders who are needed to further move the transport and climate change agenda forward. (See section 4 of this report).

Lesson 2: Outreach creates an avenue to enhance visibility and transparency in relation to ongoing efforts on transport and climate change.



Figure 5: Transport sector study tour in Germany (Source: GIZ)

3. Recommendations

- **Recommendation 1: Long-term mobilization of resources for climate change is vital.** This will expand the capacity of human resources dedicated to transport and climate change as well as translate to real impact as far as building climate resilient infrastructure is concerned.
- **Recommendation 2: Coordination between transport and environment ministries should continue.** In the Kenya case ministry of environment and forestry is tasked with coordination of climate change affairs. Close coordination between transport and

environment ministries should continue. This is to facilitate the exchange on implementation of climate change actions.

- **Recommendation 3: Increased focus on resilience building is needed within the transport sector.** By design, the TraCS project's focus was on mitigation. With the continuous interaction with the transport sector stakeholders, the need for climate change adaptation became prominent. The project supported a 3-day training on climate proofing transport sector. More support is needed in this area as Kenya invests millions of shillings into infrastructure development. Building expertise to handle climate change adaptation is essential to compliment the ongoing climate change mitigation efforts.
- **Recommendation 4: More coordination with the private sector is needed.** Transport mitigation actions highly depend on the private sector as they oversee transportation services for most countries. Linking policy with the involvement of private sector will translate to actions on the ground.

4. Further readings – Overview of outreach products by TraCS Kenya: Publications, tools, articles and videos

All publications, tools and articles can be found on www.changing-transport.org. Videos are available on the [YouTube channel](#) of Changing Transport.

4.1. Publications

Date	Name / Title	Description	Link
09/2018	Road Transport GHG Emission Factors for Kenya. Pilot Study 2015	This pilot report compiles the methodology, assumptions and main results of an assessment of GHG emission factors in Kenya's road transport sector. The report gives an overview of the current situation and identifies potential for improvement in the future.	here
11/2018	Greenhouse Gas Emissions from the Transport Sector: Mitigation Options for Kenya. Technical Report: Methodology and Results	<p>This technical report compiles the methodology, assumptions and main results of an assessment of GHG emission reduction potentials in Kenya's road transport sector. A summary of the main findings and graphs can be viewed in this presentation.</p> <p>In addition to the report, two corresponding Excel work files can be downloaded for more detailed information. The Excel files include the calculation for different power sector developments:</p> <ol style="list-style-type: none"> 1. “Basic” scenario, assuming a relatively high-carbon electricity grid scenario, as was assumed in Kenya's Second National Communication. 2. “Alternative” scenario, assuming larger shares of renewable electricity according to Kenya's latest Least Cost Power Development Plan. <p>Please note that the excel files have not been layouted for external use but are provided here for data transparency reasons.</p>	here

