REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT

NATIONAL ELECTRIC MOBILITY POLICY

TO PROMOTE DEVELOPMENT AND ENHANCE ADOPTION OF ELECTRIC MOBILITY IN KENYA

FOREWORD

The Government of Kenya is committed to advancing sustainable mobility solutions that contribute to national development goals, improved quality of life, and the global response to climate change. The Transport Sector plays a critical role in the country's socio-economic growth, yet it remains a significant source of greenhouse gas emissions (GhG)and air pollution.

The formulation of this National Electric Mobility Policy marks a milestone in Kenya's journey towards a clean, efficient, and inclusive transport system. Through this Policy, the Government sets out a clear framework for promoting the adoption of electric mobility technologies, building the necessary infrastructure, and fostering innovation and investment in the sector.

This Policy is anchored in Kenya's commitments under the Kenya Vision 2030, the Bottom-Up Economic Transformation Agenda, and the Nationally Determined Contributions (NDCs) under article 4, paragraph 2, as provided in the Paris Agreement. Its implementation will support the creation of green jobs, reduce dependence on fossil fuels, and enhance the competitiveness of Kenya's economy while safeguarding environmental sustainability.

I commend the Ministry of Roads and Transport, all stakeholders, and our development partners for their contributions to the development of this Policy. It is my expectation that this Policy will guide Kenya's transition to a sustainable, low-carbon transport future.

Mr. Davis Chirchir, EGH
Cabinet Secretary, Ministry of Roads and Transport

PREFACE

The State Department for Transport, recognizes the urgent need to transform Kenya's transport sector in line with global technological shifts and the imperative of climate action. The development of this National Electric Mobility Policy is a timely and strategic step towards achieving these goals.

The Policy provides a comprehensive framework to guide the introduction, regulation, and scaling-up of electric mobility solutions in Kenya. It outlines measures to support investment in infrastructure, incentivize adoption, promote standards and regulations, and build technical capacity across the public and private sectors.

The preparation of this Policy has been informed by extensive stakeholder consultations, public participation, and collaboration with development partners. It reflects a shared vision for a modern transport system that is safe, efficient, and environmentally sustainable.

I wish to express my appreciation to all institutions, stakeholders, and partners who contributed to this Policy. The State Department remains committed to working with all actors to ensure effective implementation and to position Kenya as a leader in electric mobility within the region.

Mr. Mohamed Daghar, CBS
Principal Secretary
State Department for Transport, Ministry of Roads and Transport

ACKNOWLEDGEMENT

The Ministry of Roads and Transport wishes to acknowledge with gratitude the invaluable support and contributions received in the development of this National E-Mobility Policy. In particular, the Ministry recognizes the partnership of the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), the International Finance Corporation (IFC), and the Foreign, Commonwealth & Development Office (FCDO), whose technical and financial assistance has been instrumental in shaping this Policy.

The Ministry further extends appreciation to the appointed Taskforce, the Secretariat, and officers from the Ministry and relevant agencies who dedicated their time and expertise in steering this process. The Ministry also acknowledges the valuable input from stakeholders drawn from across the Transport Sector, the private sector, academia, development partners, and civil society. Special appreciation is extended to members of the public who participated in the consultations and provided feedback during the public participation forums, thereby ensuring that the Policy reflects broad-based consensus and National priorities.

The Ministry remains committed to working with all stakeholders to ensure the successful implementation of this Policy and the realization of Kenya's sustainable mobility goals.

Taskforce report handover to CS, MORT

Executive Summary

Kenya's transport sector, a critical pillar of the country's economic growth, faces a pressing challenge—exposure to weather variability and climate change disruptions. In 2015, the Transport Sector in Kenya accounted for 13 percent of greenhouse gas (GHG) emissions, with projections indicating that this will increase to 17 percent by 2030 because of factors such as population growth and industrialisation. Between 2009 and 2019, domestic transport emissions increased by 59.4 percent, with road transport being the most significant contributor. The transport sector, which uses roughly 72 percent of all petroleum products imported into the country, is one of the leading contributors to Kenya's ever-growing import bill.

Meeting Kenya's climate goal of reducing emissions by 32 percent by 2030 will therefore require radical changes in the transport sector that may lie beyond the realm of achievable aims. E-mobility therefore presents a compelling alternative. Offering a two-pronged solution, e-mobility produces zero tailpipe emissions, thereby mitigating environmental damage as well as improving air quality. Furthermore, Kenya possesses a wealth of renewable energy resources such as geothermal, hydro solar, and wind power that account for about 90 percent of the country's installed electricity capacity.

However, to fully realise the benefits of e-mobility, a comprehensive National Electric Mobility Policy is essential. This policy would serve as a catalyst for the transition, establishing a supportive ecosystem for e-mobility. To actualise the uptake of e-mobility in Kenya, a task force on the Development of National Electric Mobility Policy, Strategy and Regulations—the e-Mobility Taskforce—was appointed by the Cabinet Secretary of the Ministry of Roads and Transport, Kipchumba Murkomen, EGH, through Gazette Notice 10132, dated 4 August 2023.

The overall objective of the E-Mobility Taskforce is to develop a National Electric Mobility Policy (the e-Mobility Policy) to create an enabling environment for the growth and adoption of EVs in Kenya. To achieve the deliverables of the task force, a multipronged approach was adopted aligning with the first four phases of the policy formulation process defined by the Kenya Law Reform Commission (KLRC):

Under the second phase, policy research and analysis, a comprehensive analysis of Kenya's current mobility sector and its potential for EV adoption found a promising upward trend in new EV registrations, surging from 0.022 percent in 2018 to 1.62 percent in 2023, primarily driven by two-wheel vehicles. By 2027, this would translate to an adoption rate of a little over 63,000 electric two-wheeler sales annually. That fall well short of national goals, for which the adoption rate needs to grow at about 126 percent annually.

Road maintenance, funded primarily through taxes on petrol and diesel, would lose much of that income, but the economic benefits of increased EV usage, such as increased electricity demand, could balance out the loss in road tax income. Lastly, despite the significant progress in developing e-mobility standards in the country, gaps remain. Standards still under development include those for charging infrastructure equipment, electric tricycles and bicycles, vehicle-to-grid communication, battery swapping systems, and wireless power transfer for EVs.

Looking at recent trends, Africa has embraced the EV transition, driven by innovative businesses focused on affordable and practical electric motorcycles and three-wheelers, and supported by African governments. Globally, China, the United States and Europe are the leaders of the rapidly growing EV market. The International Energy Agency (IEA) predicts that EV battery demand will surge in the future. A study of EV policies in 11 countries (both advanced and emerging markets) highlighted the importance of enacting a comprehensive framework that combines incentives, regulations, infrastructure development, local manufacturing and technology development, phased implementation, public awareness campaigns, and clear regulatory standards.

Under the third phase, the e-Mobility Taskforce undertook public participation and stakeholder engagement where key stakeholders were identified and workshops were conducted to gather diverse perspectives. Feedback was also solicited through newspaper advertisements. The recommendations received through these pre-publication consultations were clustered into six policy groups, or pillars.

Addressing knowledge gaps and challenges associated with EVs was identified as a common need across the six pillars.

Stakeholders expressed concerns about misinformation, the high upfront costs of EVs, limited maintenance expertise, and insufficient charging infrastructure. Public transport operators specifically pointed out limitations in the load capacity of some EVs. Stakeholders suggested the need for stronger government leadership, public awareness campaigns, and national alignment with regional policies.

They emphasised the need to incentivise local EV production, including with tax breaks and support for renewable energy integration. Stakeholders also proposed reducing import duties and taxes on EVs, with targeted programmes for women drivers and environmental considerations. On the issue of safety, stakeholders highlighted the need for updated regulations, responsible battery disposal, and standardised charging systems.

Leveraging the market analysis and pre-publication stakeholder feedback, a draft National Electric Mobility Policy was developed that contains 7 policy objectives and 14 policy statements, as detailed below:

	Policy Objectives	Policy Statements
1	To develop an integrated and comprehensive policy, legal and regulatory framework to promote the adoption of e-mobility	Establish an Electric Mobility Institutional Framework to facilitate the widespread adoption of EVs and establish transition targets Establish and review the legal and regulatory framework to promote the adoption of e-mobility
2	To promote the local manufacture and assembly of EVs	Ensure establishment of local manufacture and assembly of EVs Establish a local upstream ecosystem for EV auto components
3	To develop and enhance e-mobility infrastructural capacity to accelerate the adoption of EVs	Establish supportive measures for EV charging infrastructure Ensure a reliable electricity supply to support e-mobility
4	To enhance local technical capacity and skills along the e-mobility value chain	Ensure the development of local technical capacity and skill to support local EV manufacturing, assembly, operation, and maintenance Provide fiscal and non-fiscal incentives to manufacturers and assemblers

	Policy Objectives	Policy Statements
5	To improve fiscal and non-fiscal measures to accelerate the adoption of EVs	Provide fiscal and non-fiscal incentives to promote infrastructure development Provide fiscal and non-fiscal incentives to EV consumers to accelerate adoption
6	To scale up socioeconomic measures to promote the adoption of EVs	Enhance gender equality and social inclusion in the e-mobility ecosystem Enhance financial inclusion in the e-mobility ecosystem
7	Development of alternative sources of funds to reduce over-reliance on fuel levy for road maintenance, rehabilitation and development	Develop sustainable alternative financing sources to reduce over reliance on the fuel levy for road maintenance, rehabilitation, and development in light of the increased adoption of e-Mobility.

To further refine the policy, a post-publication public participation phase was conducted in April 2024. Targeting all 47 counties of the country, this phase utilised newspaper advertisements, online questionnaires, and regional workshops in 8 regions to gather additional stakeholder input. The findings reveal a strong focus on building a skilled workforce, fostering a domestic EV industry, and expanding charging infrastructure. Stakeholders emphasised creating jobs through training programmes for EV technicians and mechanics, while also encouraging research and development in the field. To boost domestic production, they proposed tax breaks for EV manufacturers and the need to require them to use locally made parts.

Additionally, stakeholders urged the government to support local battery production and recycling initiatives. They also suggested expanding the charging network, including exploring options like battery-swapping stations. They encouraged the government to incentivise property owners to install charging points, and to invest in upgrading the electricity grid to handle the increased demand. Affordability was a major concern. Stakeholders proposed tax breaks and reduced electricity costs for EVs, with additional incentives for public transport operators and low-income buyers. Finally, with inclusivity in mind, stakeholders emphasised the need to consider how to enhance accessibility for people with disabilities within the EV ecosystem, while also addressing data privacy.

This multipronged approach, encompassing market research, stakeholder engagement through extensive public participation, and iterative refinement, ensured that the final draft policy addressed the main needs of a successful electric mobility transition in Kenya.

> “E-mobility therefore presents a compelling alternative. Offering a two-pronged solution, e-mobility produces zero tailpipe emissions, thereby mitigating environmental damage as well as improving air quality.”

Abbreviations	Definition
AC	Alternating Current
AEVA	Automated and Electric Vehicle Act, UK
AKI	Association of Kenya Insurers
AUC	African Union Commission
AVRL	Annual Vehicle Road Licence
BAU	Business as Usual
BEE	Bureau of Energy Efficiency, India
BEV	Battery Electric Vehicle
BIL	Bipartisan Infrastructure Law, USA
CAGR	Compounded Annual Growth Rate
CBD	Central Business District
CCAC	Climate and Clean Air Coalition
CD	Charge-Depleting State
CECMs	County Executive Committee Members
CIT	Corporate Income Tax, Egypt
CKD	Completely Knocked Down
CO	Carbon Monoxide
CO2	Carbon Dioxide
COGs	County Governors
CSP	Charging Service Provider
DC	Direct Current
DHI	Department of Heavy Industries, India
DSM	Demand-side Management
E2W	Electric Two-Wheeler
E4W	Electric Four-Wheeler
ESL	Efficiency Services Limited
EGP	Egyptian Pound
EGYPTERA	Egyptian Electricity Utility and Consumer Protection Regulatory Agency
EIA	Environmental Impact Assessment
EMAK	Electric Mobility Association of Kenya
EPA	Environment Protection Agency
EPR	Extended Producer Responsibility
EPRA	Energy and Petroleum Regulatory Authority
ESG	Environmental, Social and Governance
EVI	Electric Vehicle Initiative
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FAME	Faster Adoption and Manufacturing of Hybrid and Electric Vehicles, India
FCEV	Fuel Cell Electric Vehicle
FBU	Fully Built Up
FCVs	Fuel Cell Vehicles

Abbreviations	Definition
FSR	Florence School of Regulation
GDP	Gross Domestic Product
GEVO	Global EV Outlook Initiative
GFEI	Global Fuel Economy Initiative
GHG	Greenhouse Gas
GIZ	Deutsche Gesellschaft Für Internationale Zusammenarbeit
GST	Goods and Services Tax, India
HC	Hydrocarbons
HEVs	Hybrid Electric Vehicles
HGV	Heavy Goods Vehicle
HOV	High-Occupancy Vehicle Lane
ICE	Internal Combustion Engine
ICEV	Internal Combustion Engine Vehicle
IEA	International Energy Agency
INFRA	Infrastructure for Rebuilding America
INTP	Integrated National Transport Policy
IPCC	Intergovernmental Panel on Climate Change
IRA	Insurance Regulatory Authority
ITC	Investment Tax Credits
ITPAK	Independent Tea Producers Association of Kenya
KBA	Kenya Bankers Association
KEBS	Kenya Bureau of Standards
KENGEN	Kenya Electricity Generating Company PLC
KPIs	Key Performance Indicators
KRB	Kenya Roads Board
KES	Kenya Shilling
KLRC	Kenya Law Reform Commission
KPLC	Kenya Power and Lighting Company
KRA	Kenya Revenue Authority
KRC	Kenya Railways Corporation
LDV	Light Duty Vehicle
LPG	Liquefied Petroleum Gas
LT-LEDS	Long-Term, Low-Emission Development Strategy
MDAs	Ministries, Departments and Agencies
MIIT	Ministry of Industry and Information Technology, India
MITI	Ministry of Investment, Trade and Industry
MoHI & PE	Ministry of Heavy Industries and Public Enterprises, India
MoHUA	Ministry of Housing and Urban Affairs, India
MoP	Ministry of Power, India
MSAs	Motorway Service Areas, UK
NAMATA	Nairobi Metropolitan Area Transport Authority

Abbreviations	Definition
NCCAP	National Climate Change Action Plan
NCMC	National Common Mobility Card, India
NDC	Nationally Determined Contribution
NEVI	National Electric Vehicle Infrastructure Formula Program, USA
NEV	New Energy Vehicle
NHFP	National Highway Freight Program, USA
NHPP	National Highway Performance Program, USA
NHTSA	National Highway Traffic Safety Administration, USA
NMC	Nickel Manganese Cobalt
NOx	Nitrogen Oxides
NTSA	National Transport and Safety Authority
OCPP	Open Charge Point Protocol
OEMs	Original Equipment Manufacturers
OLEV	Low-Emission Vehicle
OPEX	Operating Expenses
PAYE	Pay As You Earn
PCSs	Public Charging Stations
PHEVs	Plug-In Hybrid Electric Vehicles
PM	Particulate Matter
PPP	Public–Private Partnership
PSV	Public Service Vehicle
PTC	Production Tax Credit
PV	Photovoltaic
PWDs	Persons with Disabilities
R&D	Research and Development
RECs	Regional Economic Communities
RMLF	Road Maintenance Levy Fund
ROI	Return on Investment
RUC	Road User Cost
SAT	State Administration of Taxation
SDoT	State Department for Transport
SEZ	Special Economic Zones
SGR	Standard Gauge Railway
SWOT	Strengths, Weaknesses, Opportunities and Threats
TCO	Total Cost of Ownership
TVET	Technical and Vocational Education and Training
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
VAT	Value Added Tax
VDC	Vehicle Distance Charging
WPT	Wireless Power Transfer
ZEV	Zero Emission Vehicle

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Nomenclature

Term/Symbol	Definition
%	Percentage
CO2-eq	Carbon Dioxide Equivalent
GBP/£	Great Britain Pound(s)
INR/Rs	Indian Rupee(s)
kW	Kilowatt
kWh	Kilowatt-hour
MW	Megawatt
MWh	Megawatt-hour
RMB	Renminbi (currency of China)
TWh	Terawatt-hours
USD/$	United States of America Dollar(s)

Definitions

The following terms, as used in this policy, are defined as follows:

Electric mobility (e-mobility)
The use of electric propulsion for a wide range of transport modes, including cars, buses, trucks, motorcycles, scooters, mopeds, bicycles, trailers, trains, off-road vehicles, aviation, along with ships, ferries, and other sea-going vessels.

