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Business Management: Industry/sector Analysis: Transport Sector

E-Mobility in Kenya: Slow but sure

As some say, the future of our planet is electric, and in Kenya, some are living in the future. The e-mobility industry in Kenya started with one car in 2018 and now, though slow-paced, is thriving and expanding its reach.

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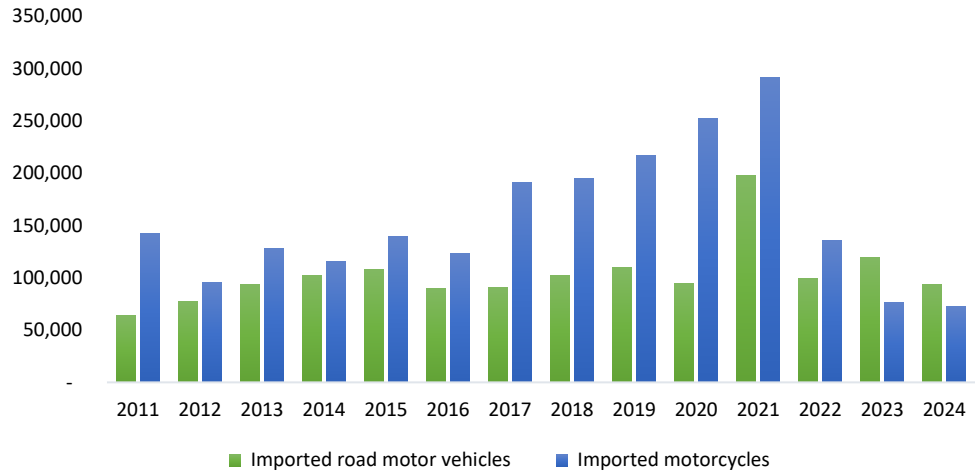
Some trends in the sector

A story on the automotive industry

The automotive industry began in the 1960s when Volkswagen began assembling the Beetle in Kenya. The industry grew until the early 1990s, when it was liberalised, opening up doors for imported cars. This also led to the importation of spare parts. The move slowed down the growth in the industry, and by the mid-2000s, several local parts factories had closed. Since then, the market has been flooded with second-hand vehicle imports.

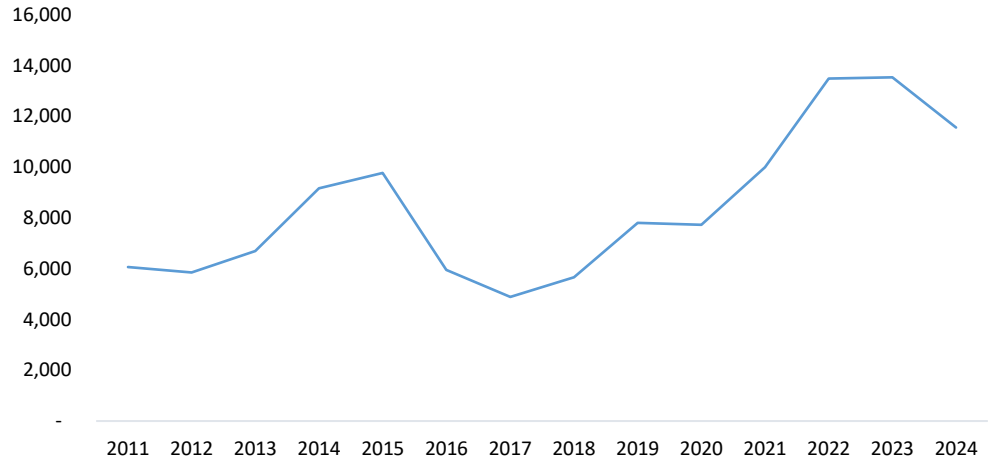
Figure 1: Imported motor vehicles and motorcycles



Source: KNBS Economic Survey

The number of assembled vehicles has also been dwindling. In 1989, Kenya recorded the highest level of 13,473 locally assembled vehicles, but by 1999, it had fallen drastically to 3,739. However, by 2024, the number had increased, though not the highest, and was at 11,555 vehicles, with many of these being commercial vehicles.

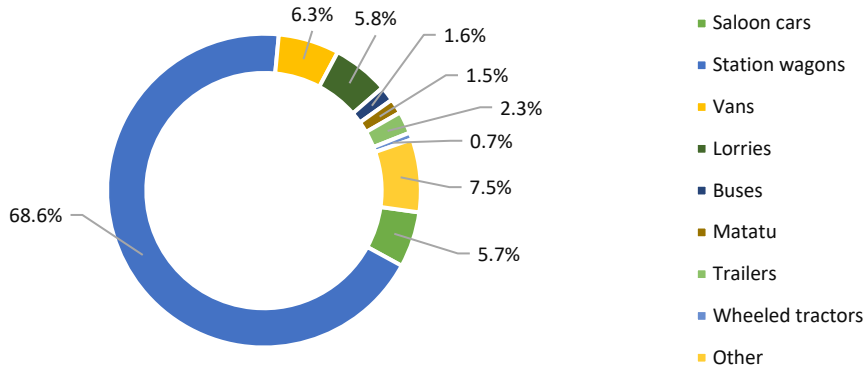
Figure 2: Number of assembled vehicles



Source: KNBS Economic Survey

The number of registered vehicles grew at a CAGR of 3% from 2011 to 2024, from 63,486 to 93,646. On average over the period, cars accounted for 41% while motorcycles accounted for 59%. In 2024, station wagons accounted for the largest part, 69% of vehicles registered, followed by panel vans (6.3%), lorries (5.8%) and saloon cars (5.7%).

