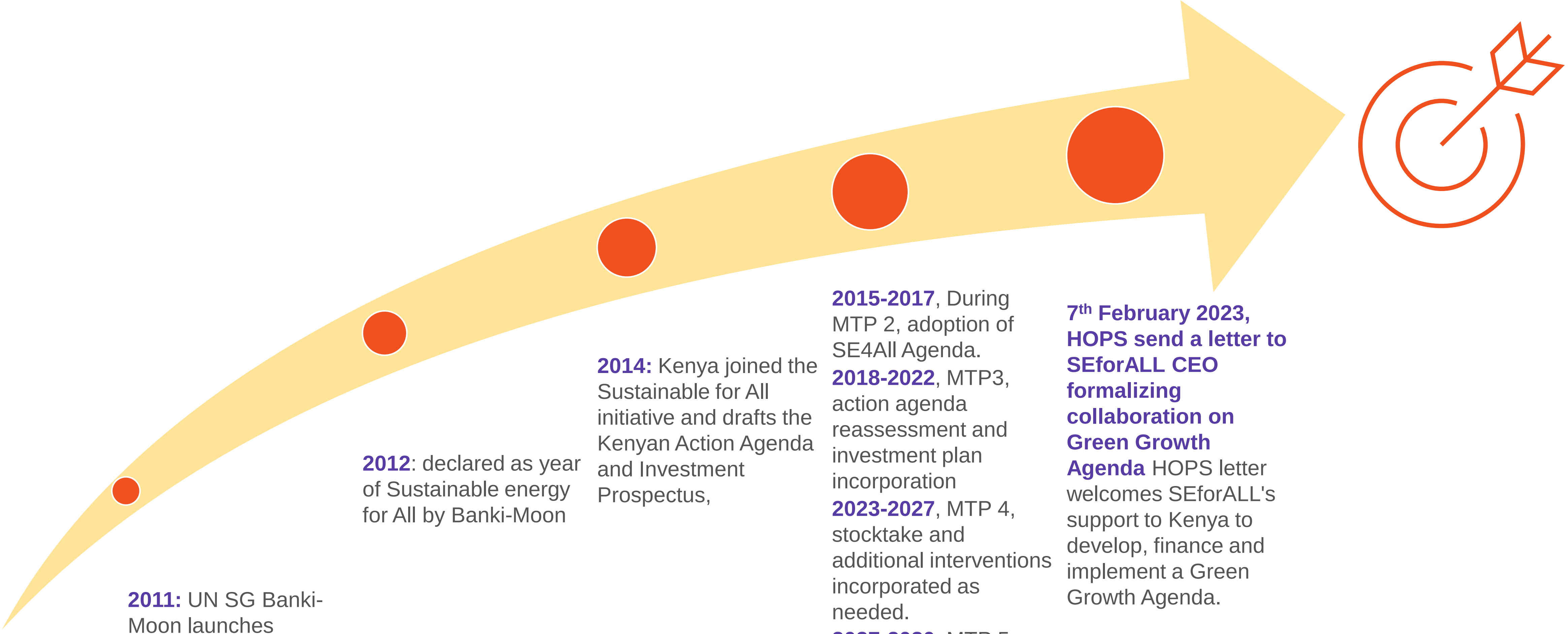
Kenya Energy Transition & Investment Plan

Kenya Energy Transition & Investment Plan (ETIP)

Background



2011: UN SG Banki-Moon launches sustainable energy for all initiative at the Climate Action Summit.

2012: declared as year of Sustainable energy for All by Banki-Moon

2014: Kenya joined the Sustainable for All initiative and drafts the Kenyan Action Agenda and Investment Prospectus,

2015-2017, During MTP 2, adoption of SE4All Agenda.
2018-2022, MTP3, action agenda reassessment and investment plan incorporation
2023-2027, MTP 4, stocktake and additional interventions incorporated as needed.
2027-2030, MTP 5, stocktake and additional interventions incorporated as needed.

7th February 2023, HOPS send a letter to SEforALL CEO formalizing collaboration on Green Growth Agenda HOPS letter welcomes SEforALL's support to Kenya to develop, finance and implement a Green Growth Agenda.

Context and objectives

Objectives of the Kenya Energy Transition and Investment Plan

MOEP with support of SEforALL and UN Country Team is working to build an Energy Transition and Investment Plan (ETIP)

The plan will help Kenya frame an energy transition agenda that will attract investment, while at the same time ensuring a just transition and fully supporting Kenya's rapid economic growth trajectory

The plan will be presented at the COP 28 and subsequent events to engage the global investment and climate finance community

Kenya's Energy Transition and Investment Imperative

Internationally, the policy, business and investor community are embracing net zero emissions

Kenya is at a turning point and has the opportunity to increase its climate ambition, avoid the economic risks of a slower energy transition and secure its benefits

Kenya also has immense green growth opportunities that include carbon markets, green hydrogen, green manufacturing and localization of low carbon technologies

- **Secure investment.** A slower transition will reduce investor appetite as fossil assets which are increasingly difficult to finance. A net-zero target will position Kenya to secure investment capital and donor support which is now largely directed at low-carbon assets.
- **New growth sectors.** A slower transition presents a poor outlook for energy exports as international oil and demand falls. A net-zero target will create new economic opportunities for Kenya in global energy and technology markets.
- **Energy independence.** A carefully managed transition will secure Kenya's energy independence as domestic demand grows and imports increase.

Kenya's energy transition & investment path

Key messages

Kenya's energy emissions baseline and future pathways

1 Without further action, Kenya's emissions from energy sector could rise from around 20 Mt CO_2e in 2021 to around 130 Mt in 2050. Under Business As Usual (BAU), the bulk of emissions growth will come from transport and industries, driven by population growth, GDP per capita growth , energy access and economic growth.

2 Alternative Net Zero energy pathways consider five country-level objectives or guiding principles: environmental sustainability, energy system costs, economic impact, social implications, and security of supply

An orderly transition for the energy sector

3 Kenya could achieve Net Zero carbon emissions by 2050, through deployment of low-carbon solutions across all key sectors that use energy. An orderly transition is needed for balancing the key public policy objectives

4 Four main decarbonization technologies will anchor an Orderly Transition. Together, renewables, low-carbon hydrogen, battery electric vehicles and clean cookstoves cover majority of abatement. The Net-zero 2050 relies, in addition to emission reductions as outlined here, on LULUCF interventions as proposed under the Kenya LTS.

Socioeconomic impacts and financing needs

5 Kenya would need around USD 600 bn in capital investment (USD 165 bn more than under BAU), with the majority of investment going to the power and transport sectors. Delivering this investment could drive new economic activity in the energy sector and beyond, potentially supporting an additional 500 thousand net new jobs by 2050 and beyond.

6 Capital markets will provide the largest funding pool, but tapping these sources will require some de-risking interventions.