Electric Vehicles (EVs)
A vehicle that uses one or more electric motors for propulsion. In this policy, EVs include road and rail vehicles, electric boats and underwater vessels, electric aircraft, and electric spacecraft.

Public spaces
Places, either public or privately owned, that are open and accessible to the general public, including roads, parking spaces, petrol stations, bus stops, and recreational parks.

Green channels
A special clearance of goods (or passengers) at a port of entry that isdone without routine physical examination or inspection, in order to reduce clearance bottlenecks through faster processing.

Stakeholder engagement legal gap analysis

OMA Electric PSV Buses on display

1 INTRODUCTION

1.1 Background and Context

An efficient transport system and network are vital to spurring national and regional integration and promoting trade and economic development. The global transport sector is predominantly driven by fossil fuels and accounts for about 23 percent of total human-made carbon dioxide (CO2) emissions worldwide.[United Nations, “Fact Sheet: Climate Change,” Sustainable Transport Conference, Beijing (2021).] According to Article 6 of the synthesis report of the Intergovernmental Panel on Climate Change (IPCC), 70 percent of direct transport emissions in 2019 came from road transport sub-sector, with 1 percent, 11 percent, and 12 percent coming from rail, shipping, and aviation, respectively.

Kenya's economic growth in recent years has been notable, driven by sectors such as agriculture, services, construction, and manufacturing. But that growth almost inevitably leads to higher Greenhouse Gas (GHG) emissions, a trend generally seen in developing and emerging economies worldwide. With economic prosperity, there has been a surge in the demand for motorisation, which contributes significantly to GHG emissions due to the reliance on petrol and diesel vehicles. Increased economic activity means that more goods and people need to be transported, further raising emissions.

In Kenya, the transport sector is almost entirely powered by fossil fuels, given that the sector utilises about 72 percent of the petroleum products imported into the country. In 2015, the transport sector accounted for 13 percent of GHG emissions, with projections indicating that this would rise to 17 percent by 2030, in particular because of population growth and industrialisation[Government of Kenya, National Climate Change Action Plan (Kenya): 2018-2022.

Volume 3: Mitigation Technical Analysis Report (Nairobi: Ministry of Environment and Forestry, 2018).]. Between 2009 and 2019, domestic transport emissions increased by 59.4 percent, with road transport being the most significant contributor. Meeting climate goals will require transformative changes in the transport sector, among the most promising of which is the electrification of vehicles.

In 2020, Kenya submitted an ambitious Nationally Determined Contribution (NDC) to the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat that committed the country to reducing GHG emissions by 32 percent by 2030 relative to the Business As Usual (BAU) scenario of 143MtCO2eq in line with our sustainable development agenda and national circumstances. As one of the main contributors to emissions in the country, the transport sector is at the heart of the realisation of this target through sustainable low carbon and climate resilient development pathway.

The 2018-2022 National Climate Change Action Plan (NCCAP), and its 2023-2027 successor, identify the uptake of electric vehicles (EVs) as one of the key climate actions in the Transport and Energy Sectors. Similarly, the 2020 National Energy Efficiency and Conservation Strategy (NEECS) envisions that, by 2025, 5 percent of all registered vehicles in Kenya will be electric-powered. Further, the Long-Term Low-Emission Development Strategy (LT-LEDS) aims at achieving net zero emissions by 2050 and targets the transition to e-Mobility because the use of electricity to power vehicles significantly reduces the emission of GHGs.

The 2009 Integrated National Transport Policy (INTP), has made various recommendations to address climate change. They include (i) setting minimum relevant targets to reduce GHG emissions and enhance clean air policy, and (ii) putting in place various technical, operational, regulatory, and market-based mitigation measures to address climate change in the Transport Sector. The INTP further identifies electric mobility as a key opportunity for the Transport Sector that should be adopted. The policy proposes, among other things, encouraging adoption and uptake of e-Mobility by developing and providing incentives and standards for EVs.

The Kenyan Government Bottom-Up Economic Transformation Agenda (BETA), currently implemented as the 2023-2027 Fourth Medium Term Plan under the Kenya Vision 2030 Agenda, recognises the major role e-Mobility can play in the attainment of national development and environmental goals.

1.2 Drivers and Opportunities of Electric Mobility in Kenya

The need to promote electric mobility in Kenya arises from several considerations pertaining to the country's environmental, economic, social, and technological challenges and opportunities. The main benefits and opportunities associated with electric mobility in Kenya are:

1.2.1 Environmental Commitments

Kenya is a signatory to various international agreements to reduce GHG emissions, such as the Paris Agreement. The Agreement was adopted by 196 parties including Kenya. The Paris Agreement aims to limit global warming and address the impact of climate change by reducing Greenhouse Gas (GHG) emissions and calls on countries to strengthen their commitments over time. Promoting and implementing electric mobility through a favourable policy framework aligns with these commitments and demonstrates Kenya's dedication to addressing global climate change.

The country's main commitment is through the updated Nationally Determined Contribution (NDC) that was submitted to the UNFCCC Secretariat in December 2020. Besides the commitment to reduce GHG emissions by 32 percent by 2030, another highlight of the updated NDC is the commitment to mobilise domestic resources to meet 13 percent of the NDC's budget, with the remaining 87 percent requiring international support. The estimated cost of implementing adaptation and mitigation measures was estimated at US$62 billion.

The country aims to realise this commitment through a low-carbon, climate-resilient development pathway that involves the following priority measures related to electric mobility:

1. Increasing renewables in the electricity generation mix.
2. Clean, efficient, and sustainable energy technologies to reduce over-reliance on fossil and unsustainable biomass fuels.
3. Low-carbon and efficient transport systems.

These are further elaborated in the 2023-2027 National Climate Change Action Plan (NCCAP) III and the 2022-2050 Long-Term Low-Emission Development Strategy (LT-LEDS).

The 2023-2027 NCCAP III identifies the uptake of EVs as one of the important climate actions in the transport and energy sectors. The plan aims to promote electric two-wheelers (E2Ws) and three-wheelers (E2Ws) through policy actions that ensure the increased uptake of electric motorcycles to at least 30 percent of all motorcycles by 2027.

By contrast, the 2022-2050 LT-LEDS aims at net zero emissions by 2050 using multiple targeted interventions. The interventions to reduce transport sector emissions that relate to electric mobility include:

- The acceleration of the decarbonisation of the transport sector by promoting low-emission transportation modes for goods and public transport for passenger mobility.
- Future rail development to accommodate electric locomotives, and the extension of the standard gauge rail (SGR) from Naivasha to Malaba.
- Transition from fossil fuel to EVs and hydrogen-fuelled vehicles, with 30 percent of all road vehicles to be electric or hydrogen-powered by 2050.

- All motorcycles on the road to be electric by 2050
- Reduce over reliance on fossil fuels on road maintenance.

1.2.2 Energy Security through the Reduction of Fuel Importation

Kenya struggles with a burgeoning import bill, driven primarily by petroleum imports that cost approximately KES 628.4 billion in 2022, up from KES 348.3 billion in 2021. The urgency to develop alternative, sustainable energy solutions has therefore never been greater. This financial burden strains the nation's foreign exchange reserves, posing significant economic risks. By transitioning to electric mobility and leveraging its renewable energy resources to power EVs, the country can reduce its dependency on imported fossil fuels, thereby enhancing its energy security. The country's balance of trade would also become more favourable owing to reduced imports of petroleum products.

1.2.3 Electricity Grid Availability

Kenya has expanded the generation capacity of its well-diversified energy mix, with nearly 90 percent of energy being generated from clean sources including geothermal, solar, hydro and wind. As of December 2023, the country had a total installed electricity capacity of 3,199.9 MW.[Bi-annual Energy and Petroleum Statistics Report, Financial Year 2023/2023.

Kenya recorded a new peak demand of 2,177 MW on 21 February 2024. Based on this peak demand, there is a healthy unutilised margin of over 40 percent of the installed capacity. The difference between peak and off-peak demand in Kenya on a normal day is about 1,000 MW.

To maintain system stability, power generation is generally curtailed during these off-peak periods. According to Energy and Petroleum Regulatory Authority (EPRA) statistics, a total of 495,437 MWh of energy was curtailed between July 2022 and June 2023. This amounts to an average daily curtailment of over 1357 MWh. This is a lot of energy that could be used to create demand at night. E-mobility can help bridge this gap by charging EVs at night. On average, a 51-seater bus has a battery capacity of 180-200 kWh to give a 200 km range. The daily curtailed energy could therefore power about 7,000 electric buses, or over 200,000 electric motorcycles, on the road.

1.2.4 Economic Opportunities with Electric Mobility

Besides cutting down emissions, the adoption of e-Mobility would bring multiple other benefits to the nation. Developing a local electric mobility sector could stimulate economic growth by creating new industries and jobs related to the manufacturing, assembling, servicing, and other associated infrastructure development of EVs. It also presents opportunities for technological innovation and entrepreneurship in the green economy.

The adoption of EVs necessitates the development of charging infrastructure, which can spur investments in smart-grid technologies and renewable energy. This infrastructure development can also encourage urban planning that supports sustainable transport solutions.

Electric mobility would offer an impetus for the inclusion of the Transport Sector in the carbon markets, thus earning Kenya carbon credits due to reduced emission of GHGs.

1.2.5 Sustainable Transport Solutions with E-Mobility

Kenya's urban centres, particularly Nairobi, Mombasa and Kisumu, face significant traffic congestion and transport-related challenges. Electric mobility can be part of a broader strategy to promote sustainable transport solutions to improve urban mobility, including public transport electrification and Non-Motorised Transport (NMT).
Among the sustainable transport solutions that can be integrated with electric mobility, among others, include:

1. Implementation of an efficient, high-capacity Bus Rapid Transit (BRT) system in major centres including Nairobi, Kisumu, and Mombasa to reduce private car dependency and traffic congestion;
2. Gradual transition to EVs for the government fleet;
3. Implementation of the Nairobi Commuter Rail Master Plan to improve commuter services; and,
4. Electrification, modernisation, and extension of the Standard Gauge Railway (SGR) and the rolling stock.

1.3 Electric Mobility Policy Framework in Kenya

Despite these compelling commitments, a critical gap Kenya faces is an inadequate policy and legislative framework to promote electric mobility. The absence of a comprehensive policy not only hampers the adoption, uptake and growth of EVs but also stifles innovation, local manufacturing, and the potential for job creation in a new industry. Furthermore, the lack of a cohesive strategy leads to missed opportunities in reducing GHG emissions, improving air quality, and contributing to global sustainability goals.

Establishing an enabling policy and regulatory environment is therefore imperative to catalyse the transition to e-mobility. Such a framework must address a range of issues including fiscal and non-fiscal incentives for stakeholders, safety standards, local content and manufacturing, and carbon markets. Without immediate and strategic interventions, Kenya risks falling behind in the global shift towards e-mobility and missing out on its economic, social, and environmental benefits.
Recognizing this policy gap, the Cabinet Secretary of the Ministry of Roads and Transport, Hon. Kipchumba Murkomen, EGH, through Gazette Notice 10132 dated 4th August 2023, appointed

a taskforce to develop the National Electric Mobility Policy, Legal and Regulatory framework, Strategy and Implementation Plan.

The overall objective of the e-Mobility Taskforce was to develop a National Electric Mobility Policy (the e-Mobility Policy) to create an enabling environment for the growth and adoption of EVs in Kenya.

1.4 The National Electric Mobility Policy Formulation

To formulate the national electric mobility policy, a methodology involving a range of activities was adopted as illustrated in Figure 1 below.

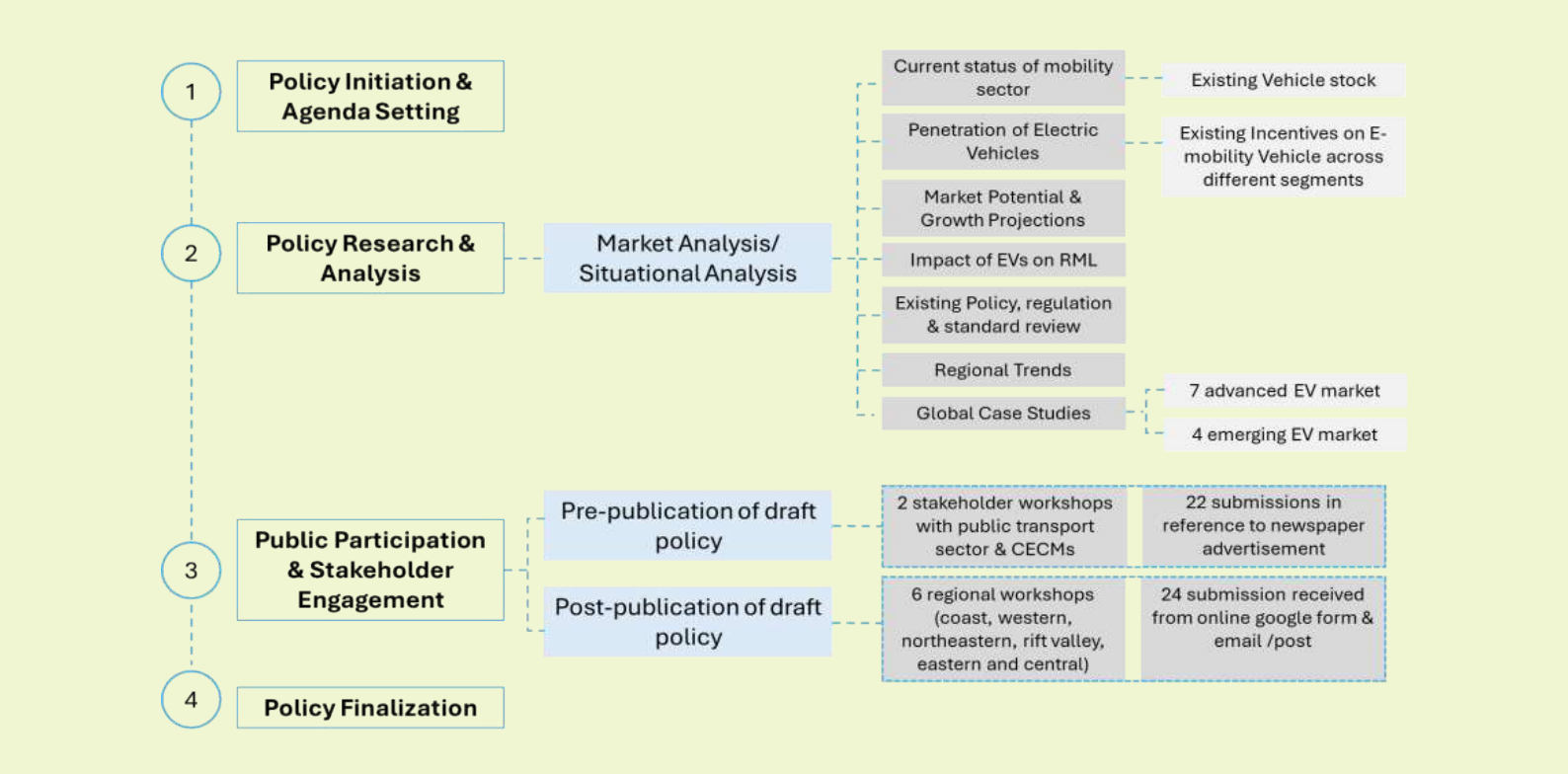


Figure 1 Policy formulation process

A comprehensive analysis of Kenya's current mobility sector and its potential for EV adoption was conducted and included analysing data on: - Kenya's vehicle population by category (two-wheelers, cars, and so on), registration statistics, growth rates, existing EV registrations, historical trends, and growth patterns. In addition, future vehicle ownership rates were predicted by examining historical data on vehicle population growth and economic trends. Additionally, since Kenya currently relies on the Road Maintenance Levy Fund (RMLF) collected from petrol and diesel fuel for the maintenance, rehabilitation and development of roads, an investigation of the future impact of EVs on RMLF was conducted.