Figure 3: Registered vehicles per type of vehicle (%)



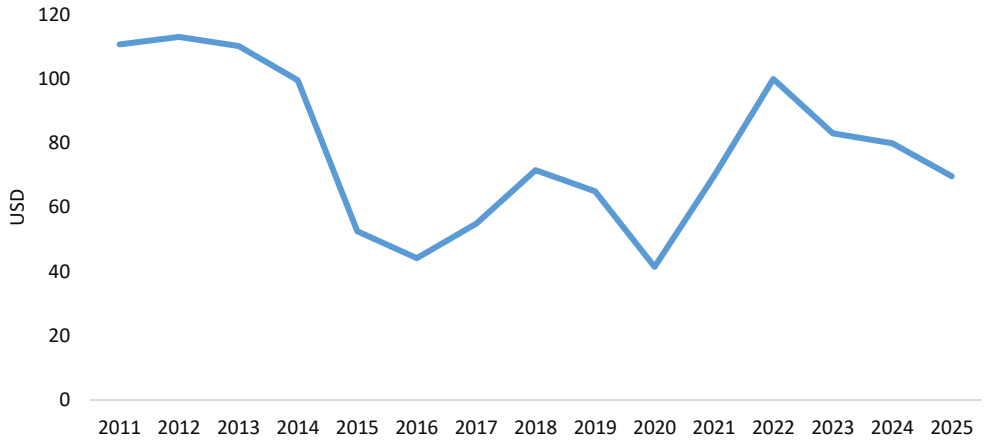
Source: KNBS Economic Survey

Some of the challenges being faced by the automotive sector are the importation of used vehicles, which has reduced demand for locally manufactured vehicles, and the lack of incentives to undertake research and development, which has discouraged innovation and technological development.

A look at the supporting petroleum industry

Global petroleum prices have been quite volatile with impact felt from the geopolitical wars that have been experienced in different parts of the globe. However, over 15 years, the Murban prices have generally fallen at a CAGR of -3.3% from USD 110 in 2011 to USD 70 in 2025.

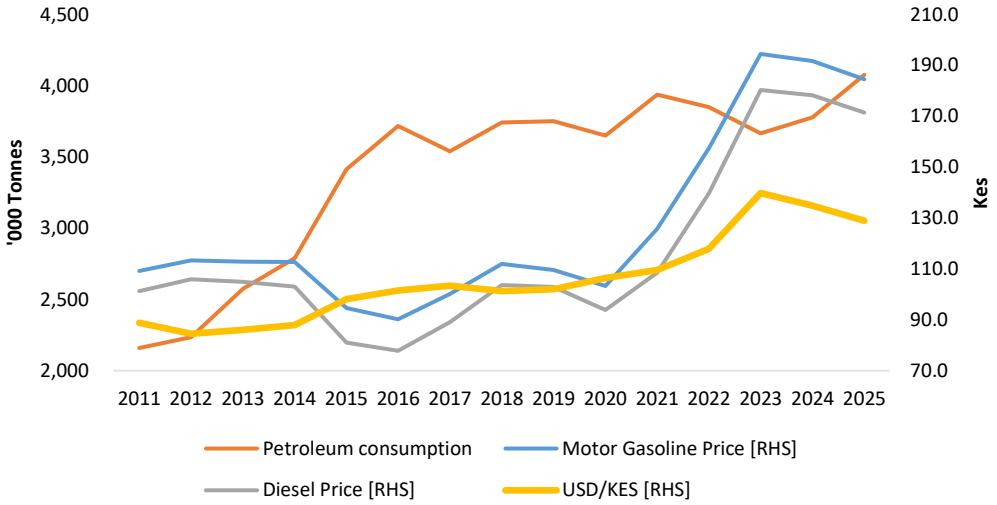
Figure 4: Murban prices (USD per barrel)



Source: KNBS Economic Survey

On the flip side, in Kenya, the petroleum prices have been on the rise with motor gasoline and diesel both growing at a CAGR of 3.8%. This has been driven by the depreciation of Kenya's currency. Petroleum sales recorded a steep rise, growing at a CAGR of 8.6% from 2.2m tonnes (2011) to 2.7m tonnes in 2017. However, from 2018 to 2024, the momentum was subdued, with growth at a CAGR of 0.2%. Some factors that have led to this slowdown are the high global prices of fuel and the depreciation of the Kenyan shilling in 2022 and 2023. This volatility in fuel prices is a factor that may lead to more people to consider e-mobility.

