

Session SB64 (2026)

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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **Kenya**
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Title: Question to Kenya on their stakeholder engagement

Question From Party: United Kingdom of Great Britain and Northern Ireland

Question raised on: 08.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Thank you Kenya for the opportunity to comment on your first Biennial Transparency Report. As part of your National Adaptation Programme, you are looking to strengthen access to climate finance for vulnerable groups. Can you share how you're managing the engagement with these groups to understand what they need?

Answer:

Kenya thanks the United Kingdom for the question.

Response. Kenya engages vulnerable groups through formal representation in climate institutions, dedicated stakeholder frameworks, and a locally led climate-action model that captures needs at community level.

National-level mechanisms

- **Statutory representation.** The Constitution of Kenya (2010) and the Climate Change Act (Cap. 387A) guarantee the participation of women, youth, persons with disabilities, indigenous peoples and marginalized communities in climate-change institutions, policy planning and implementation.
- **Dedicated engagement frameworks.** The Civil Society Engagement Framework and the Indigenous Peoples Engagement Framework (developed under FLLoCA) provide structured pathways for consultation, feedback and co-design of climate interventions.
- **Targeted capacity building.** Government invests in equipping these groups with the technical and proposal-development skills required to access national and international climate finance directly.

County-level and locally led mechanisms

- **Financing Locally-Led Climate Action (FLLoCA).** FLLoCA capitalises County Climate Change Funds and finances projects identified by Sub-County and Ward Climate Change Planning Committees, on which vulnerable groups have guaranteed representation.
- **Participatory Climate Risk Assessments (PCRAs).** PCRAs are conducted at ward level so that priorities are defined directly by affected communities; outputs feed into county adaptation plans and investment pipelines.

Through this multi-level architecture — statutory representation at national level, structured engagement frameworks, and ward-level participatory planning — Kenya ensures that adaptation finance is allocated against needs that vulnerable groups themselves have identified.

Title: Mitigation measures in the transport sector

Question From Party: European Union

Question raised on: 08.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: The European Union notes from Kenya's first BTR, that emissions from the Transport sector are one of the main contributors to Kenya's emissions. The BTR has mentioned several climate mitigation measures in the sector, but only the Transfer of freight from road to rail has been explored in detail in the report. Could Kenya provide further detail on its broader transport decarbonisation strategy? Specifically, what is the anticipated scope and timeframe for the electrification of the Nairobi-Mombasa railway and the "transition to e-mobility" measures? How will these initiatives be integrated into Kenya's overarching low-carbon development pathway?

Answer:

Kenya thanks the EU for the question.

Response. Kenya's transport decarbonisation strategy spans road, rail, aviation and maritime modes, with measures sequenced through 2030 and aligned to long-term net-zero ambition.

Road and rail (near-term: 2025–2030)

- **E-mobility.** The Electric Mobility Policy was launched in 2026 to create an enabling environment for EV adoption. A preferential e-mobility electricity tariff has been in force since 1 April 2023, and a NAMA Facility for electrifying 2- and 3-wheelers was approved and launched in October 2025. The IMPROVE project (Government–GIZ) is delivering vehicle-efficiency and electrification roadmaps.
- **Bus Rapid Transit.** Five BRT corridors totalling 275 km have been defined for the Nairobi Metropolitan Area. Implementation is phased, with financing options under active negotiation.
- **Rail.** Electrification of the Mombasa–Nairobi Standard Gauge Railway (SGR) is underway, with a target to shift 30% of freight from road to rail.

Civil aviation (State Action Plan 2023–2028; ICAO LTAG 2050)

- **Sustainable Aviation Fuels (SAF).** Kenya supports development and deployment of SAF that reduce lifecycle emissions without competing with food production for land or water.
- **Airport Carbon Accreditation (ACA).** Four international airports — Jomo Kenyatta International Airport, Moi International Airport, Kisumu International Airport and Eldoret International Airport — have achieved ACA Level 3 (Optimization).
- **Airport-level efficiency.** LED lighting, on-site solar, green terminal buildings, and optimised generator and vehicle fleets are being rolled out across the network.

Waterborne navigation (Green Port Policy 2024–2028)

- Kenya Ports Authority's Green Port Policy 2024–2028 covers Mombasa Port, Nairobi ICD, Naivasha ICD and Lamu Port. It targets renewable-energy uptake, emissions and air-quality improvements, eco-friendly mobility and green infrastructure, waste and water-pollution control, and biodiversity protection.

Timeframe. Near-term measures (e-mobility, BRT phase 1, SGR electrification, airport ACA Level 3+) are sequenced through 2030 and tracked under Kenya's NDC. Long-term decarbonisation — including SAF scale-up and full BRT deployment — aligns with the ICAO LTAG of net-zero CO₂ from international aviation by 2050 and Kenya's Long-Term Low Emission Development Strategy.

Title: Challenges with decarbonised economic growth and transport

Question From Party: European Union

Question raised on: 08.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: Kenya's BTR Highlights the manufacturing sector as a vital pillar for socio-economic growth, yet IPPU sector emissions show a notable 12% annual growth rate. In this context of rapid urbanisation, how does Kenya plan to scale its manufacturing policies to ensure industrial growth remain aligned with their long-term net-zero pathways?

Answer:

Kenya thanks the EU for the question.

Kenya is aligning industrial expansion with a long-term low-carbon pathway by combining a clean electricity mix, a green industrial policy framework, and targeted regulatory measures. The strategy rests on five pillars:

1. **Powering industry with renewables.** The Least Cost Power Development Plan (LCPDP) — a 20-year rolling plan updated every two years — keeps Kenya's grid on a renewable trajectory (87.7% renewable electricity in 2022), so industrial growth draws on low-emission electricity.
2. **Mandatory energy management.** Under the Energy (Energy Management) Regulations 2012, large power consumers must conduct energy audits and implement identified energy efficiency measures. Compliance is monitored by the Energy and Petroleum Regulatory Authority (EPRA).
3. **Eco-industrial parks and circularity.** Special Economic Zones (under SEZA) and industrial parks are being developed to enable shared infrastructure, by-product exchange and circular processes between industries to enhance resource efficiency.
4. **Green industrial policy.** Investment incentives, regulations and innovation support are being directed toward sustainable sectors — solar manufacturing, battery storage, and e-mobility — to embed low-carbon production in industrial growth.
5. **Emerging fuels and refrigerant management.** Kenya is developing green hydrogen and its derivatives as substitutes for fossil fuels and fossil-based fertilizers. On refrigerants, Kenya is rolling out safe-handling protocols and deploying natural-refrigerant alternatives for fluorinated gases.

Together, these measures decouple industrial output from emissions intensity and anchor manufacturing growth within Kenya's NDC and long-term low-emission development trajectory.