It was followed by an in-depth review of existing policies, regulations and standards related to EVs in the country to understand the challenges and identify gaps the national e-Mobility policy need to address. There was also a review of more than 400 e-Mobility-related documents, both regional and international, to ensure that the developed policy benefits from international and national best practices.

Regional trends from neighbouring countries, and global case studies from advanced and emerging EV market countries, were analysed to gather insights that could be contextualised for Kenya.

1.5 Stakeholder Engagement and Public Participation

Article 10 of the Constitution of Kenya enshrines public participation as a national value and various public participation exercises were conducted during the development of the e-Mobility policy.

The ministry undertook public participation and stakeholder engagement where key stakeholders were identified, and workshops were conducted to gather diverse perspectives. Feedback was also solicited through newspaper advertisements. Addressing knowledge gaps and challenges associated with EVs was identified as a common need across the six pillars.

Stakeholders expressed concerns about misinformation, the high upfront costs of EVs, limited maintenance expertise, and insufficient charging infrastructure. Public transport operators specifically pointed out limitations in the load capacity of some EVs. Stakeholders suggested the need for stronger government leadership, public awareness campaigns, national alignment with regional policies, incentivise local EV production, tax breaks, reduced import duties and taxes on EVs, support for renewable energy integration, targeted programmes for women in the EV industry, updated regulations, responsible battery disposal, and standardised charging systems.

In addition, stakeholders recommended the following: a strong focus on building a skilled workforce; promoting domestic EV industry; expanding charging infrastructure; creating jobs in the e-Mobility sector; encouraging research and development in the field. Further, stakeholders urged the government to support local battery production and recycling initiatives including exploring options like battery-swapping stations.

They encouraged the government to incentivise property owners to install charging points, and to invest in upgrading the electricity grid to handle the increased demand and reduce electricity costs for EVs. Finally, with inclusivity in mind, stakeholders emphasised the need to consider how to enhance universal accessibility for people with disabilities and marginalised communities within the EV ecosystem, while also addressing data privacy.

2 SITUATIONAL ANALYSIS

2.1 Policies, Legal, Regulatory and Institutional Framework

There are various policies, plans and instruments that affect the e-Mobility sector in Kenya. The following are the relevant Acts of Parliament:

1. The Environmental Management and Coordination Act, No 8 of 1999
2. Climate Change Act, No 11 of 2016 (amended, 2023)
3. The County Government Act, No 17 of 2012
4. The Traffic Act, No 39 of 1953
5. National Transport and Safety Authority Act, No 33 of 2012
6. Energy Act, No 1 of 2019
7. Urban Areas and Cities Act, No 13 of 2011
8. Sustainable Waste Management Act, No 31 of 2022
9. East African Community Customs Management Act, 2004
10. Value Added Tax Act, 2013
11. Excise Duty Act, 2015
12. Standards Act (Cap 496)
13. Consumer Protection Act No. 46 of 2012
14. Insurance (Motor Vehicles Third Party Risks) Act, CAP 405
15. Kenya Roads Act, No 2 of 2007
16. Motor Vehicle Components and Accessories Act
17. Secondhand Motor Vehicle Purchase Act, CAP 484
18. Public-Private Partnership Act, No 14 of 2021
19. Data Protection Act, No 24 of 2019

2.2 Penetration of Electric Vehicles

The National Transport and Safety Authority (NTSA) registered 1,823,766 vehicles between 2018 and 2023. Internal combustion engine (ICE) vehicles dominated, with petrol-powered vehicles accounting for 88.68 percent and diesel-engine vehicles 9.56 percent. The number of registered EVs in that period was 3,753 (0.21 percent of total registrations), as illustrated in Figure 2.

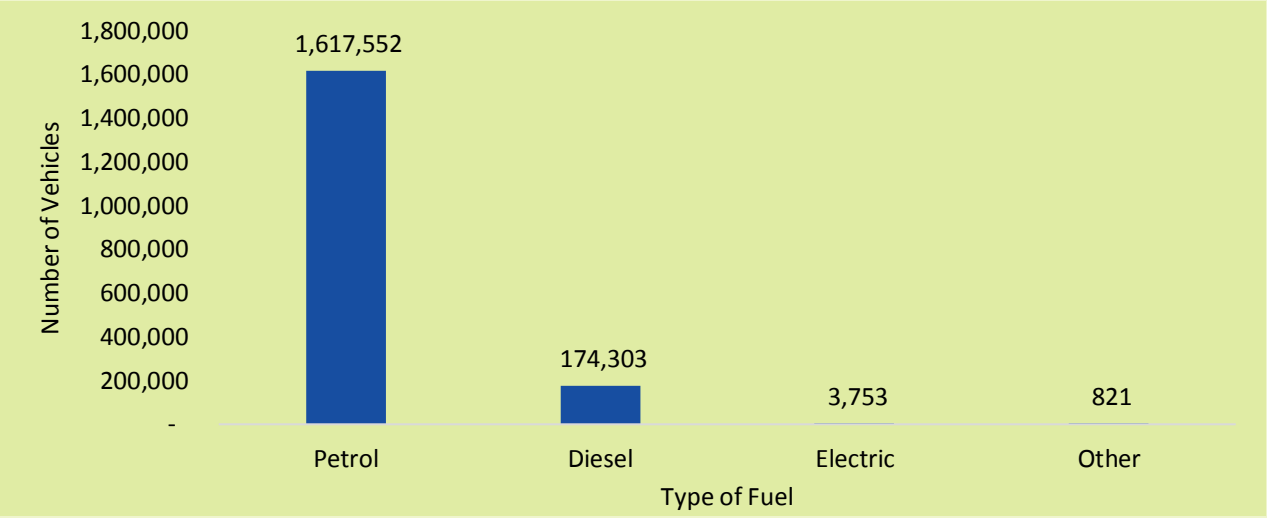


Figure 2: Vehicle registration in Kenya, by engine type, 2018-2023

However, hybrid EVs are not included in the tally of EVs because in Kenya they are classified by the NTSA as Internal Combustion Engine (ICE) vehicles.

About 0.045 % of the vehicle population are powered by other alternative technologies, mainly LPG, which is becoming popular among public transport fleets.

Despite the low number of EVs, the number of new EV registrations has been growing significantly, from 0.022 percent in 2018 to 1.62 percent in 2023. Most of this growth is driven by the two-wheelers, as shown in Figure 3.

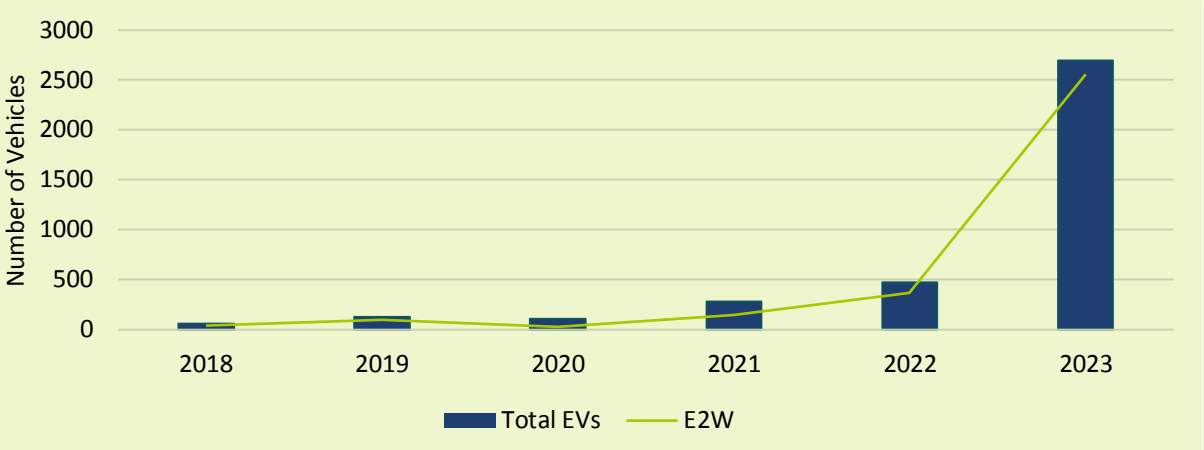


Figure 3: Electric vehicle registration in Kenya, 2018-2023

2.3 Market Potential and Growth Projections

Between 2016 and 2021, vehicle ownership in Kenya grew at a rate of 10.6 percent Compounded Annual Growth Rate (CAGR), and it will likely continue growing with the economy. During this period, the modal share of new registrations in each vehicle segment stayed roughly the same. Assuming that the modal shares and CAGR in ownership remain steady, it is estimated that vehicle population will top 10 million vehicles in 2030. Of these, nearly 5 million vehicles will be two-wheelers, and 3 million will be four-wheelers (Figure 4).

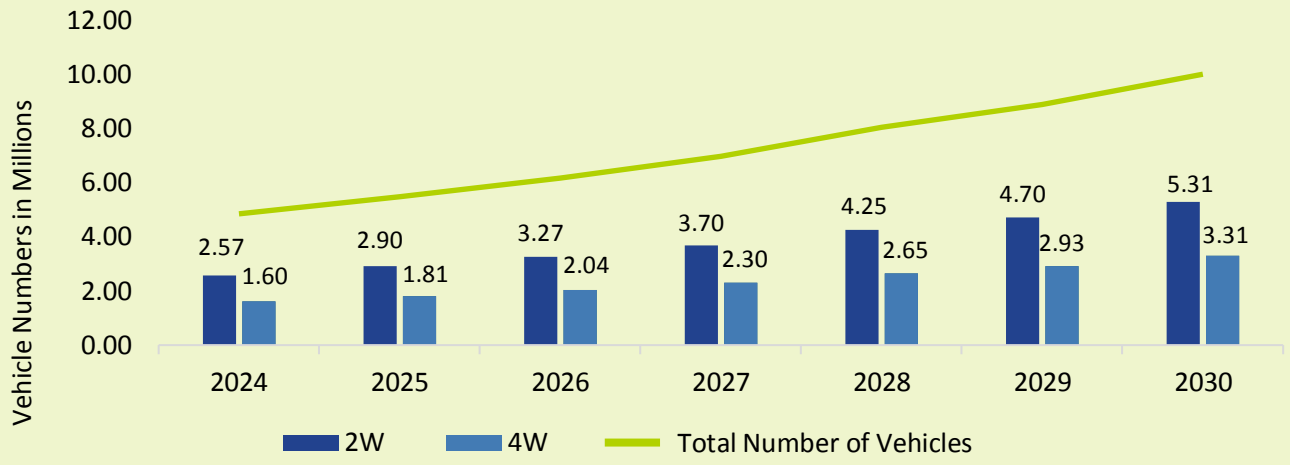


Figure 4: Projected vehicle registrations, 2024-2030

Relative to Kenya's population size, as of 2024 there are an estimated 83 (2W and 4W) vehicles per 1000 population. Although this number is expected to reach 153 per 1000 population by 2030 (figure 9), it is still low compared to the current world average of 182.

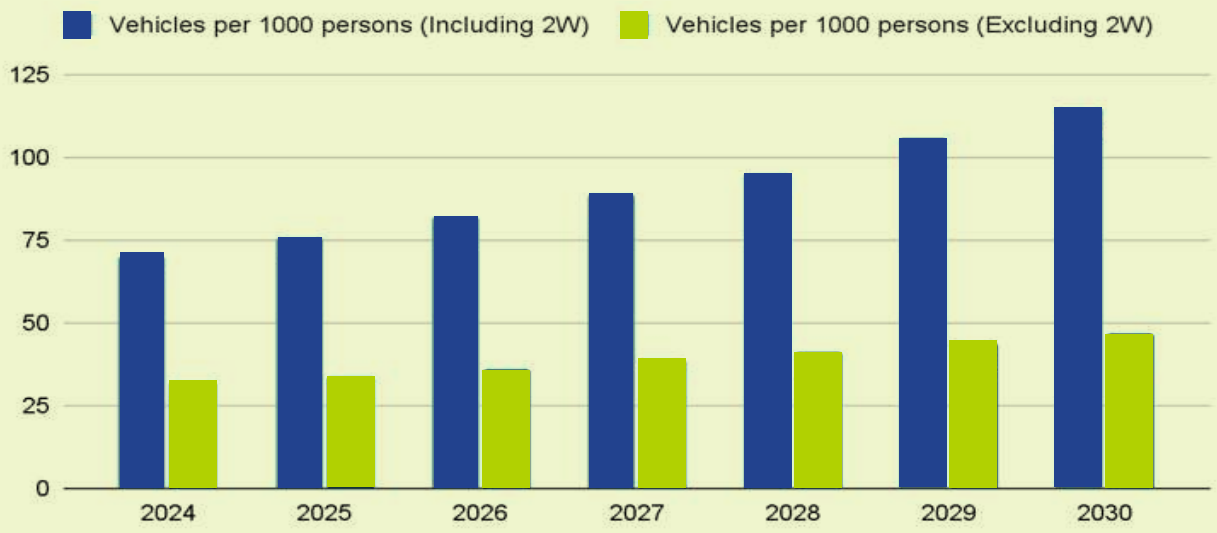


Figure 5: Projected vehicleper capita 2024-2030

Although e-Mobility is still in its early stages of development in Kenya, the recent high rate of growth due to favourable incentives reflects the rising interest of both local and international investors at different points of the supply chain.

2.4 Road Maintenance Levy Fund and Electric Mobility

Kenya's Road Maintenance Levy Fund (RMLF) Act was enacted in 1993, providing a sustainable source of funding for the maintenance of the road network through fuel levies. The system has worked quite effectively, but currently, there is a growing funding gap which is expected to widen. The causes include a lack of regular indexation of fuel levy rates to inflation, improved vehicle fuel efficiency, a growing backlog of roads that need maintenance, and a rising share of EVs, which are not levied under the RMLF Act.

The fuel levy charge per litre of petrol and diesel has gradually increased from KSh. 1.50 and 1.00 per litre of petrol and diesel, respectively, in 1993 to the current KSh. 18.00, charged since July 2016. Table 1 below illustrates fuel levy charge and percentage change from 1993 to date.

Table 1: Historical Fuel Levy Charge per Litre of Petrol and Diesel.

Year	Fuel Levy Charge		Percentage Change	
	Petrol	Diesel KSh/Litre	Petrol	Diesel
1993	1.50	1.00		
1994	1.50	1.00	0.0%	0.0%
1995	2.00	1.50	33.3	50.0
1996 / 1997	2.70	2.20	35.0	46.7
1998	4.80	4.80	77.8	118
1999 to June 2006	5.80	5.80	20.8	20.8
July 2006 to June 2015	9.00	9.00	55.2	55.2
July 2015 to June 2016	12.00	12.00	33.3	33.3
July 2016 to the present	18.00	18.00	50.0	50.0

Of the current fuel levy of KES 18 per litre of diesel/petrol, KES 15 per litre goes to RMLF, and KES 3 to the Roads Annuity Programme.

2.4.1 Economic Impact of EVs on the Road Maintenance Levy Fund

Transitioning from ICE vehicles to e-mobility is expected to affect the sustainability of the fuel levy as a source of financing for road maintenance, rehabilitation and development. The Kenya Roads Board (KRB) therefore undertook a study to determine the economic impact of e-mobility on the RMLF. The objective was to inform the sustainability of continued dependence on the fuel levy as the major source of financing.

The aims of the study were to:

a) Establish the economic impact of Electric Vehicles (EVs) on the Road Maintenance Levy through various scenarios analyses, and advise when the KRB should stop relying on RML and switch to other revenue sources.

b) Offer recommendations to guide the board's strategic direction and policy formulation.