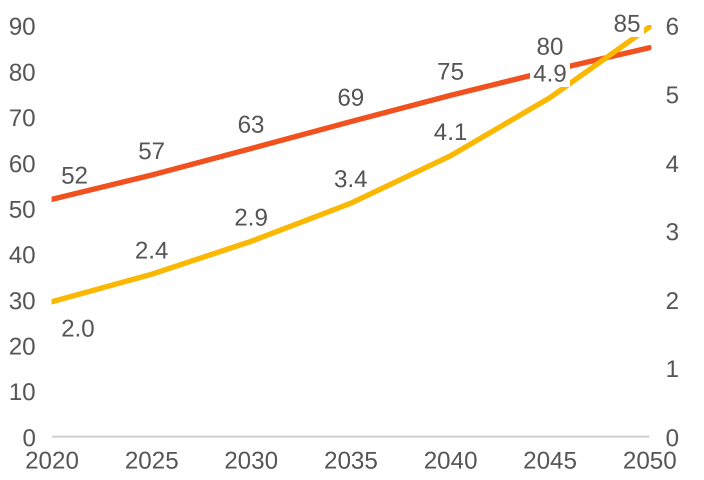
The path forward

7 There is a set of clear next steps to drive the implementation of a pathway, underpinned by strong governance, a clear timeline and cadence of interaction, and supportive policies.

8 Kenya can further accelerate its economic development by capturing a number of green growth opportunities

1: Economic growth will drive significant energy emissions growth, even under current policies

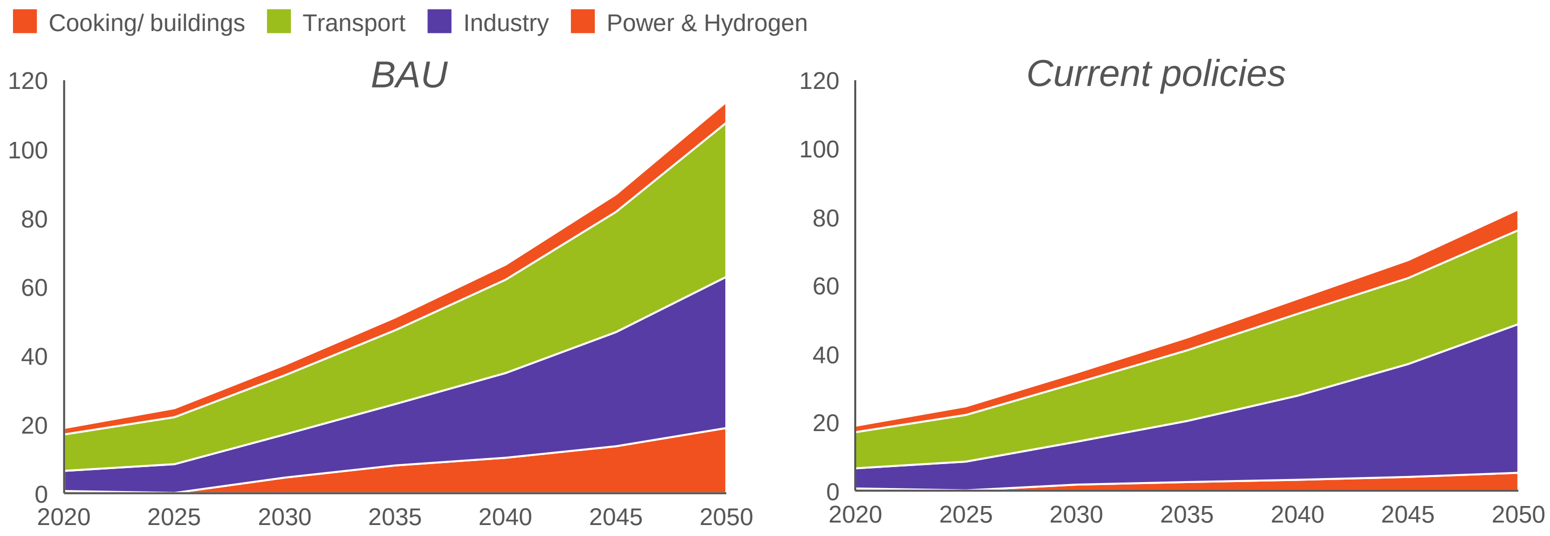
Projected growth



Population and income projected to grow substantially to 2050 and beyond:

- Population expected to grow 1.7X, at 1.5% CAGR[1]
- GDP per capita expected to grow 4.4X, at 4% CAGR[1]

Projected CO2 emissions growth, MtCO2 – Only energy CO2 emissions included



Demand growth drives ~5X growth in CO2 emissions to 2050

- Road transport: car travel grows 15X
- Residential electricity grows 4X
- Substantial expansion of manufacturing base

Low-carbon technologies limit emissions growth to ~4X by 2050:

- Emissions reduced by ~80% renewables in power mix, and 100% EV car sales by 2050
- Remaining emissions driven by rise of gas in the power; continued use of diesel trucks in transport and limited industry decarbonization

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1. Compound Annual Growth Rate

Source: GDP - IIASA SSP database, Population - World Bank, SEforALL analysis

2: Kenya’s pathway design is dependent upon the weight attributed to different objectives

Guiding principles

A. Environmental sustainability
Reduce carbon emissions to reach Net Zero and minimize the overall carbon budget for Kenya to align with international investor expectations

B. Energy system costs
Minimize energy costs to the Kenya population and energy-dependent domestic sectors

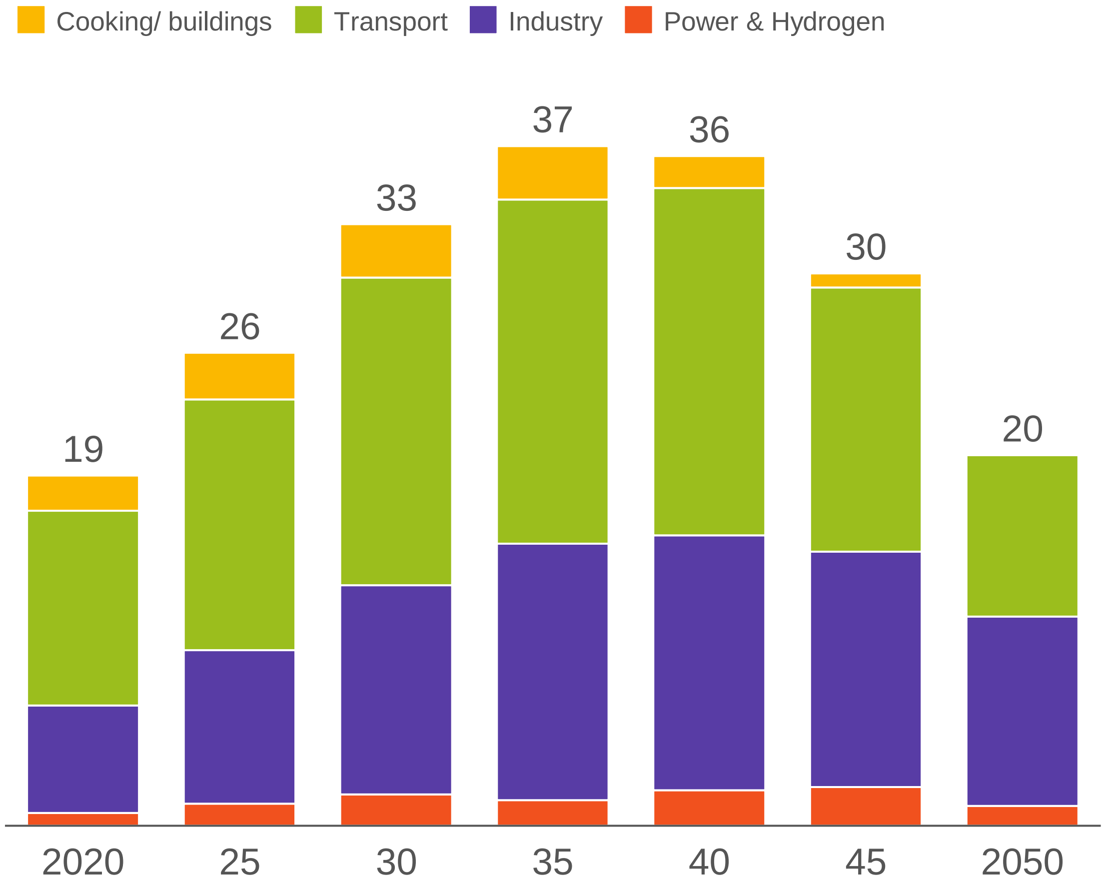
C. Economic impact
Optimize for macroeconomic benefit, supporting economic activity in the energy sector and wider economy