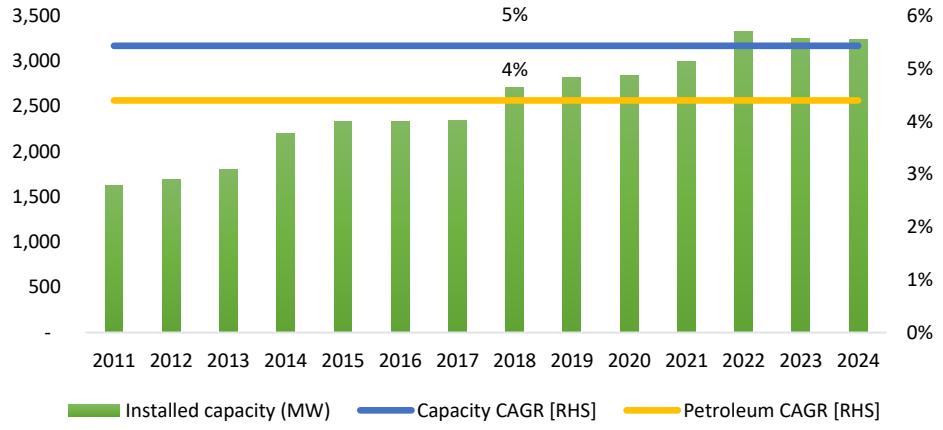
Figure 5: Petroleum sales and prices (petrol & diesel)



Source: KNBS Economic Survey

Kenya has been developing its energy (specifically electricity) sector, and therefore, a shift from fossil fuels to electricity will benefit the country, as it is a readily available and locally manufactured source of power, which will reduce the import bill incurred. The rate of installed capacity grew at a CAGR of 5% from 1.6 GW (2011) to 3.2 GW (2024), while petroleum sales grew at a CAGR of 4%.

Figure 6: Electricity installed capacity and growth vs petroleum consumption growth

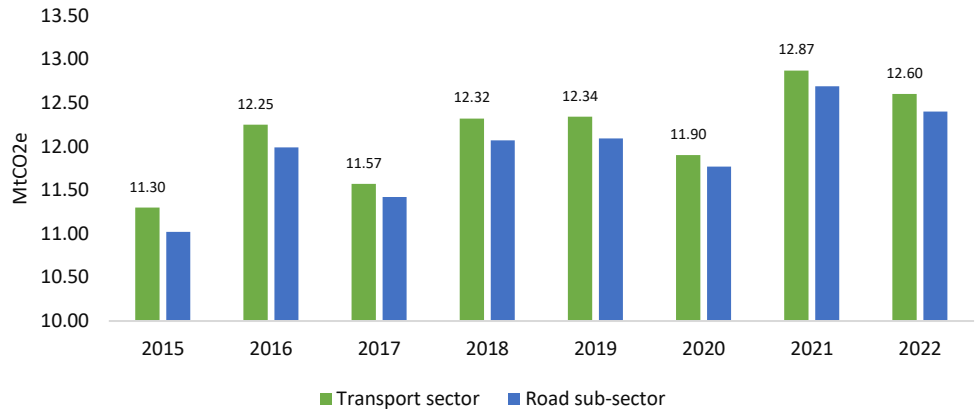


Source: KNBS Economic Survey

The carbon emissions situation

In 2022, Kenya's GHG emissions stood at ~66.5 million of Carbon Dioxide Equivalent ($MtCO_2e$)[1]. Overall, the petroleum industry accounted for 24% of these emissions ((~16.2 $MtCO_2e$). Transport is one of the main sources of air pollution and has contributed largely to the energy-related carbon dioxide emissions released into the atmosphere. The transport sector, as of 2022, accounted for about 19% of the total GHG emissions, which amounts to 12.6 $MtCO_2e$[2]. These GHG emissions are caused by the burning of fossil fuels for heat, electricity, or transportation. These emissions contribute to extreme weather changes, respiratory diseases, food supply disruptions, and wildfires. In the same year, the road transport sub-sector recorded approximately 12.4 $MtCO_2e$ (95% of the sector's emissions).

Figure 7: Transport sector carbon emissions



Source: Ministry of Road and Transport

According to a study carried out by Siemens Stiftung[3] in Western Kenya in 2020, the total CO_2 emissions from 88,845 motorcycles, 3,063 three-wheelers, and 15,031 diesel outboard engines (used in boats) for the year 2019 were estimated at 250,042t, 22,896t, and 319,732t, respectively. This implies that on average, each motorcycle, three-wheeler and diesel outboard engine emits~2.8t, 7.5t and 21.3t, respectively, per year

As a means to reduce these effects and create a cleaner environment, Kenya aims to reduce its greenhouse gas (GHG) emissions by 32% by the year 2030[4] based on the business-as-usual (BAU) scenario, and as part of that, the transport sector aims at reducing emissions by 3.46 $MtCO_2e$ against the baseline in 2030. To achieve this target, the transport sector is pushing for the adoption of electric vehicles, which produce zero emissions.