11/2018	Availability of Data for Greenhouse Gas Emission Calculation in Kenya`s Transport Sector. Final Report	<p>Kenya has set a target of reducing 3.46 Million tonnes of Carbon dioxide equivalent (MtCO₂e) emissions in the transport sector by 2030. This will contribute to the overall national goal of reducing 30% of projected business-as-usual scenario emissions by 2030.</p> <p>In order to keep track of this target, the country needs reliable data to facilitate emission quantification. The report has analysed the currently available data and data gaps in the roads, maritime, aviation and rail sub sectors to carry out top-down and bottom-up emission quantification in the transport sector. It presents potential sources of data and highlights the sector`s emissions profile based on the available data at the time.</p>	here
03/2019	Characteristics of the In-service Vehicle Fleet in Kenya	<p>This report provides new findings on Kenya`s active vehicle fleet based on a nationwide user-survey from November / December 2017, which was matched with registration data from the National Transport and Safety Authority (NTSA).</p> <p>The publication breaks down different vehicle categories into specific vehicle characteristics and gives information on their average mileage and age profile. Vehicles taken into account in the survey include motorcycles, passenger cars, light commercial vehicles, two- and three-wheelers, buses, heavy goods vehicles and matatus (Kenyan mini buses).</p> <p>Based on newly developed survival rate curves for the Kenyan fleet, the report estimates the actual number of road vehicles still active in Kenya. This provides the basis for bottom-up calculations of Kenya`s road transport emissions and emission reduction potentials.</p>	here
03/2019	Updated Transport Data in Kenya 2018. An Overview	<p>This report represents a summary of transport data in Kenya, for easy access to the updated transport sector database. The data were collected and developed as part of two technical studies. More detailed background data can be retrieved from the accompanying Excel file.</p> <p>The two technical studies are:</p> <p>Characteristics of the In-service Vehicle Fleet in Kenya</p> <p>Greenhouse Gas Emissions From the Transport Sector: Mitigation Options for Kenya</p>	here
10/2019	Transport Sector Climate Change Annual Report (2018/2019). Performance and Implementation of Climate Change Actions	<p>This report provides a summary of climate change actions in Kenya`s transport sector for the year 2018/2019. It has been compiled by the transport sector Climate Change Coordination Unit in fulfilment of the Climate Change Act 2016 with support of GIZ.</p> <p>The report summarises the greenhouse gas emissions profile of Kenya`s transport sector and reports on the status of implementation of mitigation and adaptation actions in the sector.</p>	here

		The report highlights ongoing initiatives towards mainstreaming climate change at the subsector level and identifies support needs to help the sector advance the climate change mainstreaming process.	
02/2020	Electric Mobility in Kenya. The Facts	This brochure answers frequently asked questions about electric mobility and addresses the doubts and concerns surrounding the viability of electric mobility in Kenya. It is informed by research from government reports, scientific studies, expert opinions, and case studies to promote the uptake of e-mobility for both the private and public transport sectors.	here
04/2020	Proposed Institutional Arrangement and Data Sharing Framework for the Transport Sector	This report is developed based on the understanding that mechanisms and arrangements to meet reporting requirements at sectoral level are currently missing. This is due to the absence of a framework for sharing climate change reporting data, and unclear definition of roles and responsibilities regarding climate change reporting in the transport sector. The report makes a proposal on the set up of an effective institutional arrangement as well as to what extra staffing and resources would be necessary to make it work.	Not available online
05/2020	Ride Hailing Survey: Usage of App-Based Mobility Services in Nairobi, Kenya. A Technical Report.	<p>This report presents the results of a research survey on the impact of ride hailing services on travel characteristics in Nairobi, Kenya. It is part of an international study conducted in partnership between GIZ, the World Resources Institute (WRI) Ross Centre, and the University of California (UC) Davis.</p> <p>It provides insights into the travel characteristics of Nairobi residents, the types of ride hailing services and reasons for their usage, as well as the impact of ride hailing services on other travel modes, including public transport. The survey captures a total of 2540 respondents who reside or work within the Nairobi Metropolitan Area and was carried out in December 2019.</p>	here
06/2020	Institutional Readiness Towards an Enhanced Transparency Framework for Climate Change Reporting. Analysis of the Transport sector in Kenya.	<p>This report presents results of an analysis of Kenya's transport sector vis a vis requirement for an enhanced transparency framework for climate change reporting. The study was based on detailed discussions and interviews with sector experts as well as a review of national and sectoral policies relevant to sectoral reporting.</p> <p>The study was part of ongoing initiatives by the Advancing Transport and Climate Strategies project to institutionalise a functional data and information sharing framework for climate change reporting in the transport sector in Kenya. The report provides insights into the status quo and provides a set of recommendations that will improve on the already established system.</p>	here