D. Employment impact
Solve for job retention and future job creation potential from decarbonizing Kenya’s economy

E. Energy security and trade balance
Ensure system security through self-sufficiency, system stability, and low-risk access to supplies

3: Net Zero by 2050 will require emissions from energy systems to peak around 2035 and begin a rapid decline

CO2 emissions by sector, MtCO2e, 2020-2050



Source: SEforALL analysis

Key outcomes

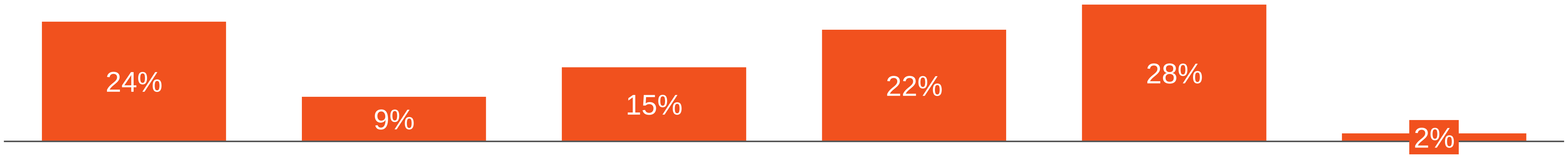
- Both industry and transport sector emissions peak between 2035 and 2040
- Power sector CO2 emissions fluctuate, as demand growth offsets the declining CO2 intensity of the grid
- By 2050 emissions from the energy sector are about 20 MtCO2e with LULUCF* interventions of afforestation and reduction in deforestation as proposed under Kenya's Long term low emissions development strategy (LTS) to provide the carbon sinks for net-zero emissions.
- Beyond 2050, further decarbonization levers in heavy industries and trucks could bring the energy sector emissions close to zero in all sectors, with negative emissions technologies (carbon capture and storage) in industry offsetting residual emissions in power sector.

*Land use, Land use change and forestry

4: Six decarbonization technologies will anchor an Orderly Transition pathway; with renewables, electrification and clean cooking all driving substantial abatement

Technology	**Electrification & renewables**	**Carbon capture and storage**	**Low carbon hydrogen**	**Battery electric technologies**	**Clean cooking technologies[1]**	**Negative-emission solutions**
Contribution	**Replace fossil fuels through electrification**; power provided by solar, wind, geothermal and potentially nuclear energy in combination with energy storage and energy efficiency	**Decarbonise industrial and/or high temperature heating processes by capturing energy and process-related CO_2** streams (e.g., in steel BFBO, cement or chemicals)	**Substitute fossil fuels as a heat source and/or feedstock with green and blue hydrogen** and hydrogen derivatives (e.g., ammonia, synfuels) in Industry and Transport	**Replace internal combustion engines with electric batteries**, primarily for passenger cars, 2/3 wheelers and light trucks	**Replace traditional biomass and oil-derivatives (**e.g., LPG and kerosene) **with improved biomass and electric cookstoves** in budlings	**Implement technology-driven solutions such as BECCS[2]**

Contribution to CO2 abatement under Net Zero vs BAU in 2050 and beyond



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1. Abatement for clean cooking accounts for estimated associated deforestation emissions
2. Bioenergy with carbon capture and storage. Although nature-based solutions also deliver negative emissions, using nature-based solutions to offset energy sector emissions would reduce the scope to monetize these solutions in international carbon markets

Source: SEforALL analysis

5: Energy Transition will convey benefits across a full range of public policy objectives

A. Investment

USD 38 bn

Selected investment opportunities in clean energy infrastructure to 2035, with $500 billion of overall investment opportunities by 2050 and beyond

B. New growth sectors

USD 650 billion

Global market for clean technologies by 2030, with opportunity to create new domestic industries in, e.g., solar PV manufacturing, aluminium smelting, electric 2-wheeler assembly, and Green Hydrogen

C. Energy security and trade balance

~94%

Reduction in domestic oil and gas consumption vs BAU, reducing fossil imports

D. Employment impact

500 thousand

Net additional jobs, of which 50% is directly stimulated by Net Zero drive energy investments in solar PV, and EV charging / hydrogen fuelling stations

E. Environmental sustainability

2.7 GtCO2

Emissions avoided under Net Zero path vs BAU over the next 40 years

1 GtCO2

Total carbon budget of the Net Zero pathway for the energy sector over the next 40 years

F. Affordability

<0.6% of GDP

As average additional spending each year[1] required to decarbonize the economy to Net Zero vs BAU (total incremental spending is USD 90 bn)