Introducing the Electric Vehicle (EV)…

Main car feature - the battery

Electric vehicles use lithium-ion batteries of various designs, similar to those used in cell phones and laptop computers, only on a much larger scale. The benefit of Lithium-ion batteries is that

[1] Kenya's Third National Greenhouse Gas Inventory Document 1990-2022
[2] Transport Sector Climate Change Annual Report, 2021/2022
[3] Siemens Stiftung (2020). Environmental Impact of E-Mobility in the Lake Victoria Region, Western Kenya
[4] Kenya's Third National Greenhouse Gas Inventory Document 1990-2022

they are less likely to lose their charge when not being used in comparison to other battery types. An EV's battery capacity is expressed in terms of kilowatt-hours (kWh). As of 2024, globally the total battery demand amounted to 953GWh, up from 773GWh in 2023 and is expected to grow to 3,000 GWh in 2030[5] . The average cost of producing batteries in 2025 was USD 1087/kWh per battery pack (USD 84 in China)[6]. According to Bloomberg NEF the prices of batteries are expected to decline further in 2026[7].

An interesting fact about the EV battery is that vehicles do not have access to the full battery capacity due to the car's management system, to preserve its efficiency and extend its usable life. Manufacturers intentionally limit access to the full capacity to protect the battery's efficiency and extend its lifespan by avoiding extreme states of charge. The average range of a electric cars was estimated at 340km[8] by the end of 2024, up from 230km in 2020. The average range for small cars (40 to 60 kWh battery capacity) was 150km, and 350km for SUVs (70 to 200 kWh battery capacity). However, despite the improvement in range, the EV's battery range is also limited by various factors, including:

- Driving at higher speeds will tend to use more kWh than would more mannerly around-town motoring.
- The battery will also drain at a quicker rate when operating with a full load of passengers and cargo.
- An EV's state of charge will dwindle quickly in extremely cold or hot weather. An EV's battery will take longer to charge in cold weather than it will when in warm weather, regardless of the level of charging being used. According to a study done by the Automobile Association of America[9], it was revealed that when the mercury dips to 20°F and the vehicle's heater is in use, an average EV's range drops by 41%. That means a model that's rated to run for 150 miles in combined city/highway driving would only be able to muster around 88 miles on a charge. The same study determined that when outside temperatures hit 95°F and air conditioning is in use, an EV's range will drop by an average of 17%.

The electric vehicle battery has a minimum life span of 8 years, but an advantage is that after use in the vehicle, the battery can be used for another long period as a stationary storage to support the energy transition (e.g storage of solar power energy). Whereby used EV batteries are removed, tested for their health, and then connected with others to form a larger battery system. Another option would be to recycle the battery. Here the battery is broken down into its raw materials, such as lithium, cobalt, and nickel, for reuse.

Battery charging systems

Battery charging systems, which regulate the safe and efficient transfer of electricity to EV batteries, come in two main types: private and public. Private chargers are typically installed at homes, workplaces, or fleet depots and are used by specific individuals or organisations. Public chargers, on the other hand, are accessible to the general public and are often located in commercial areas, parking lots, fuel stations, or along highways. Globally, there were 5.4 million public chargers in 2024, both fast and slow chargers, up from 4 million in 2023. Slow chargers are

[5] International Energy Agency (2025). Global EV Outlook 2025 - Expanding sales in diverse markets.
[6] Bloomberg NEF (2025). https://about.bnef.com/insights/clean-transport/new-record-lows-for-battery-prices/
[7] Bloomberg NEF (2025). https://about.bnef.com/insights/clean-transport/lithium-ion-battery-pack-prices-fall-to-108-per-kilowatt-hour-despite-rising-metal-prices-bloombergnef/#:~:text=New%20York%2C%20December%209%2C%202025,Lithium%2DIon%20Battery%20Price%20Survey.
[8] International Energy Agency (2025). Global EV Outlook 2025 - Expanding sales in diverse markets.
[9] Automobile Association of America (2019). AAA Electric Vehicle Range Testing.

those that are below 22kW and account for 58% while fast chargers are those that are above 22kW. According to the Motorsport Network, most electric vehicle charging that is done at home is either via a conventional 120-volt circuit (known as Level 1 charging) or a dedicated 240-volt line (Level 2 charging). Depending on the vehicle's battery capacity, it can take anywhere from eight hours to more than 16 hours to achieve a full charge using Level 1 charging. The Level 3 charging provides a quicker alternative, though it's limited to a small growing system of public charging stations. Also referred to as DC Fast Charging, it can bring an EV's battery up to 80% of its capacity in as little as 30 minutes, depending on the vehicle.

The top technologies being used are: CHArge de MOve (CHAdeMO) in Japan, Combined Charging System (CCS) used in Europe, North America, and Korea, and GuobiaoTuijian (GB/T) in China. The three types of charging ports include:

- Wall boxes: These are wall-mounted boxes that are specially designed for charging electric vehicles
- In-house electrical installations, e.g. using a socket specifically designed for charging purposes
- Charging stations installed specifically for electric vehicles

Source: AI generated

In Kenya, charging stations were initially set up in three major malls - Thika Road Mall, The Hub Karen, and Two Rivers Mall and were run by Nopea Ride. Another charging station was put up at ABC Place, run by ChargeNet Kenya. However, currently the number has gone up with petrol stations, such as Total Energies, now setting up charging stations. The number of charging stations has increased to 57[10], up from 29[11] in 2022 with charging stations being in 11 counties out of 47. In 2024, Kenya Power also came up with a tariff pricing for e-mobility, which stood at KES 19.35/kWh[12].