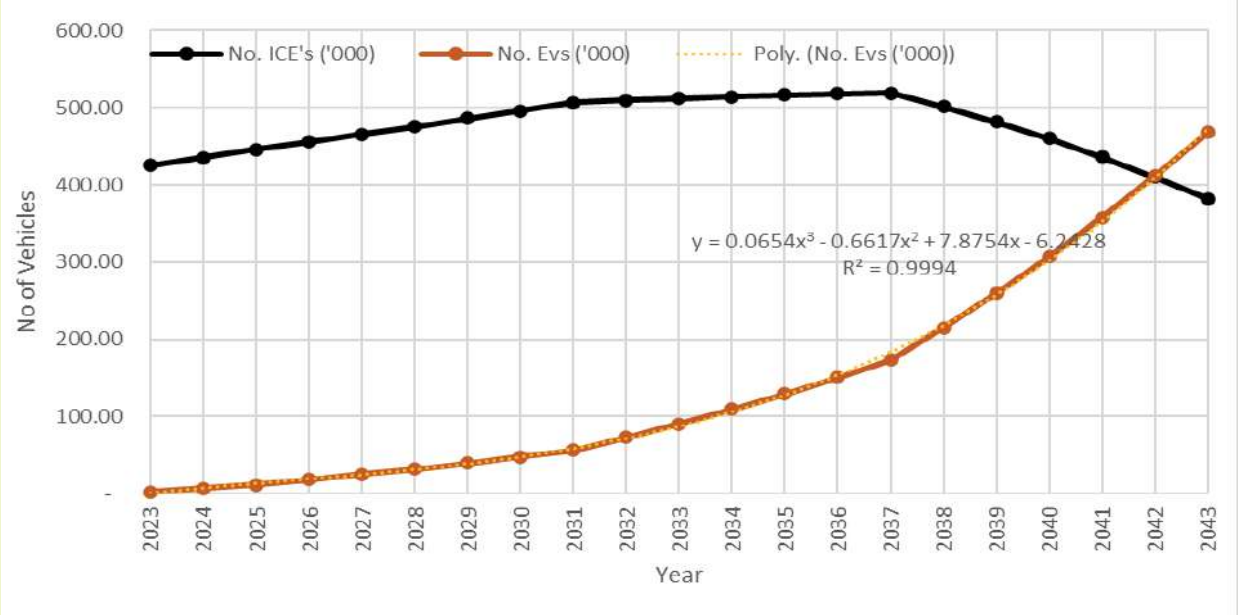


Figure 6: Projected number of ICEVs and EVs per capita, 2024-2030

At the current growth rate, it is evident from figure 10 that the number of newly registered EVs will surpass ICE vehicles in 2042 and beyond. The impact of the projected growth in EV registrations on RMLF is given in Table 2.

Table 2: Projected EV and ICE Vehicle Registrations and RMLF Collection

Year	No. of ICE's ('000)	No. of EVs ('000)	% EVs	% Sales Shortfall	Estimated Base RMLF	Estimated RMLF Post - EVs (KSh Bn)	RMLF Shortfall Due to EVs (KSh Bn)
2025	446.24	11.68	2.6%	2.3%	95.244	93.009	2.235
2026	455.94	18.01	3.8%	3.5%	98.578	95.132	3.446
2027	465.76	24.78	5.0%	4.6%	102.028	97.288	4.741
2028	475.72	31.99	6.3%	5.8%	105.599	99.479	6.120
2029	485.80	39.68	7.5%	6.9%	109.295	101.704	7.591
2030	496.01	47.86	8.8%	8.1%	113.120	103.964	9.156
2031	506.33	56.57	10.1	9.2%	117.080	106.256	10.824
2032	509.49	73.11	12.6	11.5%	121.177	107.189	13.989
2033	512.24	90.75	15.1	13.8%	125.419	108.055	17.364
2034	514.57	109.53	17.6	16.1%	129.808	108.852	20.956
2035	516.43	129.51	20.1	18.4%	134.352	109.572	24.780
2036	517.79	150.76	22.6	20.7%	139.054	110.209	28.845
2037	518.62	173.33	25.1	23.0%	143.921	110.758	33.163
2038	500.96	215.21	30.1	27.6%	148.958	107.782	41.176
2039	481.43	259.80	35.1	32.2%	154.172	104.463	49.708
2040	459.92	307.26	40.1	36.8%	159.568	100.780	58.787
2041	436.32	357.71	45.1	41.4%	165.152	96.712	68.440
2042	410.50	411.32	50.1	46.0%	170.933	92.235	78.697
2043	382.34	468.24	55.1	50.6%	176.915	87.327	89.589

The study also showed how the growth of EVs will affect the projected RMLF collection over the same 20-year period.

RMLF revenues will start to fall in Year 2037 and beyond. This is due to consistent decrease in projected numbers of new ICE registration in the country.The Figure 11 overleaf presents projected EV growth and its impact on future fuel sales. The graph shows a clear transition from ICE vehicles to EVs from 2023 to 2043.

The number of ICE sales will reach a peak in year 2037 and start to drop while new EVs registrations will continue to rise until the year 2042 when the number of new ICE and new EV regisrtations will be the same. The figure further indicates that, this shift suggests a significant increase in EV adoption over the next two decades.

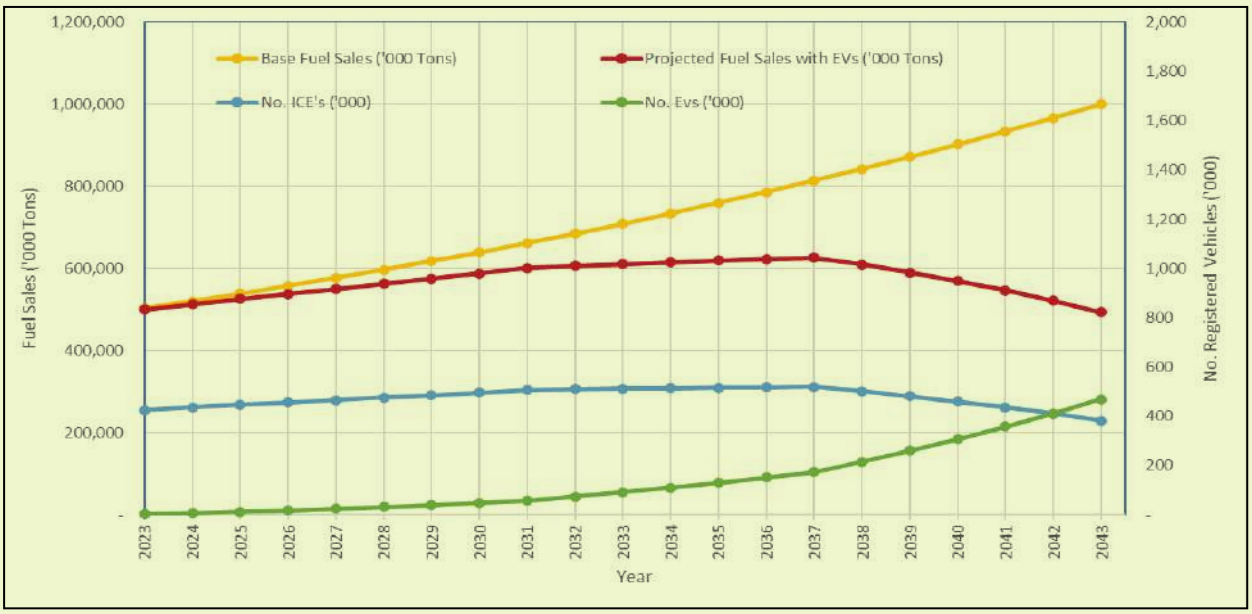


Figure 7: Projected Future Fuel Sales

This transition has critical implications for the road maintenance levy fund, traditionally reliant on fuel taxes from ICE vehicles. As the number of ICE vehicles flattens and declines post-2033, the associated revenue from fuel taxes will decrease, leading to a significant shortfall in the road maintenance fund by 2043. Assuming the EVs will not contribute to fuel taxes, this means that, their increasing numbers will not offset the revenue loss from the declining ICE vehicle registrations.

The projection shows a widening shortfall in the RMLF as the number of registered EVs grows. This shortfall is projected to exceed KSh. 17 billion by 2033 and reach around KSh 90 billion in 2043. The government therefore needs to devise a new Road Fund to offset this anticipated decrease in fuel levy revenues.

The government therefore need to devise a new Road Fund (with alternative source of funding for road maintenance, rehabilitation and development) to offset the anticipated decrease in fuel levy revenues majorly due to EVs registration and ensure sustainable funding for road infrastructure.

2.5 Global Case Studies

The transition to e-Mobility is a global phenomenon, with varying degrees of adoption and success across mature, developing, and emerging markets. The effectiveness of policy measures in promoting EV adoption is clear, with incentives, infrastructure investment, and regulatory frameworks playing critical roles.

The global electric mobility market, which includes both battery electric vehicles (BEVs) and-plug-in hybrid electric vehicles (PHEVs), is experiencing rapid growth, driven by increasing awareness of environmental issues, technological advancements, and supportive government policies. A total of eleven international countries were selected for undertaking global case studies review.

The countries are divided into advanced and emerging EV markets as listed below:

Advanced EV Markets	Emerging EV Markets
1. USA	8.Indonesia
2. Norway	9.Thailand
3. China	10.Rwanda
4. India	11.Egypt
5. UK	
6. Germany	
7. South Korea	

2.5.1 Case Studies Summary

The case studies provided valuable insights for Kenya to accelerate her own transition to sustainable transport solutions. Advanced markets and governments worldwide have been pursuing e-Mobility development through the implementation of regulatory measures and supportive initiatives, resulting in an unprecedented acceleration of the EV market. Subsidies and tax rebates, both passive and active, have thus far been instrumental in migrating customers and businesses from ICE to EV.

Norway leads the world in EV adoption rates. This is partly due to a comprehensive framework of policy measures that focus on both supply and demand, including substantial exemptions from purchase taxes, free parking, reduced or zero road tolls, and access to bus lanes. The government's aggressive target to ensure that all new cars sold by 2025 are zero emission is significantly driving EV adoption. As of the early 2020's, EVs constituted over 60 percent of Norway's new car sales, underscoring the success of these policies in making EV ownership economically attractive. Incentives includes: VAT exemption, EV owners do not pay annual road traffic insurance tax, half price tolls for EV owners, free access to Bus lanes, among others.

In the United States, California has been at the forefront of the EV movement, with policies like the ZEV programme mandating automakers to sell a certain number of EVs. Incentives such as rebates, High-Occupancy Vehicle (HOV) lane access, and subsidised charging infrastructure development have supported EV adoption.

California accounts for nearly half of all EV sales in the US, showcasing the impact of targeted policies.

China is the world's largest EV market, supported by substantial government incentives, including subsidies, investment in charging infrastructure, and strict emission regulations. The country aims for EVs to make up a significant portion of the automotive market in the coming years. These measures have propelled China to the forefront of EV production and adoption globally. The government has implemented a wide-ranging strategy, including subsidies for EV buyers, investment in charging infrastructure, and strict emission standards for vehicles. This multifaceted approach aims to reduce pollution and promote domestic EV manufacture

India's National Electric Mobility Mission Plan aims to establish a robust EV ecosystem. Incentives include a reduced Goods and Services Tax on EVs, subsidies for manufacturers, and initiatives for charging infrastructure development. Although still in the early stages, these policies have started to stimulate EV adoption in urban areas. India's policy measures are still evolving, with a focus on subsidies through the Faster Adoption and Manufacturing of Electric Vehicles (FAME) scheme, tax benefits, and plans for charging infrastructure. The government aims to make EVs an attractive option for consumers and stimulate local manufacturing.

Rwanda and Egypt have also introduced several fiscal and non-fiscal incentives to promote adoption of e-Mobility such as Zero-rated VAT and exemption of import and excise duties for EVs, the spare parts, batteries, and charging station. EV manufacturing and assembly companies benefit from a corporate income tax and tax holiday.

African countries are emerging markets on e-Mobility transition, with efforts focused on electric buses and two-wheelers. Policy measures include tax exemptions for EV imports, investments in charging infrastructure, and pilot projects for electric public transport solutions. Although electric mobility policies in most African countries are in the early stages, these initiatives are beginning to take hold, with increased interest in EV solutions for public and private transport.

Hon. Kipchumba Murkomen, EGH unveiling the Interim Report.

2.5.2 Key Learnings for Global Case Studies

The key findings and lessons learned from these global EV transition case studies guided the formulation of this policy framework to accelerate Kenya's transition to electric mobility. The key findings and good practices from the case studies, and lessons for Kenya, are summarised below.

1 Comprehensive Policy Framework

All the case studies demonstrated the importance of a robust policy framework that includes both incentives and regulations to drive EV adoption. Norway, for example, has used a combination of tax exemptions, toll waivers, and other incentives to make EVs more attractive than internal combustion engine vehicles. In addition, through Public Procurement, the government prioritises electric vehicles in public procurement, setting an example for private and corporate buyers.

Lessons for Kenya: Develop a clear and comprehensive set of policies that not only incentivise EV use but also make it progressively more challenging to continue using ICE vehicles.

2 Fiscal and Non-fiscal Incentives

United States and China have implemented a mix of fiscal incentives such as tax credits and rebates, along with non-fiscal incentives like carpool-lane access and reduced registration fees. China's subsidy scheme for EVs has played a crucial role in making it the world's largest EV market.

Lessons for Kenya: Consider a range of incentives to lower the total cost of ownership of EVs and enhance their attractiveness. This could include import tax reductions, VAT exemptions, and usage benefits like parking and lane privileges.

3 Targeted Support for EV Infrastructure

Germany and UK have focused on the deployment of EV charging infrastructure, with goals for charging points to be available at set intervals on major highways, ensuring that EV owners can find reliable and convenient charging options.

Lessons for Kenya: Invest in and support the development of necessary charging infrastructure. Public–private partnerships can be effective in scaling up the charging network across the country.

4 Local Manufacturing and Technology Development

India is promoting the local manufacturing of EVs and batteries through its "Made in India" initiative, which is helping to reduce costs and to develop local expertise in EV technology.

Lessons for Kenya: Encourage local assembly and manufacture of EV components to create jobs, reduce costs, and build technical expertise.

5 Phased Implementation and Sector-Specific Strategies

Germany and India have adopted phased and sector-specific strategies, focusing initially on public transport and fleet vehicles for the early adoption of EVs.

Lessons for Kenya: Implement a phased approach that prioritises public transport and commercial fleets. This could provide immediate environmental benefits and serve as a public endorsement of EV technology.

6 Public Awareness and Education

The US, UK and Germany have invested in extensive public education and awareness campaigns to inform consumers about the benefits of EVs, address range anxiety, and respond to concerns about the total cost of ownership.

Lessons for Kenya: Run sensitization and educational campaigns to raise awareness about the benefits of EVs, including environmental impact, lower operational costs, and reduced maintenance needs.

7 Regulatory Environment and Technical Standards

The UK developed clear technical standards for EVs and charging infrastructure to ensure safety, compatibility, and interoperability within the EV ecosystem.

Lessons for Kenya: Establish clear technical and safety standards for EVs and charging stations to ensure a high level of user safety and interoperability of infrastructure.

3 POLICY RECOMMENDATION

3.1 Vision, Mission and Objectives

Stakeholders sensitization on e-bikes

Vision | Kenya as the leader in electric mobility transition in Africa

Mission | To create a path towards a more sustainable, efficient, and equitable transportation system powered by e-Mobility

Key objectives of the electric mobility policy are:

1. Development of an integrated and comprehensive policy, legal, and institutional framework to promote the adoption of e-Mobility;
2. Promotion of local manufacture and assembly of EVs;
3. Development and enhancement of e-Mobility infrastructural capacity to accelerate the adoption of EVs;
4. Enhancement of local technical capacity and skills across the entire e-mobility value chain;
5. Improvement of fiscal and non-fiscal measures to accelerate the adoption of EVs;
6. Scaling up of socioeconomic measures to promote the adoption of EVs
7. Development of alternative sources of funds to reduce over-reliance on fuel levy for road maintenance, rehabilitation and development.