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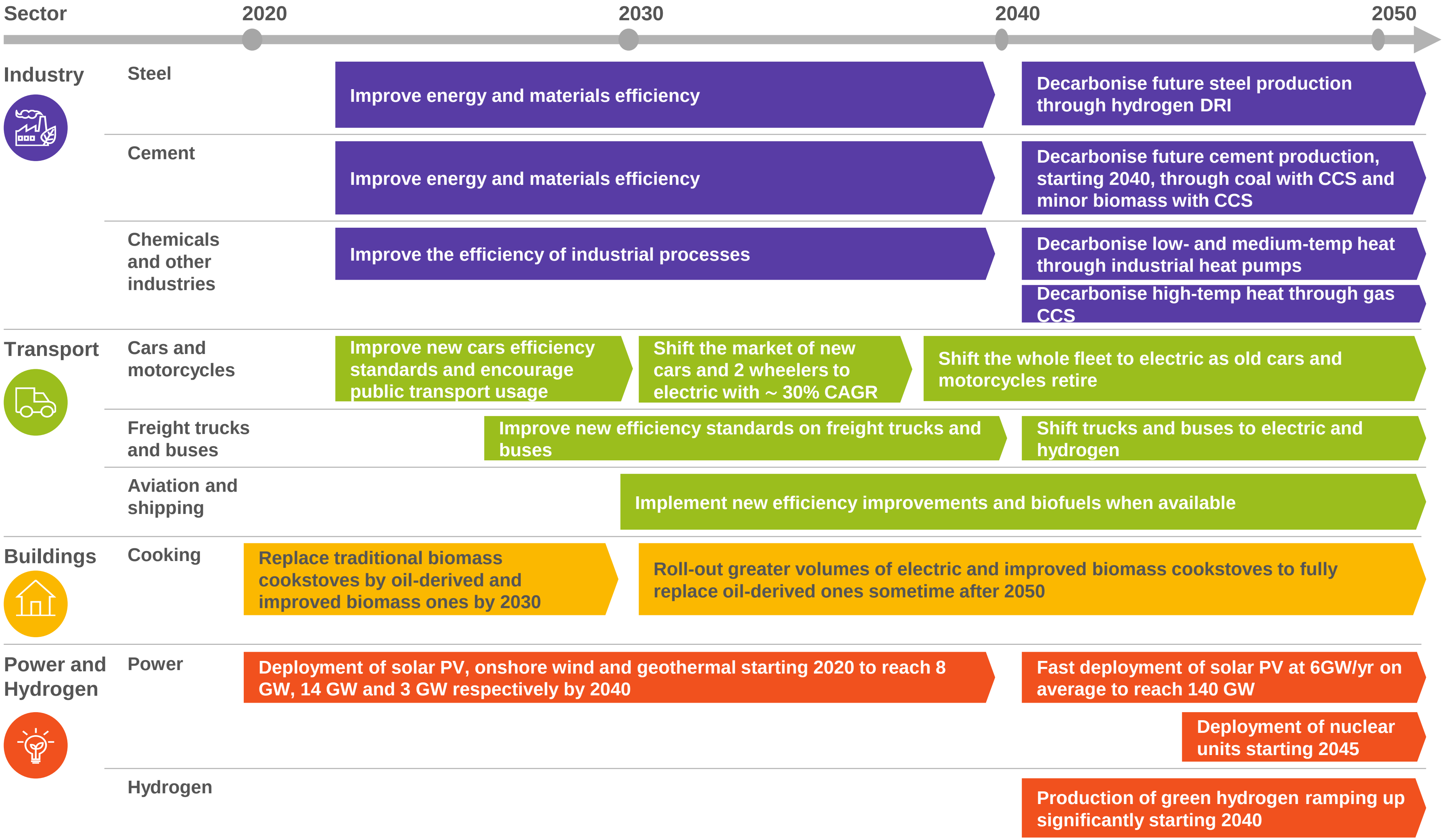
[1] Includes CAPEX, O&M costs and fuel costs

Source: SEforALL analysis

6: A set of technology interventions will be needed to achieve energy transition for a Net Zero



Sector

2020

2030

2040

2050

Industry

Steel

Improve energy and materials efficiency

Decarbonise future steel production through hydrogen DRI

Cement

Improve energy and materials efficiency

Decarbonise future cement production, starting 2040, through coal with CCS and minor biomass with CCS

Chemicals and other industries

Improve the efficiency of industrial processes

Decarbonise low- and medium-temp heat through industrial heat pumps

Decarbonise high-temp heat through gas CCS

Transport

Cars and motorcycles

Improve new cars efficiency standards and encourage public transport usage

Shift the market of new cars and 2 wheelers to electric with ~ 30% CAGR

Shift the whole fleet to electric as old cars and motorcycles retire

Freight trucks and buses

Improve new efficiency standards on freight trucks and buses

Shift trucks and buses to electric and hydrogen

Aviation and shipping

Implement new efficiency improvements and biofuels when available

Buildings

Cooking

Replace traditional biomass cookstoves by oil-derived and improved biomass ones by 2030

Roll-out greater volumes of electric and improved biomass cookstoves to fully replace oil-derived ones sometime after 2050

Power and Hydrogen

Power

Deployment of solar PV, onshore wind and geothermal starting 2020 to reach 8 GW, 14 GW and 3 GW respectively by 2040

Fast deployment of solar PV at 6GW/yr on average to reach 140 GW

Deployment of nuclear units starting 2045

Hydrogen

Production of green hydrogen ramping up significantly starting 2040

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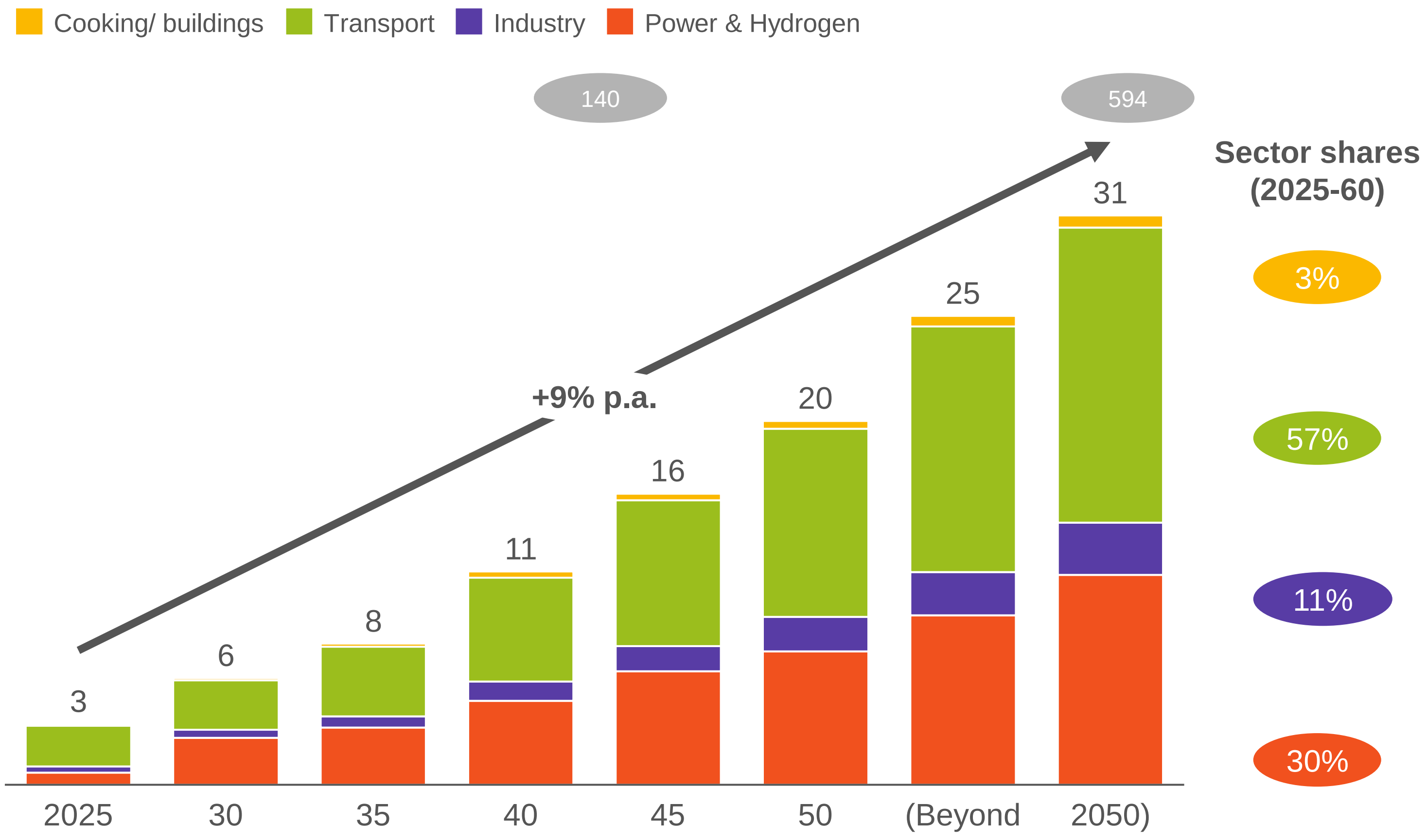
1. Through re-use, Vapor Recovery Unit (VRU) or Leak detection and repair for fugitives (LDAR)