[10] Clean Technica (2025). https://cleantechnica.com/2025/11/04/the-next-big-thing-in-kenyas-electric-mobility-sector-electric-cars-part-1-charging-infrastructure/
[11] https://sustmob.org/PCFV/pdf/BatterySwapping_ChargingInfrastructureKenyanPerspective.pdf
[12] KNBS Economic Survey 2025

The benefit of an EV

The main benefit to the consumer is the **cost savings** from the use of EVs, both fuel and maintenance costs.

Drivelectric, an EV solutions provider, did a study in Kenya focused on two types of cars: a Nissan Advan running on petrol and a Nissan Leaf running on an electric motor. When comparing the two, the results indicate that the EV is cheaper to run and maintain. The cost of fuel for the petrol engine car is more than twice that of the EV. Furthermore, they found out that EVs have close to zero maintenance costs, offer better acceleration and handling, and feature the latest car technologies.

An EV owner avoids having to incur maintenance costs that would otherwise be needed for petrol or diesel vehicles, such as tune-ups, oil changes, cooling system flushes, transmission servicing, and replacing the air filter, spark plugs and drive belts.

Aside from maintenance, the cost of fueling is also saved. With a fully electric vehicle, one does not need to fuel the car. According to Nopea Ride, a fully charged Nissan Leaf goes for between 140 to 150 km. In Kenya, ChargeNet, which has set up charging stations, charges KES 7 per minute[13] for a Type 2 charger. However, when charging at home, the rate will be based on KPLC rates (KES 19.35/kWh). Nissan states that using a Level 2 charger, a Nissan Leaf battery can be filled within 8 to 11 hours; therefore, it will cost KES 3,360 to KES 4,620 per full charge. If one charges an EV from their home with the KPLC rate of KES 19.35/kWh, it will cost them KES 456 to KES 570 since the battery size ranges about 24kWh. A combustion vehicle on the other side will consume an average of 19 litres for 150km. Using the current petrol price of KES 184.52, it will cost you KES 3,506. When other costs, such as maintenance, are considered, and fuel price escalations, EVs are the better option. Furthermore, with the subsidised electricity tariffs for EV consumption, KES 16 per kWh at peak and KES 8 at off-peak in the country, it has been made cheaper for EV owners.

Aside from the Nissan Leaf, Caetano Kenya launched the Hyundai Kona Electric, which runs over 400 kilometres on a single charge. Additionally, for an electric motorbike, once it is charged, it can go for 70 kilometres before recharging.

Table 1: Comparison of fuel and maintenance costs between an electric car and a petrol vehicle

Study Parameter	Electric Car	Petrol Vehicle
Battery/engine capacity	24 kWh	1500 cc
Power consumption per km	0.2 kWh	0.09 L (0.819 kWh)
Average fuel economy	5 km/kWh	12.68 km/L (9.1kWh)
Energy cost/km travelled	KES 3.4 (KES 19.35/KWh) * KES 26.6 (KES 7/min) **	KES 23.4 (Average petrol cost of KES 184.52/l***
Torque (Nm)	350	150
Tailpipe CO_2 emissions per km	Zero	185.20 gm/CO_2e

[13] Review of Electric Vehicle Charging & Battery Swapping Infrastructure in Kenya and International Best Practices

Cost of maintenance (Engine-related service schedule)	Nil (service scheduled at 12,000 km)	KES 7,500/service (Service scheduled every 5,000 km)

*assumes KPLC rate, **ChargeNet rate, ***adjusted to the current rate (All these have been adjusted to the current rates)

Source: Drive Electric study (2017), Algum analysis

Electromobility in Kenya

Although the launch of EVs started in the 1800s globally, the first fully electric vehicles were introduced in Kenya in 2018. In August 2018, EkoRent Africa launched the first electric cars in Kenya through Nopea Ride, an electric taxi service. Since then, the number of electric vehicles in the country has been growing, although at a slow pace. By 2025, the Ministry of Transport[14] estimated that there were about 39,324 EVs registered EVs, up from 3,753 in 2023. Despite the impressive growth, EVs only accounted for 0.80% of the estimated 4.9 million registered vehicles[15][16]. According to the Association for Electric Mobility and Development in Africa, there are more than 50 players in Kenya's e-mobility space, 3 in the e-bicycle space, 17 e-motorcycle companies, 7 in the 2/3-wheeler space, 21 e-car/bus players, 30 e-charging providers, and 3 EV financiers by June 2025.

