

# IMPROVE

## Country Factsheet Kenya

### A global project to enhance the energy efficiency of vehicles

#### Global Context

Currently, the transport sector is responsible for around 1/4 of global energy-related greenhouse gas emissions. Emissions are rising sharply, especially in road transport in non-OECD countries, due to a corresponding increase in the number of vehicles with internal combustion engines whereas electric vehicles still, while increasing rapidly, still only represent a marginal portion of global vehicle sells. At the same time, the growing share of larger cars (SUVs) in all markets has offset the efficiency gains in internal combustion engine market.

Many countries lack the regulatory framework to steer their vehicle markets in a direction that is allowing them to meet their climate objectives and reduce their dependence on fossil fuels. The project IMPROVE addresses this gap in four countries by supporting its partner ministries to develop proposals for policies and regulations that support the transition to cleaner and more energy efficient vehicles.

#### Background in Kenya

In its updated NDC, Kenya committed to a 32% reduction in GHG emissions by 2030 compared to the BAU scenario of 143 MtCO<sub>2</sub>eq. Mitigation measures in the transport sector could contribute with a reduction of 4.7 MtCo<sub>2</sub>eq. Transport currently accounts for over 11% of all Kenyan emissions (2022). In 2020, there were 3.6 million vehicles in Kenya (KNBS, 2020), with about 250,000 new registrations per year. As 90% of the electricity in the Kenyan grid is already generated from renewable sources, accelerating e-mobility offers a high potential for reducing GHG emissions and air pollutants. Kenya was one of the 26 countries that committed to phase-out ICE vehicles by 2035 by signing the “COP26 declaration on accelerating the transition to 100% zero emission cars and vans”. The IMPROVE project aims to support the country in this endeavour by focusing on the enabling environment for vehicle efficiency in Kenya.



#### Project Summary

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##### Name of the project

Introducing Measures, Pathways and Roadmaps for Optimizing Vehicle Efficiency and Electrification

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##### Commissioned by

German Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV)

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##### Implementing Agency

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

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##### Partner countries

Colombia, Kenya, Morocco, Thailand

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##### Political partner

State Department of Transport, Kenya

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##### Duration of the project

2023-2026

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## Project approach

The project follows a cross-regional and multi-actor approach and works hand in hand with its political partners and international experts.

### 1. Identification of policy options

In a first step, together with partners, the project will analyse the vehicle market and the regulatory status quo of Kenya, taking into account relevant climate, energy and industrial strategies of the country as well as questions of data availability, accessibility and quality. Based on the analysis, partners can identify the policy instruments that align best with the Kenyan national priorities and fit the local conditions.

### 2. Data collection and baseline development

New regulatory approaches require a solid and reliable empirical foundation. Hence, once the policy instrument is selected, the project will support partners to collect and analyse the necessary data on vehicle fleets, fuel consumption and emissions in order to build or update a fuel consumption and CO2 baseline for the relevant vehicle segment.

### 3. Stakeholder engagement and consensus building

The project will support the political partner to engage the most important stakeholders in the development process of a policy proposal by organising consultation meetings, workshops and coordinating an inter-institutional steering group. Project partners are supported in their outreach and communication to create awareness among actors and build consensus for the policy proposal.

### 4. Technical studies and policy proposal design

The development process for the policy proposal will be supported technically through the conduction of in-depth technical studies that are required for the design and

implementation of a new policy. This includes scenarios on CO2 reductions, socio-economic impact assessments, as well as legal advisory.

### 5. International learning

As the project is operating in four countries simultaneously, partner countries will be able to benefit from each-other's experience and lessons learnt. Cross-country exchange formats will be organised by the project, e.g. during the Transport and Climate Change Week in Berlin, where partner countries can interact with each other and with international experts.

**For further information, please contact:**



**Paul Kanja (Kenya)**

E [paul.kanja@giz.de](mailto:paul.kanja@giz.de)



**Jemimah Muli (Kenya)**

E [jemimah.muli@giz.de](mailto:jemimah.muli@giz.de)



**Verena Knöll (Germany)**

E [verena.knoell@giz.de](mailto:verena.knoell@giz.de)



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Registered offices  
Bonn and Eschborn, Germany

Friedrich-Ebert-Allee 32 + 36  
53111 Bonn  
T +49 61 96 79-0  
F +49 61 96 79-11 15  
E [info@giz.de](mailto:info@giz.de)  
I [www.giz.de/en](http://www.giz.de/en)

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**Author/Responsible/Editor, etc.:**

Verena Flues, GIZ, Bonn  
Verena Knöll, GIZ, Bonn  
Paul Kanja, GIZ, Nairobi  
Jemimah Muli, GIZ, Nairobi

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