3.2 Policy Objectives, Statements and Measures

Based on the main objectives, the critical issues to be addressed by the e-mobility policy were identified and policy statements and measures developed address the critical issues. This is presented in the following subsections.

3.2.1 Development of an Integrated and Comprehensive Legal, Regulatory and Policy Framework

Critical Issues

- Currently, Kenya has no institutional framework focused on the promotion of electric mobility.
- The country needs comprehensive research and studies to establish clear targets anmonitor the progress of achieving different e-Mobility targets.
- Limited coordination among different MDAs in the central government, county governments, and other partners engaged in the e-Mobility ecosystem resulting in duplication of efforts, policy inconsistencies, and inefficiencies
- The country does not have a robust institutional framework to act as a focal point for data and information on e-mobility.
- Inadequate Legal and Regulatory Instruments i.e., existing transport, energy, and environmental laws are not aligned with the emerging needs of the electric mobility sector, leading to regulatory uncertainty for investors and innovators.

Stakeholders Engagement, Nairobi

Policy Statements	Policy Measures
1) The government shall establish an e-Mobility institutional framework to facilitate the widespread adoption of EVs and establish transition targets.	a) Establish a multiagency e-Mobility steering committee to provide overall coordination of e-mobility initiatives undertaken by various governmental ministries, departments and agencies (MDAs) and county governments
	b) Undertake a periodic, countrywide, EV demand study
	c) Set target timelines when all newly registered vehicles will be required to be zero-emission vehicles (ZEVs), with timelines for different categories of vehicles, including locomotives
	d) Prioritise the addition of EVs during government vehicle fleet procurement, with a minimum local content requirement.
	e) Review the existing regulatory framework for EV asset financing and insurance to include e-Mobility.
	f) Develop a countrywide framework for the adoption of electric-based mass passenger transport systems in urban areas.

Policy Statements	Policy Measures
2) The government shall establish and review the legal and regulatory framework to promote the adoption of e-Mobility.	a) Review and update vehicle emissions standards, with periodic inspections to ensure compliance.
	b) Introduce licensing and certification programmes for electricians, installers, and maintenance technicians in the EV industry.
	c) Harmonise EV codes and standards to ensure consistency, interoperability, and compatibility across different regions and jurisdictions.
	d) Ensure that building codes and regulations accommodate EV charging infrastructure.
	e) Develop standard for residual battery life for the importation of second hand EVs.
	f) Establish clear safety regulations and standards for the manufacture, assembly, importation and/or operation of EVs and EV infrastructure.
	g) Establish end-of-life disposal methods for EVs in compliance with other existing policies.
	h) In line with existing data protection laws, mandate data sharing on usage patterns, charging behaviour, and so on to inform strategic planning and infrastructure needs

3.2.2 Promotion of Local Manufacture and Assembly of EVs

Critical Issues

- Limited capacity in the local manufacture and assembly of EVs
- Low investments in e-mobility sector

Policy Statements and Measures

Policy Statements	Policy Measures
3) The government shall ensure establishment of the local manufacture and assembly of EVs.	a) Implement ZEV sales targets and investment requirements for automakers and assemblers toqualify for government incentives. b) Establish a clear local content requirement for EVs that is phased in over time.
4) The government shall establish a local upstream ecosystem for EV auto components.	a) Put in place measures to support the manufacture of EV parts. b) Support local battery manufacture, recycling and repurposing.

3.2.3 Development and Enhancement of E-mobility Infrastructural Capacity to Accelerate the Adoption of E-Mobility

Critical Issues

- Inadequate charging infrastructure
- High capital cost of setting up charging infrastructure
- High cost of electricity for both domestic and commercial charging
- Limited reach of the electricity network in the country
- Low reliability of the electric grid

Policy Statements and Measures

Policy Statements	Policy Measures
5) The government shall establish supportive measures for the EV charging infrastructure.	a) Establish targets for deploying the EV charging infrastructure to ensure widespread coverage of all vehicle categories. b) Encourage interoperability of EV charging systems and of public charging stations. c) The national government and county governments will provide non-financial facilitation for the installation of charging infrastructure in public spaces.
6) The government shall ensure the availability of a reliable electricity supply to support E-Mobility.	a) Develop a coordination framework between major players in the electricity sector to improve electrification and reliability. b) Undertake periodic review to determine optimal charging locations to inform investments in EV charging infrastructure.
7) The government shall promote the development and integration of EV - based public transport.	a) Develop a framework for the transition of public transport from ICEs to EVs through a phased approach and with defined timelines, in line with Kenya's climate commitments. b) Develop a Framework to ensure that electric rail development is part of a broader strategy for integrated electric freight and public transportations.

3.2.4 Enhancement of Local Technical Capacity and Skills across the E-Mobility Value Chain

Critical Issues

- Limited local technical skills to support the manufacture and assembly of EVs in the country
- Limited capacity to operate, service, and maintain EVs
- Inadequate technological advancements in e-Mobility sector

Policy Statements	Policy Measures
8) The government shall ensure the development of local technical capacity and skill to support local EV manufacture, assembly, operation and maintenance.	a) Develop an e- mobility curriculum or module that can be integrated into relevant programmes in TVET schools and universities and other training institutions.
	b) Promote research and development initiatives related to EVs, battery technology, and charging infrastructure.
	c) Mandate suppliers to integrate user training and provide manuals for their products. This should include basic diagnosis procedures and maintenance.
	d) Promote EV knowledge sharing locally and internationally.
	e) Undertake research and explore the use of biofuels and other alternative jet fuel solutions, acquisition of more fuel efficient aircraft technology, electric taxiing equipment among others

3.2.5 Improvement of Fiscal and Non-fiscal Measures to Accelerate the Adoption of E-Mobility

Critical Issues

- High upfront cost of EVs compared to ICE vehicles
- Inadequate incentives offered to manufacturers, infrastructure developers, and consumers of e-Mobility
- Limited budgetary allocation to finance e-Mobility incentives

Policy Statements and Measures

Policy Statements	Policy Measures
9) The government shall provide fiscal and non-fiscal incentives to manufacturers and assemblers.	a) Provide tax incentives, including excise duty and VAT exemptions, for EV parts over a specified period.
	b) Ensure expedited importation of EVs and EV parts, including access to green channels.
	c) Develop a framework to support the establishment of EV manufacturing plants and the export of locally built EVs and EV parts.

	d) Provide incentives to attract investment in the development and or upgrading existing rail infrastructure to support electric locomotives, including substations and potential dedicated power lines.
10) The government shall provide fiscal and non-fiscal incentives to promote infrastructure development.	a) Provide incentives to businesses and property owners to develop and install public EV charging infrastructure. b) Reduce the stamp duty for EV infrastructure developments. c) Review and update the e-Mobility tariff for EV charging stations. d) Integrate charging infrastructure with transport and energy planning. e) Develop a framework for PPPs to attract private investment in electric rail projects. f) Explore incentives to encourage port upgrades for shore power (alternative maritime power) connections to accommodate future electric or hybrid vessels.
11) The government shall provide fiscal and non -fiscal incentives to EV consumers to accelerate adoption.	a) Develop and implement an electricity tariff for EV charging. b) Provide unique identification for EVs. c) Provide preferential access to EVs to zones with traffic and parking restrictions. d) Provide tax incentives, including reduction of excise duty on completely built up EVs for a defined period to enhance EVs adoption in the country. e) Provide tax incentives, including the reduction of excise duty for locally manufactured and assembled EVs.

3.2.6 Scale-up of Socioeconomic Measures to Promote the Adoption of E-Mobility

Critical Issues

- Inadequate inclusion of women, youth and persons with disability in the e-mobility ecosystem.
- Limited funding schemes to access low interest loans to finance e-mobility investments.

Policy Statements and Measures

Policy Statements	Policy Measures
12) The government shall enhance gender equality and social inclusion in the e-Mobility ecosystem.	a) Develop targeted programmes that incentivise women, youth and PWDs and other marginalised groups to engage in economic activities enabled by e-Mobility. b) Develop programmes to employ women, youth, PWDs and other marginalised groups in different e-Mobility activities. c) Ensure that EVs and EV infrastructure are widely accessible to youth, women, PWDs and other marginalised groups.

Policy Statements	Policy Measures
	d) Develop targeted programmes for the creation of public awareness about e-Mobility's benefits, cost savings and environmental advantages. e) Provide fiscal and non -fiscal incentives to players in the e -Mobility value chain to employ women, youth and PWDs and members of other marginalised groups. f) Establish data security and privacy standards for EVs to protect consumer data, ensure confidentiality, and prevent unauthorised access or misuse of personal information. g) Develop targeted programs to equip women, youth, and PLWDs including the necessary skills to participate in the sub-sector (electric rail technicians, maintenance personnel, or control centre operators) h) Develop scholarship and apprenticeship programs to encourage participation of these groups in existing air and maritime professions
13) The government shall enhance financial inclusion and risk mitigation in the e-Mobility ecosystem.	a) Collaborate with financiers and development partners to develop affordable and innovative e-Mobility financing products and models for individuals, businesses and organisations in the acquisition of EVs and EV infrastructure. b) Develop mechanisms to give owners of EVs and infrastructure access to insurance products. c) Develop innovative risk mitigation mechanisms to de-risk large-scale EV projects initiated in Kenya.

3.2.7 Development of alternative sources of funds to reduce over-reliance on fuel levy for road maintenance, rehabilitation and development

Critical Issues

- Fuel levy collection will reduce as number of EVs registered in the country increases
- Limited sources of sustainable funding for road maintenance, rehabilitation and development

Policy Statements and Measures

14) The government shall develop sustainable alternative financing sources to reduce over reliance on the fuel levy for road maintenance, rehabilitation, and development in light of the increased adoption of e-Mobility	a) Establish the impact of adopting e-mobility on the long-term sustainability of the Road Maintenance Levy Fund. b) Develop alternative financing sources for road maintenance, rehabilitation and development. c) Implement the alternative financing sources for road maintenance, rehabilitation and development. d) Apply the "User Pays" principle in the financing of roads maintenance, rehabilitation and development

4 ANNEX I: POLICY IMPLEMENTATION PLAN, MONITORING AND EVALUATION FRAMEWORK

4.1 Policy Statement 1: THE GOVERNMENT WILL ESTABLISH AN ELECTRIC MOBILITY INSTITUTIONAL FRAMEWORK TO FACILITATE THE WIDESPREAD ADOPTION OF EVS AND ESTABLISH ELECTRIC MOBILITY TRANSITION TARGETS FOR VARIOUS VEHICLE CATEGORIES.

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Establish a multi-agency steering committee (SC) to provide overall coordination of electric mobility initiatives undertaken by various govern-mental ministries, departments and agencies (MDAs) and county governments	Established steering committee	None	Dec - 2025	Appointment letters of the SC Members	Ministries in -charge of (Transport, Industry, Treasury, Education, Education, Energy, the Attorney General, Council of Governors, Chair- development partners
	Developed e-Mobility Implementation Framework	None	Dec - 2025	EV Coordination framework	
	Implementation of the e-Mobility policy within government and the public sectors	Draft	June - 2026		
Undertake periodic countrywide EV demand study.	Countrywide EV demand levels.	None	June - 2026	EV Demand Report	Ministry in charge of Energy (KenGen)
Set target timelines for when all newly registered vehicles will be required to be zero -emission vehicles (ZEVs), with timelines for different categories of vehicles, including locomotives	Study to establish short, medium and longterm targets for different vehicle categories	None	June - 2026	Target report	Ministry responsible for Transport
	Percentage of ZEVs in new registrations	1.62% in 2023	5% in 2025; 100% in 2050	New Registration records	Ministry responsible for transport, NTSA
	Vehicle emission standards	Existing standards	June - 2026	Updated standards	Ministries in charge of: Transport; Environment; Trade & Industry; NEMA, KEBS, NTSA

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Prioritize addition of EVs in government's vehicle fleets during vehicle procurement with minimum local content requirements	Directives that prioritize the procurement of EV	None	Dec - 2025	Directive	All MDAs
	Number of EV in GoK fleet	TBD	3,000 EVs by 2027	NTSA, MTD records	All MDAs
	Percentage of locally sourced EVs	Zero, 2024	2% by 2027	MTD records	All MDAs
	No. of PPP electrification initiatives/projects	TBD	3 No. in 2027	PPP Agreements	All MDAs
Review existing regulatory framework for EV asset financing and insurance	Financial and insurance, legal and policy frameworks	Existing frameworks for EVs	June - 2026	Amended Acts of Parliament	National Treasury, AG, IRA, CBK
Develop a national framework for the adoption of electric-based public transport systems	Framework for inter-city and rural public transport	None	June - 2026	Frameworks in place	Ministry responsible for Transport,CoGs, NaMATA, NTSA, KRC, Road Authorities
	Framework for MRTS in urban areas	None	June - 2026		

4.2 Policy Statement 2: THE GOVERNMENT SHALL ESTABLISH AND REVIEW THE LEGAL AND REGULATORY FRAMEWORK TO PROMOTE THE ADOPTION OF E-MOBILITY

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Review and update vehicle emissions standards, with periodic inspections to ensure compliance	Vehicle emission standards	Existing standards	June - 2026	Reviewed standards	Ministry in charge of Environment, NEMA
	Periodic review of emission standards.	Existing standards	Every 5 years	Reviewed standards	Ministry in charge of Environment, NEMA

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
	Periodic emission inspection of all vehicles	PSVs and commercial vehicles	Every 5 years	NTSA / MTD records	NTSA / MTD
Introduce licensing and certification programmes for electricians, installers, and maintenance technicians in the EV industry	Licensing and certification regulations	Existing guidelines	Dec-2027	Developed regulations	Ministry in charge of Energy, EPRA
	Training programmes that align with industry standards and practices	Existing programmes	Dec-2026	Updated programmes	Ministry in charge of Education, EPRA
Harmonize EV codes and standards to ensure consistency, interoperability and compatibility across different regions and jurisdictions	EV codes and standards	Existing codes and standards	Dec-2026	Harmonized codes and standards	Ministry in charge of Industry, KEBS
	Periodic review of EV codes and standards	Existing codes and standards	Every 5 years	Reviewed codes and standards	Ministry in charge of Industry, KEBS
Ensure that building codes and regulations accommodate EV charging infrastructure	Building codes and regulations	Building code 2024	Every 10 years	Reviewed building code	Ministry in charge of Public Works, County Governments
Develop residual battery life requirements for the importation of used EVs	Periodic review of residual battery life standards	Existing standards	Every 5 years	Reviewed standards	Ministry in charge of Industry, KEBS
Establish clear safety regulations and standards for the manufacture/assembly, importation and operation of EVs and EV infrastructure	Safety regulations and standards for EVs and EV infrastructure.	Existing guidelines by EPRA	June 2026	Comprehensive safety regulations and standards	Ministry in charge of Industry, KEBS, EPRA
	Regular inspections, audits, and product testing to verify compliance	None	Dec 2025	KEBS records	KEBS

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Establish end -of-life disposal methods for EVs in compliance with other existing policies	Regulations for disposal of EV batteries	Existing regulations	Dec -26	Reviewed regulations	Ministry in charge of Environment
	Incentives for development of recycling infrastructure and technologies for EVs, including EV batteries.	None	Dec -26	Incentives in place	Ministry in charge of Industry, Environment, National Treasury
In line with existing data protection laws, mandate data sharing on usage patterns, charging behaviour to inform strategic planning and infrastructure needs	EV data management framework	None	Dec -26	Developed framework	NTSA, CAK