The government of Kenya has put up several policies linked to E-Mobility to embrace the new trend and increase the adoption of EVs. These policies include:

- The National Energy Efficiency and Conservation Strategy 2020 that targets 5% of Kenya's vehicle stock to be electrified by 2025. This target has not been achieved as EV's accounted for only 0.80% by end the of 2025.
- The integration of E-mobility into the Fourth Medium Term Plan 2023-2027 of the Kenya Vision 2030 Agenda, with a specific focus on developing electric motorcycle manufacturing and charging infrastructure. The plan indicated the government would provide fiscal incentives to enhance opportunities in the local assembly and manufacture of electric bicycles, electric motorcycles, electric motor vehicles, electric cars, electro/gas conversion, charging systems, and their parts/accessories. So far, the fiscal policies set were implemented in the 2025/2026 finance bill, which included zero-rating of VAT on electric buses, electric bicycles, electric motorcycles and lithium-ion batteries; and reduction of excise duty to zero per cent on electric bicycles, electric motorcycles and lithium-ion batteries. The plan also mentioned the government would develop and implement an e-mobility policy; establish an E-mobility charging infrastructure; and promote electric motorcycle (boda bodas) manufacturing. So far, the policy has been developed, and KPLC has launched some charging stations with more to be installed.
- In 2024, Kenya's Electric Mobility Task Force launched a draft National E-Mobility Policy, which seeks to position Kenya as a leader in the e-mobility transition in Africa. In February 2026 the final policy was launched.

[14] Ministry of Transport (2026). https://www.transport.go.ke/kenya-launches-national-electric-mobility-policy-drive-cleaner-efficient-and-sustainable-transport
[15] KNBS (2026). Leading Economic Indicators January 2026.
[16] Africa E-mobility Alliance (2025). Charging Up for Growth: A Guidebook for Kenya's Second-Life EV Battery Market.

- In April 2024, Kenya Power & Lighting Plc committed USD 1.9 million to building EV charging infrastructure, with 45 charging stations set to roll out in 2025-2026. By the end of 2025, only 3 stations have been installed in Nairobi.

However, despite these policies, more than 90% of respondents in a study carried out in 2021 by AEMDA[17], who import E-mobility hardware have been paying full import duty (25%) and VAT (16%) and have not accessed the 10% excise duty incentive. Registration of electric vehicles also took longer than equivalent ICE vehicles because of the missing provisions for new models of EVs coming into the NTSA Registry.

As a way of incorporating e-mobility into public transport, the government is working towards launching the BRT system in Nairobi to ease traffic and aims to use electric buses in the system. However, the project is currently experiencing delays. The bus SACCOs have also embraced e-mobility, with the majority of them having at least one e-bus. 6 bus operators have partnered with BasiGo. OMA SACCO became the first to operate an all-electric bus fleet in 2025 with 12 e-buses and aims to have 30 e-buses by 2026. It is operating on a Pay-As-You-Go lease model requiring a KES 1 million deposit and a mileage fee of KES 70 per kilometre.

Barriers to electric vehicle adoption

1. High initial price

The largest problem facing electric vehicle adoption is the high buying price. Based on a study carried out by the State Department of Transport of Kenya, a Nissan Leaf's (2013) current retail selling price (CRSP) according to KRA as of 7th July 2020 was KES 4,810,550 in comparison to Toyota Premio (2013), its equivalent due to similarity in cost, insurance and freight (CIF) pricing from well-known Japanese export dealers, which went for KES 2,704,600. In addition, the total duty paid in Kenya on a used Nissan Leaf (KES 504,348) is almost double the total duty paid on a Toyota Premio (KES 290,389) while there is still the CIF that amounts to KES 993,590 for a Nissan Leaf while for a Toyota Premio is KES 1,008,526.

Industry insiders predict that EVs will reach price parity with ICE vehicles between 2025 and 2030 meaning that there is still a long way before an EV becomes cheaper than an ICE in Kenya. The government may accelerate the adoption of EVs through the creation of a more favorable tax regime. The Finance Bill of 2019 introduced a reduction on the excise duty for all vehicles with only electric motors for propulsion (BEVs) from 20% to 10% while the 2024/25 Finance Bill exempted e-bicycles, and e-buses from VAT. However, the government could go further and give a zero rating of the import duty and VAT on all EVs which would reduce a 2013 Nissan Leaf's total duty from KES 504,348 to KES 125,581[18].

Table 2: Comparison of price to be paid for a 2013 Nissan Leaf & 2013 Toyota Premio

	Nissan Leaf	Nissan Leaf (Without import duty & VAT)	Toyota Premio
Current Retail Selling Price (CRSP)	4,810,550	4,810,550	2,704,600

[17] Association for Electric Mobility and Development in Africa (AEMDA). Barriers to Electric Mobility in Kenya Market Survey Report 2021.