Kenya Energy Transition & Investment Plan (ETIP)

More than $600 billion cumulative capital investment is needed, with power and transport accounting for around 90% of this total

Total annual capital investment required by sector[1], NZE, USD bn



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1. This chart shows investment at 5-year intervals ; values do not sum to cumulative investment

Source: SEforALL analysis

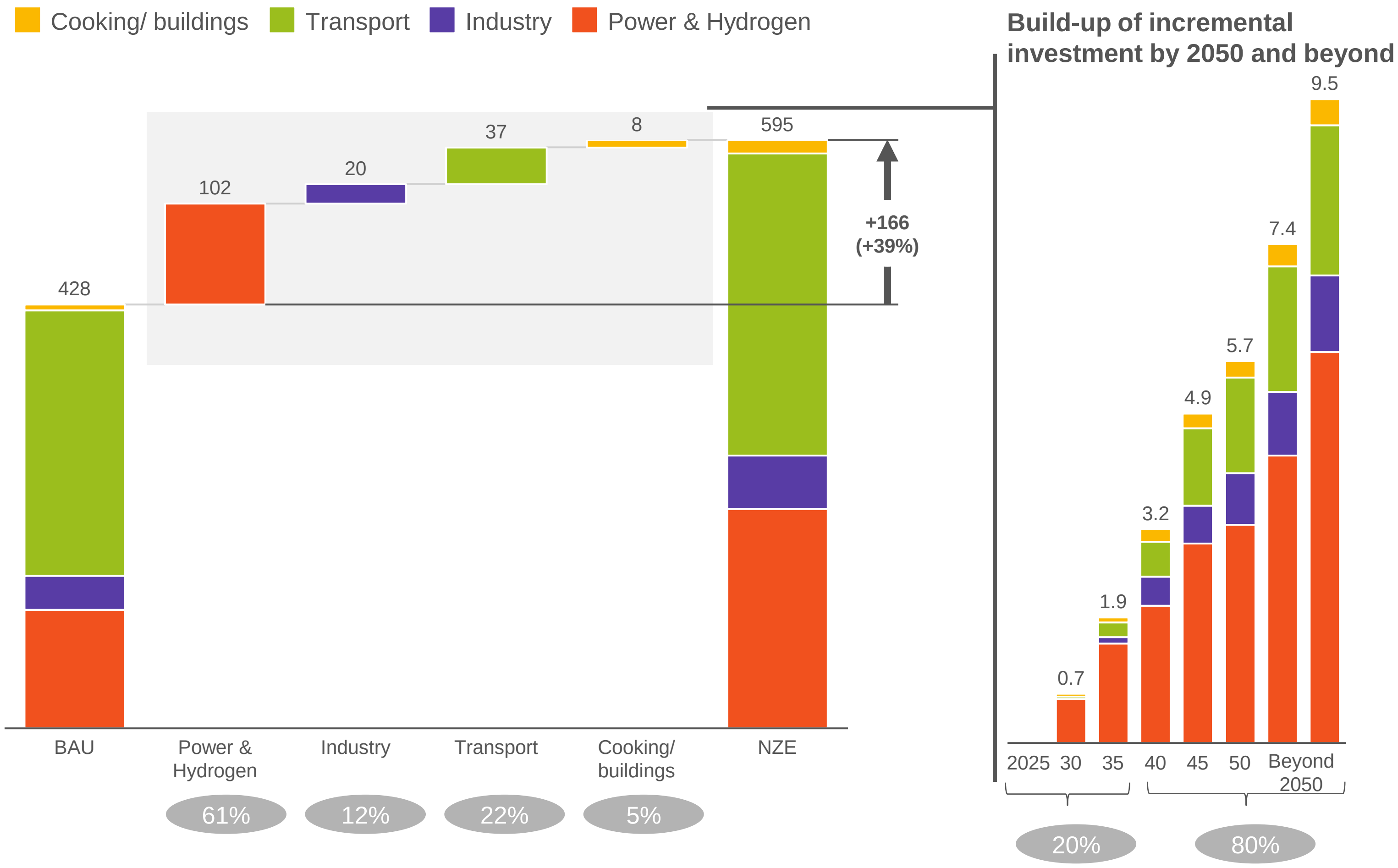
Key insights

- Overall investment in energy technologies grows around 7x between 2025 and 2050, driven by income and population growth as well as a shift to more capital-intensive low-carbon technologies
- Throughout the period, transport accounts for the largest share of investment, at around 60%. The very high share of capital investment in transport is driven by the costs of private cars and other vehicles, with ownership growing significantly as incomes grow
- Power and hydrogen accounts for a significant share at around 30% of investment
- Industry and clean cooking account for a smaller share of investment, at around 10% of total

Around USD 165 bn additional capital investment is needed for the Energy Transition