4.3 Policy Statement 3: THE GOVERNMENT SHALL ENSURE THE ESTABLISHMENT OF LOCAL MANUFACTURE AND ASSEMBLY OF EVS

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Set ZEV sales and investment target requirements for automakers and assemblers to qualify for government incentives	Established ZEV sales and investments targets for automakers and assemblers.	None	June - 2026	Report on sales and investment targets	Ministry in charge of Industry, National Treasury
	Regulations on ZEV sale targets and applicable incentives	None	June - 2026	Finance Act	Ministry in charge of Industry, National Treasury
Establish phased local content requirements for EVs	Phased local content requirement for EVs	None	Dec - 2026	Report on local content requirements	Ministry in charge of Industry, National Treasury
	Regulations on phased local content requirements for EVs	Existing regulations	June -2026	Reviewed regulations	Ministry in charge of Industry, National Treasury

4.4 Policy Statement 4: THE GOVERNMENT WILL ESTABLISH LOCAL UP-STREAM ECOSYSTEM FOR EV AUTO COMPONENTS

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Establish measures to support the manufacture of EV parts	Infrastructure that supports the EV industry	None	Dec-2026	Special Economic Zones and industrial parks	Ministry in charge of Industry
	Specialized industrial zones/areas that support the EV industry	None	Dec - 2026	Investors in the SEZ	Ministry in charge of Industry
Support local e-Mobility upstream industries	Fiscal incentives for battery manufacturing, recycling, and repurposing	None		Incentives in place	Ministries in charge of Industry, Education, Trade, National Treasury Environment
	Collaboration/cooperation in EV auto-components manufacture	None		Joint ventures/PPP	Ministry in charge of Industry

4.5 Policy Statement 5: THE GOVERNMENT WILL ESTABLISH SUPPORTIVE MEASURES FOR EV CHARGING INFRASTRUCTURE

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Encourage inter-operability of EV charging systems and of public charging stations	Standards on interoperability of EV charging systems.	None	June -2027	Standards in place	Ministry in charge of Industry, KEBS
National and county governments will facilitate the installation of charging infrastructure in public spaces	Concessional land rates for public EV charging infrastructure.	None	June -2027	Published By -laws	County Government
	Public spaces allocated for installation of EV charging infrastructure	None	June -2027	Gazette Notice	National and County Governments

4.6 Policy Statement 6: THE GOVERNMENT WILL ENSURE THE AVAILABILITY OF A RELIABLE ELECTRICITY SUPPLY TO SUPPORT E-MOBILITY

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Ensure coordination among the key players in the electricity sector to improve electrification and reliability	Coordination mechanism	Existing mechanism	Jul - 2026	Reviewed mechanism	Ministry in charge of Energy, KPLC, REREC, KeTRACO, KenGen
	Availability of reliable electricity supply.	75%	100% by Dec - 2027	MoE records	Ministry in charge of Energy, KPLC, REREC, KeTRACO, KenGen
Undertake periodic reviews to determine optimal charging locations in order to inform investments in EV charging infrastructure	Optimal charging locations	None	June - 2027	Spatial maps	Ministry in charge of Energy, KPLC

4.7 Policy Statement 7: THE GOVERNMENT WILL PROMOTE THE DEVELOPMENT & INTERGRATION OF EV-BASED PUBLIC TRANSPORT

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Develop a framework for the transition of public transport from ICEs to EVs through a phased approach and defined timelines, in line with Kenya's climate commitments.	Developed framework to support transition of passenger and freight transport from ice to EV	None	June - 2027	PSV EV registration	Ministry in charge of Transport, NaMATA, NTSA,
Develop a Framework to ensure that electric rail development is part of a broader strategy for integrated electric freight and public transportation.	Developed framework to support transition of passenger and freight transport from MGR to Electric train	None	Dec - 2030	No of KMs electrified railway line	Ministry in charge of Transport, KRC

4.8 Policy Statement 8: THE GOVERNMENT SHALL ENSURE THE DEVELOPMENT OF LOCAL TECHNICAL CAPACITY AND SKILLS TO SUPPORT DOMESTIC EV MANUFACTURE, ASSEMBLY, OPERATION AND MAINTENANCE

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target/timeline		
Develop an e-Mobility curriculum or module that can be integrated into relevant programmes in schools, TVETs, universities and other training institutions	An e-Mobility curriculum	None	June - 2026	Curriculum	Ministries in charge of (Education, Energy), NITA, EPRA, NTSA
	Accredited education, training and apprenticeship programmes	None	Dec - 2026	Accredited training programs	
Promote R&D initiatives related to EVs, battery technology, and charging infrastructure	Funding for research and development in EVs	None	Dec - 2026	Amount allocated	Ministries in charge of (Education, Treasury), NRF, NACOSTI, KIPI, KIRDI
	Research programs covering EVs and related technology	None	June - 2026	Research outputs	
Mandate suppliers to integrate user training and provide manuals for their products. This should include basic diagnostic procedures and maintenance	Appropriate sections in the EV regulations mandating suppliers of EVs and related technology to integrate user training.	None	June - 2026	Supplier training mandate in the EV regulations	Ministries in charge of (Energy , Education, Industry) , NTSA, EPRA, KIE, KEBS, MTD, KIPPRA
	Specifications and guidelines for EVs and related technology user manuals and user training.	None	Dec - 2026	Specifications and guidelines	
Promote EV knowledge sharing locally and internationally	Platforms for knowledge sharing in electric mobility.	None	June - 2026	Conferences, seminars and exchange programmes on electric mobility.	Ministries in charge of (Education, Energy), EV Industry Players, NACO-STI, NRF,

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target/timeline		
Undertake research and explore the use of biofuels and other alternative jet fuel solutions, acquisition of more fuel efficient aircraft technology, electric taxiing equipment among others	Research on alternative jet fuels and other technology	To be established	Dec 2026	Research study	KIPPRA, Academic Institutions, Development Partners, KCAA, KAA, Kenya Airways

4.9 Policy Statement 9: THE GOVERNMENT WILL PROVIDE FISCAL AND NON-FISCAL INCENTIVES TO MANUFACTURERS AND ASSEMBLERS

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Provide tax incentives including excise duty and VAT exemptions, for EV parts	Fiscal incentives	Finance Act, 2023	Jul - 2026	An act of parliament	The National Treasury, KRA
Ensure expedited access to green channels for EVs and EV parts importation	Reviewed guidelines that define and enable green channel privileges for EV and related technology.	Existing guidelines	June - 2027	Reviewed guidelines	National Treasury KRA, KEBS
Develop a framework to support the establishment of EV manufacturing plants and the export of locally built EVs and EV parts.	Fiscal incentives	Finance Act, 2023	Jul - 2026	An act of parliament	The National Treasury, KRA

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Provide incentives to attract investment in the development and or upgrading existing rail infrastructure to support electric locomotives, including substations and potential dedicated power lines	Fiscal incentives to attract investment in rail	Finance Act, 2023	Dec -2026	Incentives provided	Ministry of Roads and Transport, KRC, KPLC, Ministry of Energy, the National Treasury

4.10 Policy Statement 10: THE GOVERNMENT SHALL PROVIDE FISCAL AND NON-FISCAL INCENTIVES TO PROMOTE EV INFRASTRUCTURE DEVELOPMENT

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Provide incentives to businesses and property owners to develop and install public EV charging infrastructure	Fiscal incentives	Finance Act, 2023	June - 2026	An Act of Parliament	Ministries in charge of (Treasury, Industry), KRA,
Reduce the stamp duty for EV infrastructure developments	Fiscal incentives	Finance Act, 2023	June - 2027	An Act of Parliament	Ministries in charge of (Treasury, Industry), KRA,
Review and update e-Mobility tariff for EV charging stations	Reviewed electricity tariffs for charging stations.	Gazzetted Kenya e - Mobility Tariff, 2023	June - 2026	An Act of Parliament	Ministry in charge of Energy, EPRA, KPLC
Develop a framework for PPPs to attract private investment in electric rail projects	Framework for PPPs developed	None	June - 2028	Identified areas for PPP involvement	Ministries in charge of Transport, The National Treasury, PPP Directorate, KRC

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Explore incentives to encourage port upgrades for shore power (alternative maritime power) connections to accommodate future electric or hybrid vessels.	Provide alternative maritime power	To be established	June - 2027	Number of connections and number of hybrid vessels that are operational	Ministry of Roads and Transport, KPA, KMA, KPLC, Ministry of ENERGY,

4.11 Policy Statement 11: PROVIDE FISCAL AND NON-FISCAL INCENTIVES TO EV CONSUMERS TO ACCELERATE ADOPTION

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Review vehicle registration and licensing fees for EVs	Reviewed regulations on vehicle registration and licensing fees for EVs.	existing regulations	June - 2026	Reviewed regulations	NTSA, SDoT, AG
Provide preferential access to EVs to zones with traffic and parking restrictions.	Reviewed laws and regulations that define certain preferential services to EVs	None	June - 2026	Green License Plates	NTSA, SDoT, AG
		None	Dec-2027	Subsidized parking and toll charges	COGs, SDOR, KENHA, KURA, KERRA
		None	Dec-2027	Dedicated EV parking spaces	COGs
		None	Dec-2027	Access to special zones, such as bus lanes, carpool lanes and CBDs.	KENHA, KURA, KERRA, COGs

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Provide tax incentives, including VAT, and excise duty on completely built up EVs for a limited period	Fiscal incentives	Finance Act, 2023	July-2026	An Act of Parliament	Ministries in charge of (Treasury, Industry), KRA
Provide tax incentives, including VAT, and excise duty for locally manufactured and assembled EVs	Fiscal incentives	Finance Act, 2023	July-2026	An Act of Parliament	Ministries in charge of Industry, National Treasury, KRA
Develop a framework for granting incentives to public service transport companies that acquire high-capacity EVs for passenger transportation	Developed framework to support high capacity EVs and related technology	None	June -2026	Reports on PSV companies' needs, expectations	NAMATA, COGs, NTSA
		None	Dec-2026	Eligibility criteria for subsidies	Ministries in charge of (Energy, Industry), National Treasury, NAMATA, NTSA
		None	Dec-2027	Subsidy model	
		None	June - 2027	Financial products like low - interest loans	The National Treasury

4.12 Policy Statement 12: THE GOVERNMENT WILL ENHANCE GENDER EQUALITY AND SOCIAL INCLUSION IN THE E-MOBILITY ECOSYSTEM

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target/timeline		
Develop targeted programmes that incentivise women, youth and PWDs and other marginalised groups to engage in economic activities enabled by e-Mobility across all transport modes.	Identified barriers and opportunities in the e-Mobility sector	None	Dec -2026	Report on barriers and opportunities	Ministries in charge of Transport, Industry, Education, Trade, National Treasury, Gender, Environment,Labour & Social NCPWD, COGs, NGEC
Develop programmes to employ women, youth, PWDs and other marginalised groups in different e-Mobility activities, such as manufacturing, assembly, operations, regulation, and maintenance, across road, rail, air, and maritime sectors.	Designed programmes responding to Identified barriers and opportunities	None	Dec -2027	Employment programmes	Ministries in charge of Transport, Industry, Education, Trade, National Treasury and Environment
Ensure that EVs and EV infrastructure are widely accessible to youth, women, PWDs and other marginalised groups by incorporating universal design principles.	Standards for universal access to EV infrastructure	None	Dec -2027	Developed Standards	Ministries in charge of Transport, Gender, NCPWD, COGs, NGEC
Develop targeted programmes for the creation of public awareness about e-Mobility's economic benefits, cost savings and environmental advantages across all transport modes.	Sensitization and awareness campaigns, on the benefits, opportunities and other aspects on e-Mobility	None	Dec -2027	Awareness reports, Information, education and communication (IEC) materials	All relevant MDAs
Provide fiscal and non-fiscal incentives to players in the e-Mobility value chain to employ women, youth and PWDs and members of other marginalised groups.	Fiscal incentives	None	Dec -2027	Finance Bill	Ministries in charge of Transport, Industry, Education, Trade, National Treasury and Environment
Establish data security and privacy standards for EVs to protect consumer data, ensure confidentiality, and prevent unauthorised access or misuse of personal information.	Data protection	None	Dec -2027	Licensing Certificates	Ministries in charge of Information, Commission for Data protection office
Develop targeted training and skills development programs such as technical and vocational education, certifications, and licensing - to equip women, youth, and PLWDs with the necessary skills to participate in e-Mobility space (e.g., electric rail technicians, marine engineers, aircraft mechanics, or control, or control centre operators).	Targeted capacity building on EVs and related technologies	None	Dec -2026	Training programmes in e-Mobility related skills, scholarships	All relevant MDAs
Develop scholarship, internship, and apprenticeship programmes to encourage the participation of women, youth, and PWDs in traditionally underrepresented professions within the rail, air, and maritime e-Mobility sub-sectors	Developed programmes that supports participation of marginalised groups	None	Dec -2027	Training and attachment programmes for the marginalised	Ministries in charge of Transport, Industry, Education, Trade, National Treasury, Gender, Environment,Labour & Social NCPWD, COGs, NGEC

4.13 Policy Statement 13: THE GOVERNMENT WILL ENHANCE FINANCIAL INCLUSION AND RISK MITIGATION MEASURES IN THE EMOBILITY ECOSYSTEM.

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target		
Develop affirmative action programmes targeting disadvantaged groups in e-Mobility	Identified barriers and opportunities in the E-Mobility sector.	None	June - 2027	A report on barriers and opportunities	Ministries in charge of (Cooperatives, industry, Gender, Labour and Social Protection), National Treasury, NCPWD, CGs, NGEC
	Designed programmes responding to identified barriers and opportunities	None	Dec -2027	Training programmes in emobility related skills, scholarships,Policies and programs for affirmative action	
Ensure that EVs and EV infrastructure is universally accessible	Standards for universal access to EVs and EV infrastructure	Existing Standards	June -2027	Reviewed standards	Ministries in charge of (Gender, Labour and Social

4.14 Policy Statement 14: THE GOVERNMENT WILL DEVELOP SUSTAINABLE ALTERNATIVE FINANCING MECHANISMS TO REDUCE RELIANCE ON THE FUEL LEVY FOR ROAD DEVELOPMENT AND MAINTENANCE WITH INCREASED ADOPTION OF E-MOBILITY

Measure/ Strategy	Indicators			Means of verification	Supporting MDAs
	Description	Baseline	Target / timeline		
Establish the impact of adopting e-Mobility on the long term sustainability of the Road Maintenance Levy Fund.	Published study on the impact of e-Mobility on RMLF.	None	July-2027	Report	National Treasury, Kenya Roads Board
Develop alternative financing sourcesfor road maintenance, rehabilitation and development.	List of potential alternative financing options, with detailed assessments	None	Dec -2027	Alternative financing options	National Treasury, Kenya Roads Board
Apply a phased approach to the implementation of any alterna-tive financing sources developed for road maintenance, rehabilitation and development.	Legislative and regulatory changes to facilitate phased implementation	Acts of Parliament	Dec-2027	Amended Acts of Parliament	National Treasury, Attorney General, National Assembly, Kenya Roads Board

- United Nations, "Fact Sheet: Climate Change," Sustainable Transport Conference, Beijing (2021).
- Government of Kenya, National Climate Change Action Plan (Kenya): 2018 2022. Volume 3: Mitigation Technical Analysis Report Nairobi: Ministry of Environment and Forestry, 2018).
- Biannual Energy and Petroleum Statistics Report, Financial Year 2023/2023

1 ANNEX II: INSTITUTIONAL IMPLEMENTATION FRAMEWORK

1.0 Institutional Framework

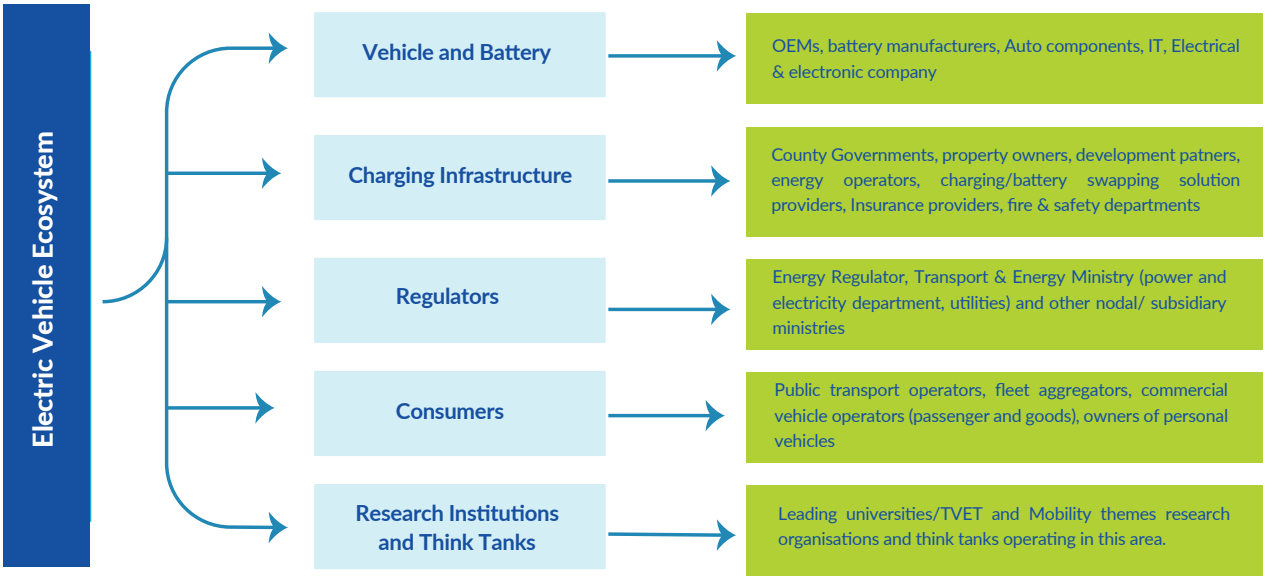
The Institutional Implementation Framework comprises of three Tier Levels including: Steering Committee, Implementation committee and 5 No Technical Working Groups. The Framework highlights the terms of reference and the working modalities for the three tier levels.