[18] State Department of Transport - Electric Vehicle Importation and Taxation, January 2021

Depreciation	70%	70%	70%
Extra Depreciation	0%	0%	0%
Customs Value	810,198	810,198	379,593
Import Duty 25%	202,549	-	94,898
Excise Value	1,012,747	810,198	474,491
Excise Duty	101,257	81,020	94,898
VAT Value	1,114,022	891,218	569,389
VAT 14%	155,963	-	79,715
RDL 2%	16,204	16,204	7,592
IDF Fees 3.5%	28,357	28,357	13,286
Total Duty	504,348	125,581	290,389
Cost, Insurance & Freight	1,008,526	1,008,526	993,590
Grand Total	**6,323,424**	**5,944,657**	**3,988,579**

In Kenya, no bank has been stated to provide loans or asset financing for EVs; however, there are some microfinance institutions such as M-KOPA, MOGO and Watu Credit that are providing e-financing. In addition, there are e-mobility companies such as BasiGo, Drivelectric and Ecotrify that provide leasing services. According to the Green Finance Platform[19] in India, banks and non-bank financial institutions currently hesitate to lend for EVs due to perceived and real asset and business model risks, and so the interest rates and tenures are not as favourable as those of normal cars. If this same case applies to Kenyan banks, adoption may continue to be slow as hesitate to switch due to the many asset financing options available for ICEs.

2. Lack of charging infrastructure

Based on a World Bank study[20] on customer EV experience in Jordan, it was determined that a lack of available charging infrastructure and the time required to charge an electric vehicle together accounted for 82% of the reasons given for the most significant disadvantages associated with EV use. Of the 15% who responded 'no' or 'maybe' when asked if they would consider an EV when next buying a vehicle, 23% described range and charging infrastructure issues as being behind their hesitation to purchase an EV in the future. Additionally, most owners of new and second-hand EVs who were likely to consider buying another EV cited the improvement of charging infrastructure as being important to accelerating EV uptake.

In Kenya, currently, there are over 100 charging stations, but most are located in Nairobi. Therefore, if an individual living in other regions of the country were to purchase an EV, it would prove difficult to access the charging infrastructure. The cost of a single-port EVSE unit ranges from $300-$1,500 for Level 1, $400-$6,500 for Level 2, and $10,000-$40,000 for DC fast charging.

[19] Banking on Electric Vehicles in India: A Blueprint for Inclusion of EVs in Priority Sector Lending Guidelines

[20] Electric Mobility & Development: An Engagement Paper from the World Bank and the International Association of Public Transport, 2017

Installation costs vary greatly from site to site, with a ballpark cost range of $0-$3,000 for Level 1, $600- $12,700 for Level 2, and $4,000-$51,000 for DC fast charging.[21] These high costs may lead to discouragement for individuals who would want to install a charger in their residence. However, for petrol stations or institutions, these costs can be covered.

3. Operational change impacts

This relates to the change from instant fuel refill enjoyed by ICE owners to long charging hours required for EVs. This has caused individuals and even commercial vehicle operators from moving to EVs. While using an EV one will have to make sure the vehicle is fully charged and will also have to be cautious of the distance of travel. In addition, traveling using EVs, to be specific BEVs for long distances will be quite difficult. A Nissan Leaf can travel for a maximum distance of 160km. In such a case the owner will have to opt for another means of transport or he/she may have to also have an ICE or PHEV for such situations.

4. Underdeveloped policies

For most countries, the electric transport concept is a new one and therefore has posed a challenge to the governments in figuring out the right policies to put in place and their enactment. As of 2022, some countries in Africa had put in place policies/frameworks that support e-mobility and the adoption of EVs: Cabo Verde, Ghana, Ivory Coast, Kenya, Nigeria, Rwanda, Seychelles, South Africa, Togo, Uganda, and Zimbabwe[22]. Despite having policies in Kenya, some have not been enacted for example, the subsidised import duty is not yet being applied.

Measures to encourage EV adoption

1. Vehicle subsidies and incentives

The government has decreased the customs duty for EVs from 20% to 10%. However, to further encourage adoption, it may have to award more subsidies that will encourage customers. The government will also have to educate the public on the exemptions and subsidies available to increase awareness in the country. The government can also introduce parking incentives for EVs. In the case of Jordan,[23] the government's approach to developing electric mobility has been evolving since 2015, when tax and customs duties exemption for battery EVs and charging equipment were put in place. Since then, Jordan's EV uptake has expanded to more than 7,000 vehicles despite a very limited number of public charging points in the country (approximately 8). By 2018, used Nissan Leafs could be purchased for approximately JOD 7,000 – 10,000 (US$10,000 – 14,000), which made them more accessible than conventional vehicles of similar age to young professionals. The price of electricity in Jordan was also subsidised, meaning that the purchase and use of second-hand EVs offered a low-cost solution for customers looking for private mobility options.

2. Support mechanisms for the industry

The government of Kenya should come up with grants or incentives that will be used to support the automotive sector in the research and development of e-mobility products.