xx% % from incremental investment

Change in cumulative investment NZE vs BAU by sector, 2020-2050 & beyond, USD bn



Source: SEforALL analysis

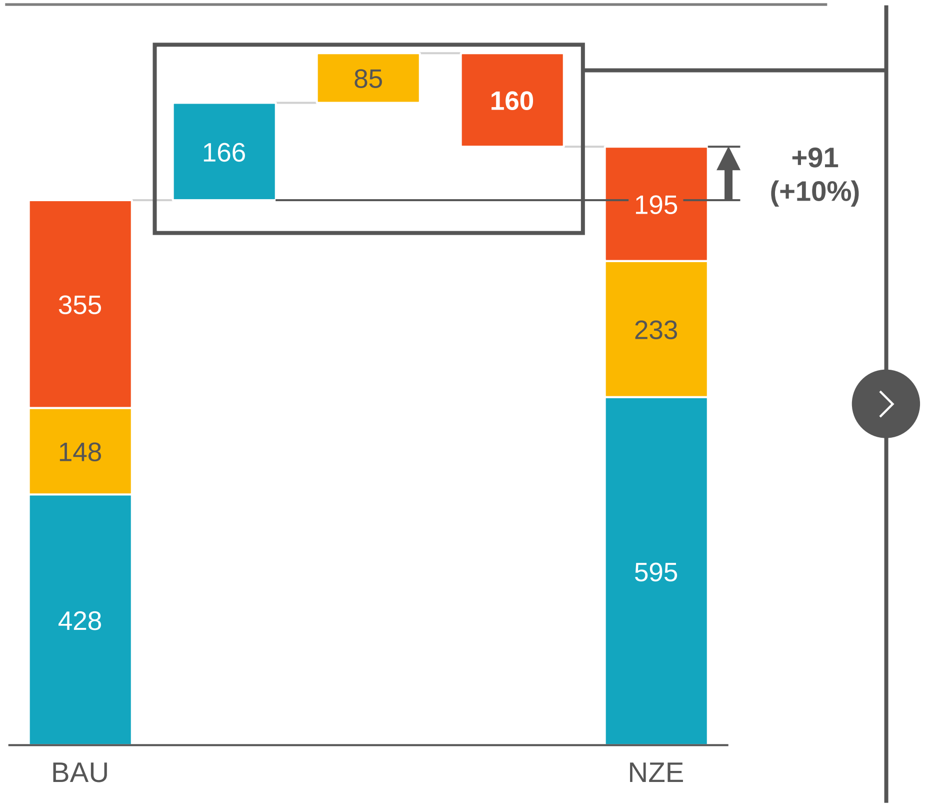
Key insights

- Total energy technology capex is around USD 430 bn in the BAU scenario; total capex rises by a further USD 165 bn in the NZE scenario, to around USD 600 bn.
- The majority of this capex growth is driven by additional investment in the power sector (USD 100 bn additional capex) and transport sector (USD 35 bn). Additional investment in the industry and buildings sectors makes a smaller contribution to the additional capex needs.
- The majority of the additional capex needs arises from 2040 as growth in energy demand and the shift to lower-carbon energy technologies are highest in this later period as they are mainstreamed.

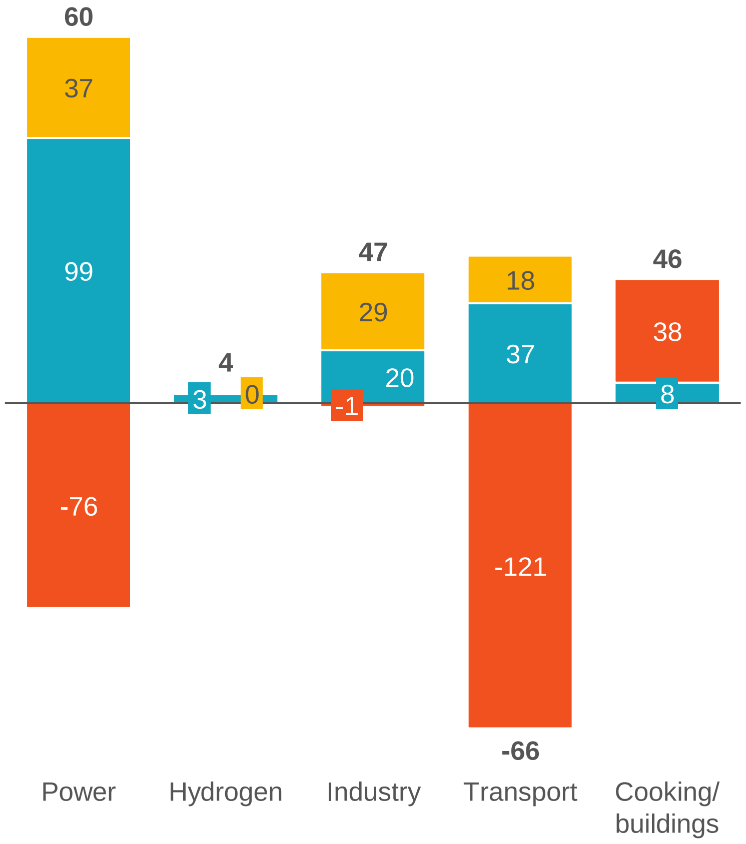
Energy Transition would require around USD 90bn in cumulative additional spending over BAU

🟥 Fuel costs 🟨 O&M 🟦 CAPEX

Change in cumulative spending NZE vs BAU, 2020-2050 and beyond, USD bn



Change in cumulative spending NZE vs BAU, 2020-2050 and beyond, sectorial view, USD bn



Key insights

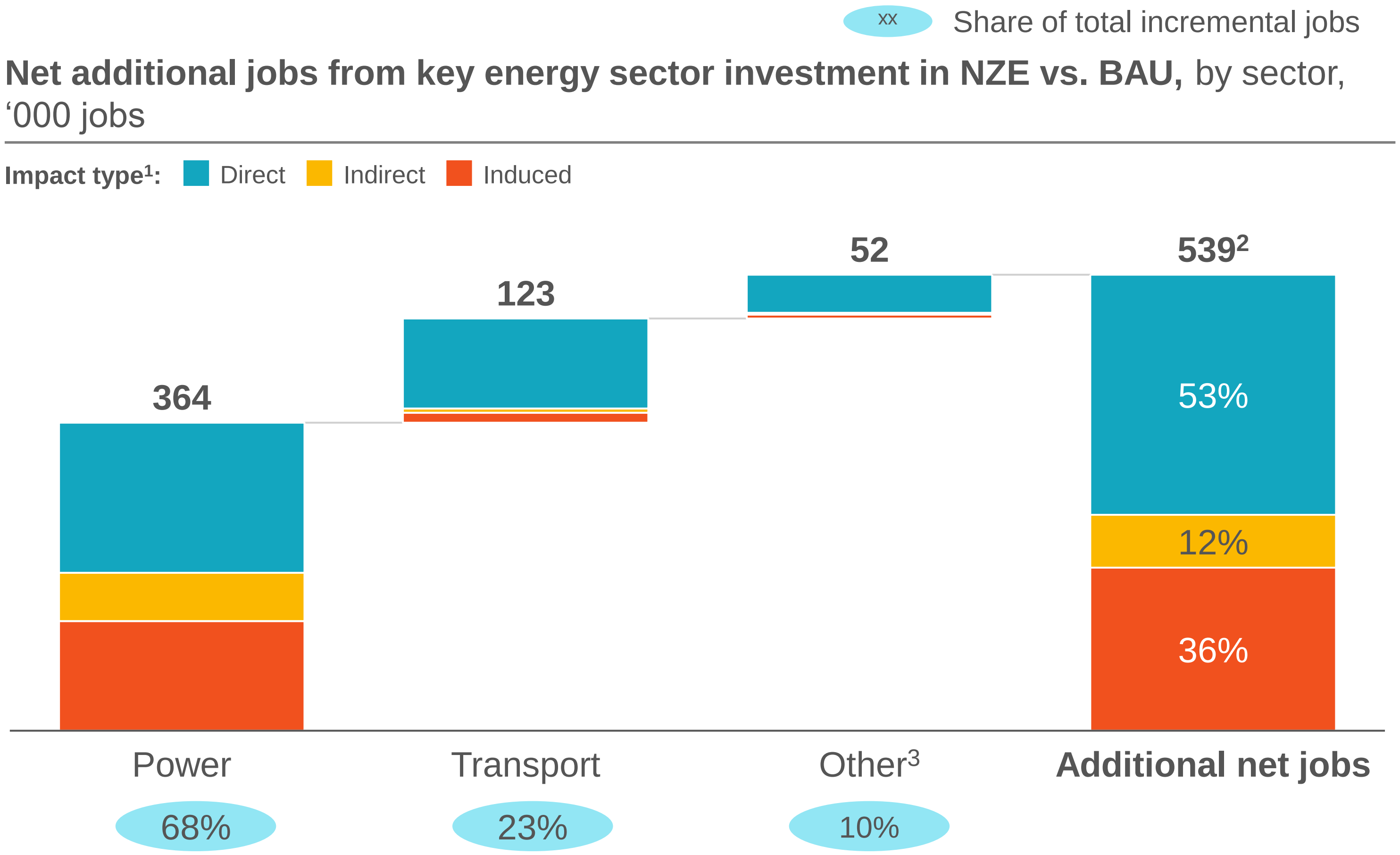
- Total capex and O&M are around USD 154 bn and USD 85 bn higher than under BAU, respectively; while fuel costs are around USD 160 bn lower
- The majority of the additional capex spending occurs in the power and transport sectors, with some additional capex spending in the industry and buildings sectors
- The majority of the fall in fuel costs occurs in the transport and power sectors. In the power sector spending is around USD 60 bn higher than under BAU; while in the transport sector the fuel cost savings outweigh the increased capex, with spending in this sector around USD 65 bn less than under BAU