1.1 Electric Mobility Ecosystem

The electric mobility ecosystem comprises of multiple stakeholders and includes:

- **Government** - which formulates the guiding policies and regulations.
- **Original Equipment Manufacturers (OEMs) and suppliers** - which design and manufacture EVs and EV infrastructure.
- **Agencies** that support the growth and adoption of electric mobility by providing EV infrastructure (such as charging infrastructure, including power and electricity generation, transmission, and utility providers).
- **End consumers.**

Figure 8. Key stakeholders and components of an EV ecosystem



1.2 Multi-Agency Framework

The Multi-agency Framework is made up of **(3) tiers:**

Steering Committee comprising of Cabinet Secretaries, the AG, Chair of COG and Chair of Development Partners

Implementation Committee comprising of Principal Secretaries, CEOs and Development Partners

Technical Working Group (TWGs) - comprising of technical officers from relevant stakeholders dealing with various Thematic Areas.

The Ministry incharge of Transport will coordinate the overall implementation structure and will be responsible for inter-ministerial / agencies collaboration to support a comprehensive policy framework for transforming the e-Mobility landscape.

Five Technical Working Groups (TWGs) are to be formed to implement the policy. The working groups will be led by relevant state departments responsible to the delivery of the key thematic areas and will include a wide range of key stakeholders from both the public and private institutions. The TWGs are as shown below:

Table 3: Technical Working Group (TWGs).

S/No.	TWG	Thematic Area	Lead Agency
1.	TWG 1	Policy, Legal, and Regulatory Framework (Objective 1,6 and 7)	State Department for Transport
2.	TWG 2	Local Manufacturing and Assembly (Objective 2)	State Department for Industry
3.	TWG 3	Charging Infrastructure and grid integration (Objective 3)	State Department for Energy
4.	TWG 4	Research, Development, Skill and Capacity development (Objective 4)	State Department for TVET
5.	TWG 5	Fiscal and non-fiscal measures (Objective 5 and 7)	The National Treasury

These working groups will be dedicated to executing the policy's objectives, ensuring a coordinated and effective approach to advancing electric mobility in Kenya. In general, the working groups over and above their scopes will be required to:

1. Undertake international case studies
2. Review existing scenarios in Kenya
3. Identification of issues in terms of regulations, financial incentives etc.
4. Undertake stakeholder identification and consultation
5. Provide solutions related to different issues.
6. Mobilize support needed from GOK and County Governments.
7. Create a data driven Action Plan with targets to be achieved in different spans of time.

State department for transport officers study visit at ROAM Park

Multi-agency Implementation Structure

Steering Committee led by CS MOR&T
[CSs responsible for Roads & Transport, Trade, Investments and Industry, Energy & Petroleum, Education, Environment, National Treasury, AG, Chair of COG, Chair Development Partners Representative]

Implementation Committee led by PS, State Department for Transport
[PSs - SDOR, SDOI, SDOE, SDO-TVETS, NT, SG, SDO-Aviation),
CEOs (EPRA, KPLC, KENGEN, KRB, KRA, CAK, KETRACO, KENHA, KURA, KERRA, KPA, KRC, KAA, NaMATA, NTSA, ICTA, Data Protection Office, KMA, TVETA ,CEO of COG) Development Partners

WG 1:	WG 2:	WG 3:	WG 4:	WG 5:
Policy, Legal, & Regulatory Framework and socio-economic measures to promote the adoption of EVs, Led by the Ministry of Roads & Transport (State Department for Transport SDOT)	Local Manufacturing & Assembly Led by Ministry of Trade, Investments and Industry (State Department for Industry (SDOI)	Charging Infrastructure and Grid Integration Led by the Ministry Energy and Petroleum (State Department for Energy (SDOE)	Research & Development, Engineering and Skilling. Led by the Ministry of Education (State Department for TVETs- SDO-TVETs)	Incentives: Fiscal & nonfiscal measures Led by the National Treasury (NT)
Membership	**Membership**	**Membership**	**Membership**	**Membership**
KEBS, NTSA, NEMA, County Government, Ministries in charge of Industry, Environment, National Treasury Education, Energy and Lands, Attorney General, CoGMTD, CAK, Presidency,KRB,	Kenya Association of Manufacturing (KAM), MoEP, National Treasury, EPRA, KRA, EMAK, Mechanical & Transport Division (MTD), KEBS, SDOT, State Law, Development Partners, etc.	KPLC, REREC, SDOT, SDoR, State Law, KenGen, KETRACO, EPRA, KEBS, NTSA, NEMA, Council of Governors (COG), EMAK, KENHA, KURA, KERRA, etc.	SDOT, SD-TVET, State Law, NACOSTI, DRST, Academia, Development Partners, NGO, Automotive Industry, Technical Cooperation Org, KICD, KNQA, EMAK, etc.	National Trade & Treasury Department, County Governments, TIFIA, Revenue & Tax department, National Transport and Safety Authority, KRA, EPRA, Greenmax Capital, SDOT, KRB, State Law, etc

Development Partners: Bilateral and Multilateral, philanthropy funds: GIZ (Germany), IFC, SwedeFund (Sweden), Climate Works Foundation, WRI, World Bank, FCDO (UK) etc

NB: New Members can be co-opted by the lead Ministies

2.0 SCOPE OF THE COMMITTEES

2.1 Steering Committee

Objective	To provide strategic leadership, policy oversight and stakeholder coordination to ensure effective implementation and sustainable advancement of e-mobility policy in Kenya.
Coordinated by	Cabinet Secretary, Ministry of Roads and Transport
Key Scope	➢ Adopt policy recommendations from the Secretariat, ensuring alignment with national goals and priorities. ➢ Provide regular policy and strategic direction to enable effective planning and execution of e-mobility initiatives. ➢ Oversee implementation of the e-Mobility policies ➢ Approve activities/action plan proposed by the Secretariat Resource mobilization for the e-Mobility activities. ➢ Provide direction on critical emerging sectoral issue ➢ Convene intergovernmental consultative forums whenever needed including joint action ➢ Consultations and cooperation among stakeholders in the sector
Membership	The Ministries responsible for: ➢ The National Treasury ➢ Industry ➢ Energy ➢ Higher Education ➢ Environment ➢ Attorney General ➢ Chair Council of Governors ➢ Chair of Development Partners
Reporting Structure	Meet twice a year or as the need arise.

2.2 Implementation Committee

Objective	To provide technical expertise, coordination and operational support for the development, implementation and awareness of e-mobility policy and strategies in Kenya.

Coordinated by	State Department for Transport
Key Scope	• Generate recommendations on e-Mobility policy and Strategy matters for adoption by the Steering Committee • Coordinate implementation of the decisions made by the Steering Committee through actionable plans, ensuring timely and successful execution of e-mobility initiatives. • Approve Technical Working Reports, ensuring they contain actionable insights and contribute to advancing e-mobility policy objectives. • Facilitate awareness raising and capacity building among stakeholders • Review Work Plans and budgets for activities and operations
Membership	• The National Treasury • State Department for Industry • State Department for Science, Research and Innovation • State Department for Energy • State Department for TVETs • State Department for Roads • Energy and Petroleum Regulatory Authority (EPRA) • Kenya Power and Lighting Company (KPLC) • Kenya Electricity Generating Company (KENGEN) • Kenya National Highway Authority (KENHA) • Kenya Urban Roads Authority (KURA) • Kenya Rural Roads Authority (KERRA) • Kenya Ports Authority (KPA) • Kenya Railway Corporation (KRC) • Kenya Airport Authority (KAA) • Nairobi Metropolitan Area Transport Authority (NAMATA) • National Transport and Safety Authority (NTSA) • Kenya Maritime Authority (KMA) • Kenya Roads Board (KRB) • CEO - Council of Governors
Reporting Structure	• Quarterly progress reports will be submitted to the Steering Committee. • Quarterly Meetings to be held to monitor the progress or as the need arise

NB: New Members can be co-opted by the committee

3.0 Technical Working Groups

Objective	To provide operational, technical, and consultative support to the Secretariatand Steering Committee, ensuring effective coordination, policy formulation, resource mobilization, and harmonization of e-mobility activities and strategies
Coordinated by	**Working Group 1:** State Department for Transport **Working Group 2:** State Department for Industry **Working Group 3:** State Department for Energy **Working Group 4:** State Department for TVET **Working Group 5:** The National Treasury
Key Scope	➢ Run operations and attend to matters raised at various levels ➢ Plan and convene meetings for the Steering Committee and the Secretariat ➢ Provide Secretariat support to the Steering Committee and the Secretariat ➢ Receive and deliberate annual workplans and budget process ➢ Convene meetings of the Technical Working Groups ➢ Contribute to Joint knowledge management by sharing and documenting best practices in the e-Mobility space ➢ Consult and partner with relevant MDAs including private sector in formulation of and review of responsive policies and strategies ➢ Harmonize related activities to avoid duplication of activities, roles, and mandates ➢ Develop joint implementation strategies for similar related work ➢ Make policy and program recommendations through steering committee to intergovernmental forum ➢ Initiate resource mobilization for activities ➢ Promote intergovernmental consultative forums ➢ The 5 No technical working groups will have joint quartely meetings to prepare and submit a harmonised report to the implementation committee

A. WORKING GROUP 1 | POLICY, LEGAL AND REGULATORY FRAMEWORK

Objective	The primary objective of this Working Group is to ensure development of a comprehensive and integrated policy, legal, and regulatory framework to promote the adoption of e-Mobility in Kenya, aligning with the goals of the National e-Mobility Policy
Coordinated by	State Department for Transport
Key Scope	➢ Identify gaps in the existing legal and regulatory framework associated with e-Mobility policy implementation. ➢ Analyze international best practices and lessons learned from other countries in the implementation of E-mobility policies ➢ Development of a time bound National level EVs adoption framework: Rail, Road, Air and Maritime

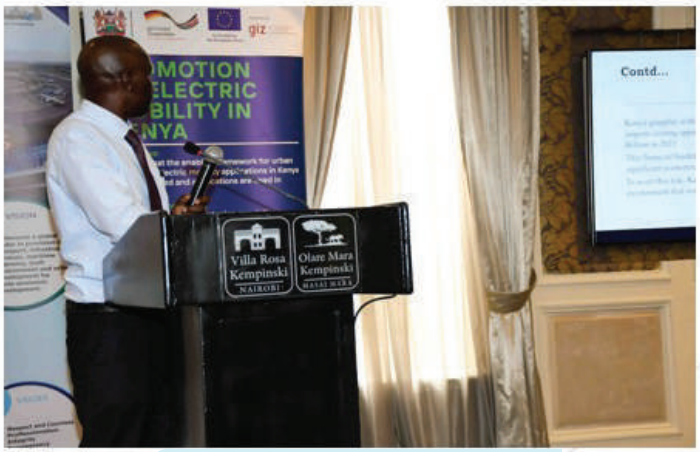
Key Scope	- Demand Forecast of EV transition under various scenarios
	- Short, Medium & Longterm target timelines for transition
	- Develop a comprehensive policy implementation framework that addresses electric vehicle purchase and charging infrastructure development the following key areas:
	  - Incentives and subsidies
	  - Standards and technical specifications
	  - Grid integration of electric vehicles
	  - Demand management strategies
	  - Safety standards and regulations
	  - Consumer protection measure
	  - Fiscal and financial measures to support the e-Mobility ecosystem
	- Identify areas for international collaborations
	- Awareness campaigns– develop & implement awareness programs
	- Utilize various channels (social media, print, TV, radio, and online platforms) for disseminating accurate and engaging in formation about EVs.
	- Dissemination of Information on Government Incentives and Programs
	- Host workshops and training sessions for mechanics, technicians, and engineers to up skill them in EV technology.
	- Partner with TVETs and universities to incorporate EV technology courses and certifications into their curriculum.
	- Develop training modules for technical skills related to EV maintenance, repair, and infrastructure installation.
	- Regularly monitor and evaluate the impact of awareness campaigns, stakeholder engagements, and training programs.
	- Prepare quarterly and annual reports to share insights, challenges, and recommendations for continuous improvement.