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[21] Costs Associated with Non-Residential Electric Vehicle Supply Equipment: Factors to consider in the implementation of electric vehicle charging stations

[22] Electricity Lawyer. SSA E-mobility (Electric Vehicles) Toolkit. https://africa-energy-portal.org/sites/default/files/2022-09/new-31st-update-august-correction-ELECTRIC-VEHICLES-1.pdf

[23] Electric Mobility & Development: An Engagement Paper from the World Bank and the International Association of Public Transport, 2017

The government can learn from steps taken by other governments to accelerate e-mobility, such as the UK and Poland. The UK government[24] has so far provided the following series of grants for the purchase of low/zero emission vehicles, including EVs:

- The **Bus Service Operators Grant Low Carbon Emission Bus (LCEB) Incentive** was launched in 2009 to encourage improvements in fleet fuel efficiency and introduce a level playing field for low carbon emission buses, providing bus operators with a payment of 6 pence per kilometre operated with a low carbon bus.
- The **Green Bus Fund** (2009 – 2013) enabled around 1,250 low-emission buses to be delivered in England.
- £24 million was invested in vehicle manufacturers, suppliers, and universities in 2010, with a further £11 million in 2015 meant for **research and development**. This funding notably allowed the development of an electric bus with a fuel cell range extender.
- The Department for Transport and the Office for Low Emission Vehicles awarded £30 million to 13 local authorities and operators for the period 2016-2019 through the **Low Emission Bus Scheme** (published in 2015), to encourage the uptake of low emission vehicles and infrastructure, improve air quality and attract investments to the UK.
- In 2016, £150 million was earmarked for buses and taxis, £11 million of which was awarded for the procurement of 153 electric and gas buses in Bristol, York, Brighton, Surrey, Denbighshire, and Wiltshire.
- In 2017, the government allocated £40 million for projects aiming at improving the lifetime of batteries under the Industrial Strategy Challenge Fund.
- Under the **Clean Bus Technology Fund**, £40 million was awarded to 20 local authorities in 2018 for the retrofitting of vehicles with cleaner technologies.

In 2025, BEVs in UK accounted for 23.4% of new registrations, up from 19.6% in 2024, and total registrations reached 470,000 vehicles, nearly double the 2024 levels.[25] In 2025, the bus market was the UK's fastest-decarbonising road transport segment with a 27.3% zero emission share. The scale of adoption reflects both sustained manufacturer investment and structured public support. Registrations of battery-electric and other zero-emission buses increased 62.2% to 2,523 units, accounting for 27.3% of all new buses entering service. This means that more than one in four new buses were zero-emission[26].

In Poland[27], a **Low-Emission Transport Fund** was established in 2017, aiming at supporting the mass adoption of private and public EVs, and to get 1,000 electric buses by 2025. Through the 2018 Act on Electromobility and Alternative Fuels, bus operators in 80 cities were obliged to ensure that 5% of their fleets comprise zero-emission buses by 2021, and 30% by 2028, under the condition that a required local cost-benefit analysis proves the convenience of deploying zero-emission vehicles in a particular urban context. By 2022 there were 789[28] electric buses in the country.

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[24] Electric Mobility & Development: An Engagement Paper from the World Bank and the International Association of Public Transport, 2017
[25] Transport Environment (2026). https://www.transportenvironment.org/uploads/files/2025-TE-UK_-ZEV-Mandate-Compliance-Briefing.pdf
[26] Electrive (2026). https://www.electrive.com/2026/02/19/uk-smmt-reports-electric-bus-surge-as-truck-market-contracts/
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[28] Tucki, K.; Orynycz, O.; Dudziak, A. The Impact of the Available Infrastructure on the Electric Vehicle Market in Poland and in EU Countries. Int. J. Environ. Res. Public Health **2022**, 19, 16783. https://doi.org/10.3390/ijerph192416783

3. Development of charging networks

There is a need for the development of more charging infrastructure in Kenya. This development can be accelerated through partnerships between private and public stakeholders. Another factor that would encourage the development of charging infrastructure would be the exemption of charging equipment from taxes and customs duties.

In 2018[29], Netherlands had the highest ratio between public regular charging points and vehicles with eMobility features in circulation (134,009 EVs relative to 19,812 public chargers). The development of the country's charging network was due to three factors. First, cities co-financed basic charging infrastructure. Secondly, public-private partnership models used in the network's development were designed for evolution towards fully commercial, non-subsidised market structures. Third, the government established a national platform known as "The Netherlands Knowledge Platform for Public Charging Infrastructure EV" (NKL) to convene stakeholders and work towards cost reduction, innovation, and knowledge exchange.

Conclusion

Kenya's transition toward e-mobility represents a pivotal step in reshaping its transport and energy landscape. While adoption remains gradual, the steady growth in EV registrations and the government's policy interventions demonstrate an undeniable momentum. The country's increasing electricity generation capacity, combined with its ambition to reduce greenhouse gas emissions by 32% by 2030, positions e-mobility as a strategic solution for sustainable development and energy independence.

However, the sector's potential will only be fully realised through targeted measures—addressing high initial vehicle costs, limited charging infrastructure, and underdeveloped financing and policy frameworks. Lessons from global markets reveal that coordinated public–private partnerships, fiscal incentives, and awareness campaigns can accelerate the shift.

Ultimately, Kenya's e-mobility journey is not just about replacing combustion engines with batteries—it is about redefining the nation's transport future around sustainability, innovation, and economic resilience. With deliberate collaboration among policymakers, investors, and industry players, the revolution in Kenya's e-mobility sector could transform into a powerful engine for inclusive green growth across Africa.

[29] Electric Mobility & Development: An Engagement Paper from the World Bank and the International Association of Public Transport, 2017

About Algum Africa Capital

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