1. Electricity and hydrogen are not allocated to end-uses

Source: SEforALL analysis

The additional investment for energy transition could also support around 500 thousand additional jobs beyond 2050 across the economy

Net additional jobs from key energy sector investment in NZE vs. BAU, by sector, '000 jobs



1. Direct impact refers to contribution of the first level of (immediate) suppliers of the specific sector, has not been included as investments in target subsector do not significantly increase the output. Indirect effect refers to contribution of suppliers of suppliers of the specific sector; while induced refers to contribution of spending by employees employed directly and indirectly by sector and its suppliers
2. Equivalent to 1% of Kenya's active population (40% active out of 94 million people)
3. Includes Hydrogen, buildings and industry sectors

Note: Positive value refers to job creation, while negative value refers to job loss

Source: SEforALL analysis

Key insights

- As with economic activity, transport sector investment supports the majority of the additional jobs. The investment directly supports around 100,000 jobs in the construction (25%) and maintenance (75%) of electric vehicle charging and hydrogen fueling infrastructure, as well as 5,000 indirect and 12,000 induced jobs in the supply chain and wider economy.
- Power sector investment also supports a significant number of additional jobs. The investment directly supports 178,000 jobs in the construction of renewable generation assets as well as 57,000 indirect and 130,000 induced jobs.

Kenya Energy Transition & Investment Plan (ETIP)

How to understand the Kenya ETIP scenarios

What this net zero energy transition scenario is

- **A scenario for achievement of a feasible path to a 2050 net zero target for energy related emissions.** The energy scenario model identifies the least cost energy technology mix given assumptions on technology costs, performance and availability. It relies on the LULUCF interventions of Kenya LTS to achieve negative emissions and net-zero by 2050
- **Demonstration that achieving an energy transition energy is compatible with rapid economic growth and maintaining an affordable and secure energy mix.** The scenarios involve limited additional spending over business as usual. If alternative technological solutions become available, these could further lower the costs of achieving net zero.
- **An indication of the types of solutions that will support Kenya to achieve these economic and climate objectives.** The scenario represents the major climate solutions in each major sector that uses energy systems.

What this net zero energy transition scenario is NOT:

- **A prescriptive forecast of the most likely outcome.** Strong policies are needed to achieve a net zero emissions pathway.
- **A prescription for how Kenya should achieve net zero emissions.** The role and timing of key solutions will vary as new technologies evolve and remain at the discretion of Government of Kenya
- **A detailed representation of how key public policy objectives and targets will be achieved.** The scenario uses a whole energy system model to identify affordable decarbonization pathways, and is broadly aligned to major strategic policies; however, the scenario does not explicitly embed all specific energy sector policies and targets.

Targets related to Kenya's energy transition in the power, transport, and buildings sectors

FOR DISCUSSION

✓ Yes ✗ No

Sector	Sub sector	Target identified	Included in Kenya's Current Policies Scenario	Comments	Source of target
Power	**Renewables**	**100% clean energy by 2030**	✓	In line with Kenya's current trajectory	Government's commitment[1]
		100 GW renewables by 2040	✗	Policies to achieve target not identified	**Kenya Energy Sector Roadmap 2040** of Ministry of Energy, 2022
Transport	**EV cars**	**5% of cars' new imports are electric by 2025**	✗	Policies to achieve target not identified; mid-term review of progress was proposed to be conducted by June 2023	**Kenya National Energy Efficiency and Conservation Strategy** of Ministry of Energy, 2020
	Fuel efficiency	**6.5 L/100km average fuel consumption for light duty vehicles by 2025** **160 g/km average CO2 emissions by 2025**	✗	Policies to achieve target not identified	
	Secondhand cars	**Ban of importing secondhand cars by 2026**	✗	Announced in 2021 Budget Policy, but not confirmed in 2022 and 2023 editions	**2021 Budget Policy Statement** of The National Treasury and Planning
Buildings	**Electricity access**	**100% electrification by 2030**	✓	In line with Kenya's current trajectory	**Kenya Energy Sector Roadmap 2040** of Ministry of Energy, 2022
	Clean cooking	**Universal access** to **modern energy cooking services by 2028**	✗	Policies to achieve target not identified	**Kenya SDG 7 Energy Compact on Clean Cooking**