Membership	- State Department for Industry - State Department for Manufacturing - State Department for Environment and Climate change - State Department for Energy - The National Treasury - State Department for Lands and Physical Planning - Attorney General - State Department for Roads (SDoR) - Council of Governors (CoG) - Kenya Bureau of Standards (KEBS)

Membership	➔ National Environment Management Authority (NEMA) ➔ National Transport and Safety Authority (NTSA) ➔ Competition Authority of Kenya (CAK) ➔ Mechanical and Transport Division (under State Department for Roads) ➔ Kenya Roads Board (KRB) ➔ EMAK ➔ KenInvest ➔ Council of Governors
Reporting Structure	➔ The Technical Working Group report will be presented during the quartely joint meetings. ➔ Quarterly progress reports will be submitted to the Implementation Committee. ➔ Periodic Meeting or as may need arise to be held to monitor the progress

Mr. Davis Chirchir, EGH
Cabinet Secretary, Ministry of Roads and Transport,

Mr. Mohamed Daghar, CBS
Principal Secretary, State Department for Transport,



Paul Kingori
Director Road and Rail Transport, State Department for Transport

B. WORKING GROUP 2 | LOCAL MANUFACTURING AND ASSEMBLY

Objective	The primary objective of this Working Group is to develop a comprehensive framework to promote local manufacturing and assembly of electric vehicles (EVs) in Kenya, thereby driving economic growth, creating jobs, and reducing dependence on imported vehicles.
Coordinated by	State Department for Industry
Key Scope	➔ Conduct a comprehensive assessment of Kenya's current manufacturing capabilities and potential for EV production. ➔ Identify policy and regulatory barriers hindering local EV manufacturing and assembly. ➔ Develop recommendations for policy and regulatory reforms to create a conducive environment for local EV production. ➔ Facilitate partnerships between local manufacturers and international technology providers. ➔ Promote the development of local supply chains for EV components and materials. ➔ Develop strategies for technology transfer and skill development in the EV sector. ➔ Advocate for incentives and support programs to promote local EV manufacturing and assembly ➔ Identify areas for international collaborations
Membership	➔ State Department for Energy ➔ The National Treasury ➔ Kenya Bureau of Standards (KEBS) ➔ Energy and Petroleum Regulatory Authority (EPRA) ➔ Kenya Revenue Authority (KRA) ➔ Electric Mobility Association of Kenya ➔ Kenya Association of Manufacturers ➔ National Environment Management Authority ➔ State Department for Transport ➔ KenInvest ➔ Council of Governors
Reporting Structure	➔ The Technical Working Group report will be presented during the quartely joint meetings. ➔ Quarterly progress reports will be submitted to the Implementation Committee. ➔ Periodic Meeting or as may need arise to be held to monitor the progress

C. WORKING GROUP 3 | CHARGING INFRASTRUCTURE AND GRID INTEGRATION

Objective	The primary objective of this Working Group is to develop a comprehensive framework to promote the establishment of accessible and sustainable EV recharging infrastructure in Kenya.
Coordinated by	State Department for Energy
Key Scope	• Develop national codes and standards for EV charging infrastructure and swapping stations, ensuring consistency across counties and alignment with safety protocols for installation, operation, and maintenance. • Promote interoperability,enabling cross-county access to the charging stations and universal compatibility for EV users nationwide. • Update building codes to require EV charging provisions in new developmentsprovide and guidelines for retrofitting existing structures to accommodate EV infrastructure. • Create an inspection and certification program for EV charging stations (at certain capacity of AC and DC fast charger and swapping stations), ensuring compliance with safety and operational standards. • Establish a standardized data collection and sharing framework including data security and privacy standards to protect consumer information. • Create a structured licensing framework for EV charging providers (public, semi public, rural, and fuel/gas stations), with criteria based on safety, accessibility, and operational capacity. • Collaborate with grid operators to establish technical standards for integrating EV chargers, especially fastcharging stations, to ensure grid stability, including voltage and frequency control. • Regularly review and adjust grid codes to accommodate the evolving demands of EV infrastructure, enhancing grid reliability as EV adoption grows. • Review EV infrastructure needs to align with power supply and grid capacity. • Establish partnerships with private sector entities to cofund and expand public charging infrastructure.
Membership	• Energy and Petroleum Regulatory Authority, EPRA • Kenya Electricity Transmission Company Limited (KETRACO) • Kenya Electricity Generating Company PLC (KenGen) • Rural Electrification and Renewable Energy Corporation (REREC) • Kenya Power and Lighting Company Ltd (KPLC) • National Environmental Management Authority (NEMA) • Kenya Bureau of Standards (KEBS) • National Construction Authority (NCA)

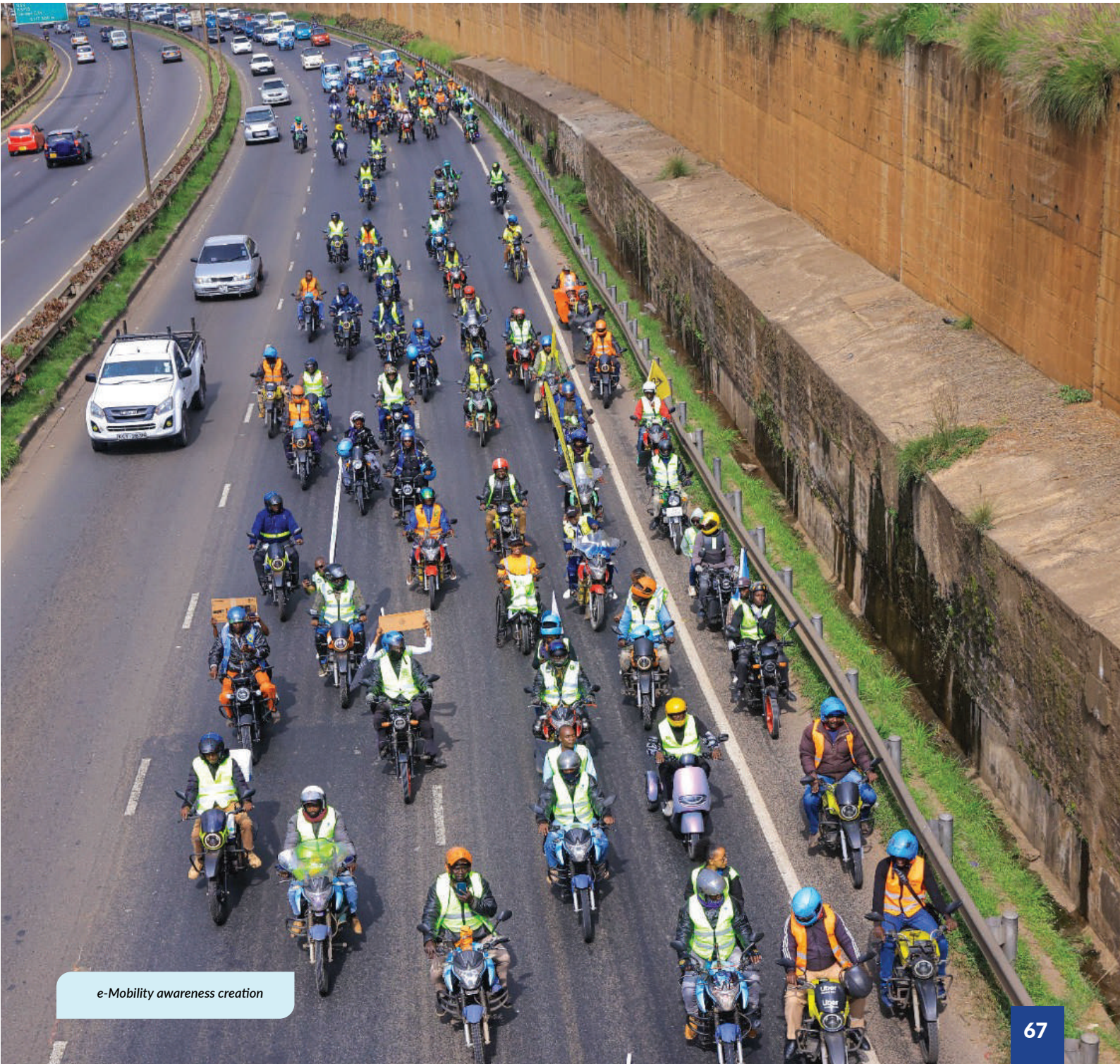
Membership	- State Department for Transport, - Kenya National Highways Authority, - Kenya Urban Roads Authority, - Kenya Rural Roads Authority, - Council of Governors, - National Transport and Safety Authority - EMAK - Ken invest - State Department for Lands and Physical Planning
Reporting Structure	- The Technical Working Group report will be presented during the quartely joint meetings. - Quarterly progress reports will be submitted to the Implementation Committee. - Periodic Meeting or as may need arise to be held to monitor the progress

Electric Mobility technical training at KPLC

D. WORKING GROUP 4 | RESEARCH & DEVELOPMENT, ENGINEERING AND SKILLING

Objective	The primary objective of this Working Group is to develop a comprehensive framework to create a dynamic and inclusive ecosystem that drives innovation, entrepreneurship, and cutting-edge research and development in EV ecosystem development.
Coordinated by	State Department for TVETs
Key Scope	• Training Needs Assessment to match with the EV transition targets • Identify and fill the capacity gaps through a diversified and distributed capacity building approach to support Emobility transition targets • Integrate EV related content into the TVET and university curricula • Enhance the integration of Technical and Vocational Education and Training (TVET) programs forworkforce readiness. • Collaborate with Universities locally and internationally to introduce programs to support EV transitions • Establish certification programs for electricians, installers, and maintenance technicians in the EV industry. • Promote electric vehicle (EV) knowledge exchange through workshops, collaborations, and knowledgesharing initiatives,-connecting local stakeholders with international experts and best practices to drive EV adoption and innovation. • Establish standards and guidelines for EV suppliers to ensure they provide user training, manuals, diagnostic tools, and maintenance support. • Encourage collaborations between suppliers and training institutions to improve end-user understanding and support. • Design and promote programs that incentivize the participation of women, youth, and persons living with disabilities (PLWDs) in entrepreneurship, technical roles, and innovation within the EV and tech sectors. • Foster an entrepreneurial ecosystem that supports innovation and research, especially for startups in emerging fields. • Encourage cross sector collaboration to drive breakthrough innovations in e-Mobility, data security, and other high impact industries.
Membership	• National Commission for Science, Technology & Innovation (NACOSTI) • Department of Research Science and Technology (DRST) • Automotive IndustryTechnical Cooperation Organization • Kenya Institute of Curriculum Development • Kenya National Qualification Authority • State Department for Transport • State Department for Energy • State Department for Industry

	➔ EBK (Engineers Board of Kenya) ➔ KETREB ➔ Academia ➔ Development Partners ➔ Non -Governmental Organizations ➔ Electric Mobility Association of Kenya (EMAK)
Reporting Structure	➔ The Technical Working Group report will be presented during the quartely joint meetings. ➔ Quarterly progress reports will be submitted to the Implementation Committee. ➔ Periodic Meeting or as may need arise to be held to monitor the progress



e-Mobility awareness creation

E. WORKING GROUP 5 | FISCAL AND NON-FISCAL MEASURES

Objective	The primary objective of this Working Group is to develop a comprehensive framework with primary purpose to develop fiscal and nonfiscal incentives and measures to drive EV adoption and manufacturing in addition to development of the supporting infrastructure in Kenya
Coordinated by	The National Treasury
Key Scope	➔ Conduct a comprehensive review of fiscal and nonfiscal incentives successfully used in countries with leading EV adoption rates and characteristics similar to Kenya. ➔ Assess the feasibility of these incentives within the Kenyan context, considering economic, regulatory, and infrastructural factors. ➔ Design a balanced framework that includes a range of incentives, such as tax and duty exemption (VAT, excise, import, etc.), subsidies, financing strategies, etc. along with nonfiscal incentives like parking fee waivers, preferential access, etc. ➔ Organize workshops and meetings with relevant stakeholders, including government departments, regulatory authorities, private sector representatives, and development partners, to gather input on the design and implementation of proposed incentives. ➔ Develop a phased roadmap for implementing the incentive framework, setting out clear timelines, roles, and responsibilities for involved entities. ➔ Define measurable benchmarks and performance indicators to track the rollout and effectiveness of incentives, allowing for assessment and modification as needed. ➔ Establish mechanisms to track the impact of incentiveson EV adoption, using quantitative and qualitative data to assess effectiveness ➔ Identify the key impact areas that need to be focused on Just Transition plan ➔ Assessment of Current Taxation and Levy Structures and to support the relevant ministries to conduct an analysis of current levies, taxes, and fees applied to conventional fuelpowered vehicles, particularly focusing on the Road Maintenance Levy (RML) and fuel excise duties. ➔ Identify existing fiscal policies that may need adjustments to accommodate the transition to electric vehicles. ➔ Perform an in-depth analysis of the community impact of EV transition and prepare a just transition plan. ➔ Perform an in-depth analysis of the financial impact of EV adoption on national and local budgets, focusing on thereduction in fuel tax revenues. ➔ Evaluate the potential impact on related industries, including the petroleum sector and vehicle import/export duties. ➔ Evaluate the potential impact on related industries, including the petroleum sector and vehicle import/export duties.

Key Scope	• Engage with key stakeholders, including revenue authorities, transport ministries, energy regulators, industry experts, and academic researchers to gather insights on the financial implications of EV adoption. • Establish a system for regular reporting on the financial impact of EV adoption, providing data driven insights to the Technical Steering Committee and other relevant bodies. • Develop monitoring indicators to track the effectiveness of implemented policy changes and their impact on revenue collection
Membership	• State Departments for Industry, Trade and Investments • State Department for Economic Planning. • State Department for Transport • Kenya Revenue Authority (KRA) • State Department for Energy. • Energy and Petroleum Regulatory Authority (EPRA) • Kenya Association of Manufacturers (KAM) • Kenya Power & Lighting Company (KPLC). • E - Mobility Association of Kenya (EMAK) • National Transport and Safety Authority • Council of Governors (CoG) • KEPSA • KenInvest • State Department for Lands and Physical Planning • State department for Roads
Reporting Structure	• The Technical Working Group report will be presented during the quartely joint meetings. • Quarterly progress reports will be submitted to the Implementation Committee. • Periodic Meeting or as may need arise to be held to monitor the progress

NB: The techical working groups are free to co-opt new members on need basis

Funding for the Multi-agency

The Ministries responsible for the various Technical Working Groups will be expected to mobilize resources to facilitate relevant activities through the normal budgetary process including; development partners,private institutions etc. Respective county governments will also be expected to provide adequate resources to implement county specific activities.

4 Monitoring, Evaluation and Reporting Framework

Establishing monitoring and evaluation framework is a key factor to track progress, measure impact, and assess the effectiveness in achieving the goals of the national electric vehicle policy implementation. This includes regular reporting, performance indicators, and feedback mechanisms to inform policy adjustments and optimize resource allocation over time. The following could be considered by each of the working groups while finalizing the Monitoring, Evaluation and Reporting framework.

i. Performance Indicators:

Key performance indicators (KPIs) to be defined to track progress towards the policy's objectives. These may include metrics such as the number of electric vehicles registered, the expansion of charging infrastructure, emissions reductions, energy savings, and economic impacts.

ii. Data Collection and Reporting:

Mechanisms for data collection, analysis, and reporting will be established to monitor the implementation of the policy effectively. Government agencies, industry stakeholders, and other relevant entities will be required to provide regular updates on relevant indicators and milestones.

iii. Impact Assessment:

Periodic evaluations and impact assessments will be conducted to assess the effectiveness of the policy measures and identify areas for improvement. These assessments will consider factors such as the uptake of electric vehicles, infrastructure deployment, economic benefits, environmental impacts, and social outcomes.

iv. Feedback Mechanisms:

Feedback mechanisms will be put in place to gather input from stakeholders and the general public on the implementation of the policy. Surveys, consultations, and public hearings will be conducted to solicit feedback, address concerns, and incorporate suggestions into policy adjustments.

v. Review and Adaptation:

The policy will be subject to regular reviews and updates to ensure its relevance and effectiveness in a dynamic environment. Lessons learned from implementation experiences, technological advancements, and changes in the regulatory landscape will inform policy revisions and adjustments as needed.

THE TASKFORCE				
	1.	Daniel Ngumy	-	Chair
	2.	Jerotich Seii	-	Vice Chair
	3.	David Mutisya (Eng.)	-	Member
	4.	Javan Odenyo	-	Member
	5.	Judy Chepkirui	-	Member
	6.	Githaiga Weru	-	Member
	7.	Augustine Kendiwuo (Eng.)	-	Member
	8.	Hezbon Mose	-	Member
	9.	Edwins Mukabanah	-	Member
	10.	Prof. Izael Da Silva (Eng.)	-	Member
	11.	Christopher Mugo	-	Member
	12.	Zacharia Lukorito (Eng.)	-	Member
	13.	Anne Nyaga	-	Member
	14.	Ibrahim Kinyanjui	-	Member
	15.	Ignatius Maranga	-	Member
	16.	Ann Njoroge	-	Member
	17.	Abdullahi Ali	-	Member
	18.	Meshack Ochieng (Eng.)	-	Member
SECRETARIAT				
	19.	Paul Kingori	-	Head Secretariat
	20.	Michael Muchiri (Eng.)	-	Secretariat
	21.	Robin Rotich	-	Secretariat
	22.	Justo Misiko	-	Secretariat
	23.	Susan Kamau	-	Secretariat
	24.	Racheal Wanyamawi	-	Secretariat
	25.	Suleiman Yaro	-	Secretariat
	26.	Miriam Amoit	-	Secretariat
	27.	James Atinda	-	Secretariat
	28.	Abubakar Mwatsahu	-	Secretariat
	29.	Edwin Theuri (Intern)	-	Secretariat
	30.	Vincent Mogaka (Intern)	-	Secretariat
	31.	Zaria Wangeci (Intern)	-	Secretariat
	32.	Michael Schuster (GIZ)	-	Secretariat
	33.	Jemmimah Muli (Eng) GIZ	-	Secretariat
CONSULTANTS				
	34.	Cities Forum	-	Consultant
	35.	Dr (Eng) Roy Orenge	-	Consultant

REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT