

## Bus Rapid Transit (BRT) Plus System for the Nairobi Metropolitan Region



### What's the issue and how are we responding?

The Nairobi Metropolitan Region covers an area of about 32,000 km<sup>2</sup> and includes 10 million people. Severe traffic congestion is prevalent in this region due to the use of private cars, poor infrastructure, and increasing urbanization, among other reasons. The public transport system is dominated by minivans (Matatus) and, to a minor extent, buses and a skeletal rail service to five suburbs.

This NAMA will institute appropriate country driven actions into the beginning phase of implementation of a Nairobi BRT system, as a means to reinforce transformational change through interventions and measures targeting strong GHG mitigation and sustainable development. Thus, this NAMA will support the overall implementation of the BRT system, via the targeted activities focusing a “green” electric bus fleet on the Ndovu line and capacity building.

### How will this be done?

This NAMA will:

Establish the operation of a private sector based BRT fleet of electric battery powered buses (eBRT).

Establish and operate a NAMA Finance Facility to financially support the eBRT rolling stock services.

Establish ways to integrate affected stakeholders of the BRT system, youth, and women into the eBRT value chain

Establish policy driven mechanisms to encourage a safe and secure line and interconnectivity of the “last-mile” for commuters.

Support the establishment of a NAMA Coordinating and Implementing Entity.

The NAMA improves upon the existing urban transport system by maximizing ridership, raising the image of public transport, and satisfying the demand for greener transport options and increasing reliability and frequency of transportation.

### A look at the numbers

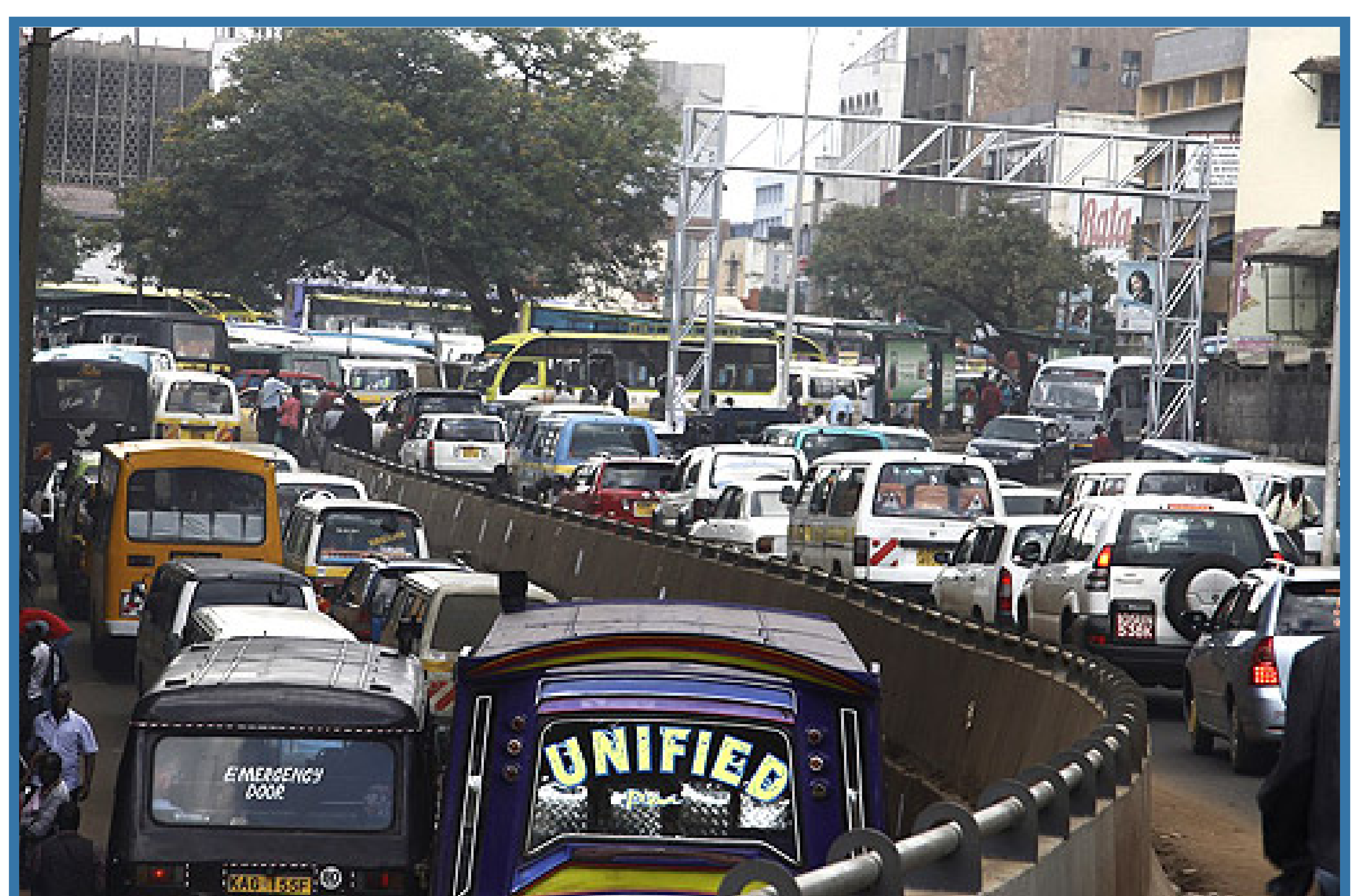
The NAMA is expected to contribute to the annual emission reduction potential of **2 million tons of CO<sub>2</sub>e** by 2030 for the Nairobi BRT system.

### Transformational potential?

The NAMA contributes to transformational change by overcoming systematic barriers that have limited wide-scale establishment of a low carbon public transport system, strengthening institutional capacities to design, implement and operate an effective and efficient bus public transport system, with private sector participation.

### How much will the NAMA cost?

The expected capital and capacity development investment costs are up to **US\$ 45 million**.

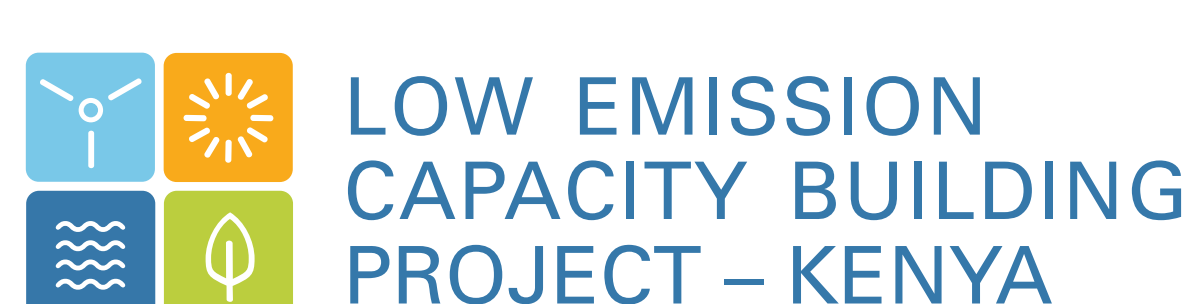


### Who is involved?

The Ministry of Environment and Natural Resources, which is the National Climate Change Focal Point.

The Nairobi Metropolitan Area Transport Authority, which will be the NAMA Coordinating and Implementing Entity.

The private sector, in the form of a commercial bank operating the NAMA Finance Facility and private companies operating the eBRT rolling stock under a Public Private Partnership agreement.



Empowered lives  
Resilient nations