09/2020	Digitalisation in Kenya's Road transport sector. Ride hailing and influences of other digital applications in Kenya's mobility.	<p>A wide range of platform-based mobility solutions are currently on offer in Kenya. This report gives an overview of the impact that digitalisation has had in shaping the mobility trends of urban areas in Kenya. It highlights the type of digital services offered for mobility, as well as how the new services are having an impact on commuter trips and choice of mode in Kenya.</p> <p>The report is based on an analysis of the type of services in the market and further informed by a survey of over 2500 respondents held in Nairobi in December 2019.</p>	here
01/2021	Transport in Kenya's nationally determined contribution	This four-page PDF document informs about the Kenyan transport sector in general as well as in relation to climate change and puts special focus on the sector's role in Kenya's first and updated nationally determined contribution (NDC). Said document outlines Kenya's contribution to the Paris Agreement's target of limiting global heating to well below 2°C in comparison to pre-industrial times.	here
02/2021	Kenya's Transport Sector Climate Change Annual Report (2019/2020). Performance and Implementations of Climate Change Actions.	<p>The second year in a row, the Climate Change Coordination Unit of the transport sector in Kenya compiled the Transport Sector Climate Change Annual Report. As noted in the report, the transport sector continuously makes up a large share of national GHG emissions. Different stakeholders, including the private sector, will need to join efforts to achieve the transport sector's climate change ambitions.</p> <p>In fulfilment of the Climate Change Act 2016, the second report provides an update on transport emissions and the implementation status of climate change transport actions. Key critical developments highlighted in this report include the revision of the sector's Integrated National Transport Policy and the development of data collection templates developed by the TraCS team in order to strengthen institutional arrangements for climate change reporting in transport.</p> <p>The mitigation and adaptation actions being implemented in the sector contribute to Kenya's National Climate Change Action Plan 2018-2022, which is also referenced in Kenya's recently updated Nationally Determined Contribution to the Paris Agreement.</p> <p>The transport sector's greenhouse gas (GHG) emissions inventory for this report was calculated using a top down approach based on the 2006 IPCC guidelines for national GHG inventories.</p>	here
07/2021	Electric Mobility in Kenya: Charging Infrastructure	This concise presentation provides basic insights into such major concerns. It gives a first overview of topics that should be considered and a step-to-step guide on setting-up a charging station, focused on the Kenyan case.	here

07/2021	Dealing with the End-of-Life Problem of Electric Vehicle Batteries	This short paper introduces current approaches towards dealing with the end-of-life problem of electric vehicle batteries with a focus on Kenya. It summarizes insights and best-practices from the global north and south and provides recommendations for developing an economically and environmentally beneficial circular economy for lithium-ion batteries that combines re-use and recycling.	here
08/2021	Integrated climate change mitigation scenarios for road transport in Kenya	The assessment provides an overview of the implications of an increased EV uptake in Kenya on sustainable development including social, economic, and environmental costs and benefits. This includes potential greenhouse gas (GHG) emission savings and further co-benefits for the years 2030, 2040, and 2050 for different EV shares.	coming soon

4.2. Tools

Date	Name / Title	Description	Link
05/2020	Kenya: Transport Inventory and Greenhouse Gas Emissions Reporting Tool. Example: TrIGGER application in Kenya	<p>The Transport Inventory and Greenhouse Gas Emissions Reporting (TrIGGER) tool is a simple bottom-up spreadsheet model to calculate national transport greenhouse gas (GHG) inventories.</p> <p>This TrIGGER version was adapted to Kenya and includes country specific data. It illustrates the model's applicability in supporting countries with their first attempts at creating a bottom-up emissions inventory. The data in the model does not comply with the official national GHG inventory data as it applies a bottom-up methodology in the road sub-sector. Since an update in 2021 following a data collection exercise it also contains bottom-up information on waterborne transport. Data availability in the sector is, however, still limited and results for the sector should be treated with caution.</p> <p>The model provides a validation of results based on a comparison of national energy balance data versus sub-sectoral outputs. In the case of Kenya, results indicate a mismatch between the bottom-up and top-down data (based on the national energy balance data), particularly for diesel. Reasons for this may be uncertainties in the sectoral allocation of fuel sales data, because, for example, petroleum products are purchased at road-side petrol stations for non-transport use; uncertainty in fleet composition and mileage data estimates which may be underestimated; transit traffic in the freight sector that fuels in Kenya but is not accounted for in the national vehicle fleet; and possible underestimation of emission factors for motorcycles due to high load factors in Kenya.</p> <p>Despite these limitations, the bottom-up exercise gives a good indication of how emissions are split up between the different transport sub-sectors, particularly for road transport which is the largest emitter in Kenya. This information allows for evidence-based development of climate change mitigation actions in the sector.</p> <p>The tool version 1.1 BETA (07.01.2019) was used and contains data from Kenya from 2015 and 2019. The data from 2019 pertains to the Kenyan maritime and shipping sector and was collected in the first half of 2021. It was used as basis for an update of the maritime and shipping sections of the tool.</p>	here
06/2020	Data Collection Template for Climate Change Reporting in Kenya	This data collection template was developed to support transport officials in Kenya in amalgamating inputs to the greenhouse gas inventory, as well as data on progress in the implementation of mitigation	here

		<p>actions from transport sub-sectors to support national (Climate Change Act) and international (UNFCCC) climate change reporting. It allows for collation, quality control and data logging.</p> <p>While developed specifically for Kenyan counterparts, the templates are open and can be easily applied and/or adapted for use in other countries.</p> <p>The data collection template offers the possibility to input top-down as well as bottom-up data. For top-down data, two main types of activity data have to be inputted: Activity data (fuel consumption) and sub-sector proportion. The numbers calculated for net fuel consumption can be inputted straight into the IPCC Inventory Software.</p> <p>For the bottom-up inventory, three main types of activity data have to be filled in: Vehicle specifications, vehicle stock and average vehicle kilometres travelled. The input data will be transferred to the output data section where it can be transferred simply over to the <u>TRIGGER</u> tool for GHG emission calculation.</p> <p>The data collection template also allows for reporting of mitigation actions. It answers to several requirements: 1) those established under the modalities, procedures and guidelines (MPGs) for the transparency framework for action and support referred to in Article 13 of the Paris Agreement; 2) the common tabular format (CTF) stipulated by the UNFCCC for the reporting of progress in achieving quantified economy-wide emission reduction targets by Annex I Parties to the UNFCCC; and 3) the requirements for the reporting of information on financial support received by developing country parties under Article 9 of the Paris Agreement and 4) the reporting of progress for Kenya's National Climate Change Action Plan (NCCAP).</p> <p>The template was developed by Ricardo Energy & Environment.</p> <p>A tutorial on how to use the template is available here.</p>	
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4.3. Articles

Date	Name / Title	Link
11/2017	TraCS to Support Revision of Transport Section in Kenya's National Climate Change Action Plan.	here
08/2017	Transport and Climate Change Training held in Kenya	here
05/2018	A Glimpse into Germany's Transport Sector	here
07/2018	Photo Contest: Sustainable Transportation in Kenya	here
11/2018	Photography Contest Winner Announced!	here
12/2018	New and Improved Data on Road Transport in Kenya	here
01/2019	Two years and counting: Bringing the vision of transport and climate change to life in Kenya	here
02/2020	Kenya's transport sector – The pacesetters of climate change reporting	here
02/2020	First Regional Training on Priorising Mitigation Actions in Transport	here
03/2020	7 Questions for 2 women in Kenya's Climate Change Coordination Unit	here
05/2020	Kenya: Transport Inventory and Greenhouse Gas Emissions Reporting Tool	here
05/2020	Digital Applications and their Influence on Mobility in Kenya	here
07/2020	BLOG: Seven Essentials of Designing and Monitoring a Climate Change Strategy for the Transport Sector.	here
08/2020	Tutorial: How to use the Data Collection Template for Kenya	here
11/2020	State of electric mobility in Kenya	here
01/2021	NDC Update Kenya: Enhanced reduction target	here
07/2021	Four years of advancing climate strategies in Kenya's transport sector	here

4.4. Videos

Date	Name / Title	Link
06/2020	Tutorial: How to use the Data Collection Template for Kenya	here
08/2020	Webinar series on electric mobility in Kenya	here
07/2021	A new vision for Kenya's role as a natural transport hub	here

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