Key Message

Various Targets identified have not been translated into Policy

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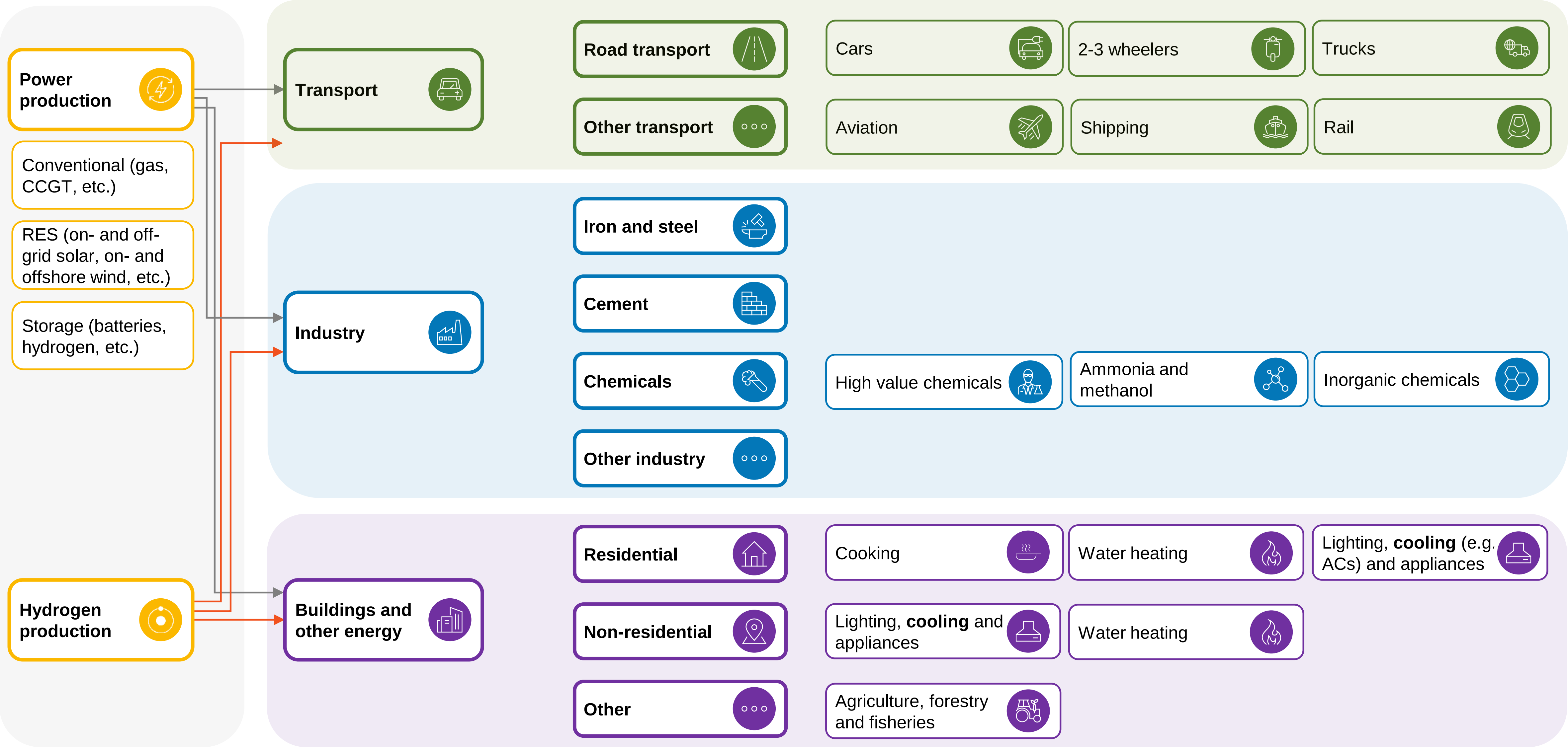
1. "President William Ruto Sworn In, Reaffirms Kenya's Commitment To Transition To 100% Clean Energy By 2030", CleanTechnica, consulted on June 27, 2023

Note: A target is considered as a policy if it is being actioned by the Government via an incentive or a regulation, and is in line with current trajectory and key priorities

The Energy Transition and Investment Model covers all major production and end-use segments based

SEforALL Energy Model is based on OSeMOSYS (open-source model generator) and is expanded for all sectors and energy systems technologies; full model handover and training to Ministry of Energy is planned



To reach a net zero target, relative to the baseline, the most cost-effective clean tech options for each segment are evaluated

We look at the different technology options for each segment

Example of residential cooking

Residential - Cooking

Traditional biomass stove

Open fire cook stove using biomass as fuel

Oil-derived fuels stove

Fossil fuel cook stove using oil-derived fuel

Improved biomass stove

Improved cook stove using biomass as fuel

Electric Stove

Using coiled metal wires or ceramic material and electricity to heat vessels

Determine what switch to clean tech is feasible (when and at what rate)

Main factors impacting adoption rates

Business case

How the total cost of ownership of a technology compares to alternatives

Techno-economic feasibility

When we expect technologies be ready for scale / mass adoption (incl. required enabling technology, such as grid connection)

Willingness to adopt

How willing people are to adopt a new technology

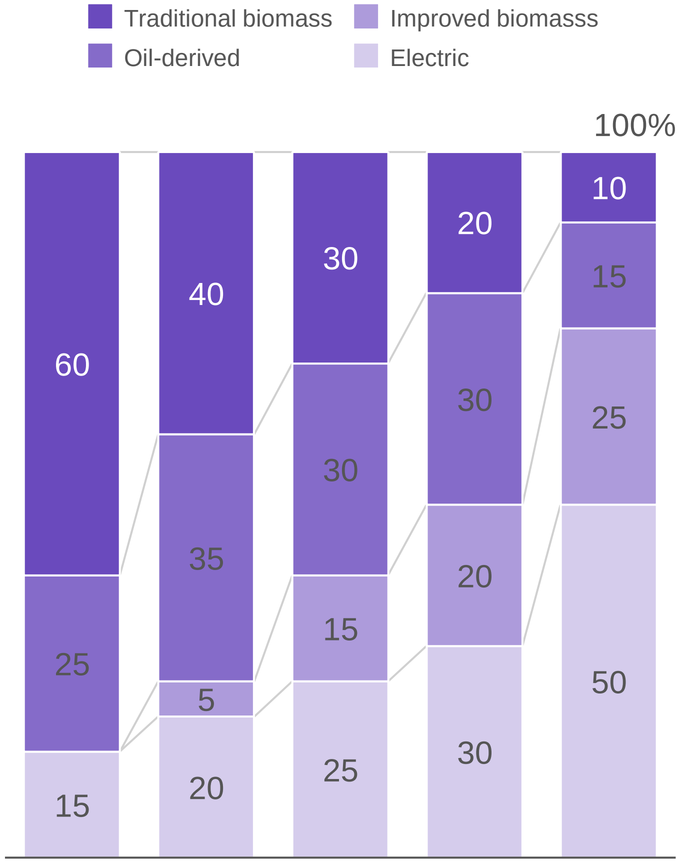
Regulation

Whether rules or regulations limit or support the adoption of a technology

Deep dive on next page

Leading to a tech adoption curve for each sub-segment

Example adoption curve for residential cooking

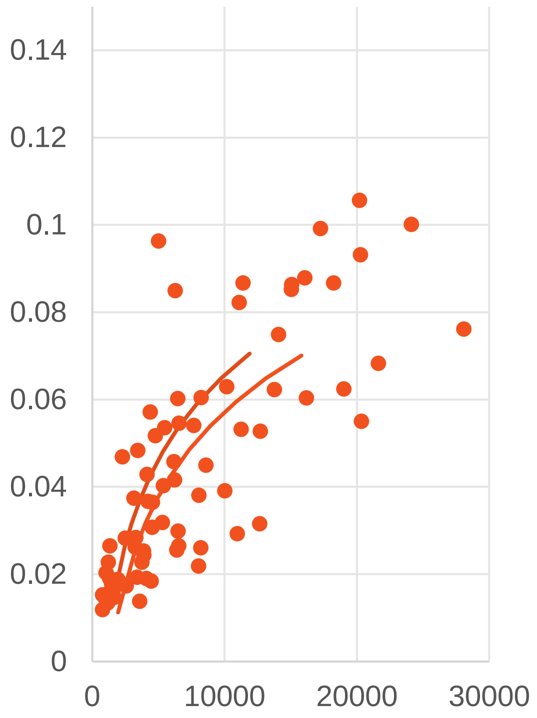


The emission baseline are estimated by considering economic and population growth

ILLUSTRATIVE

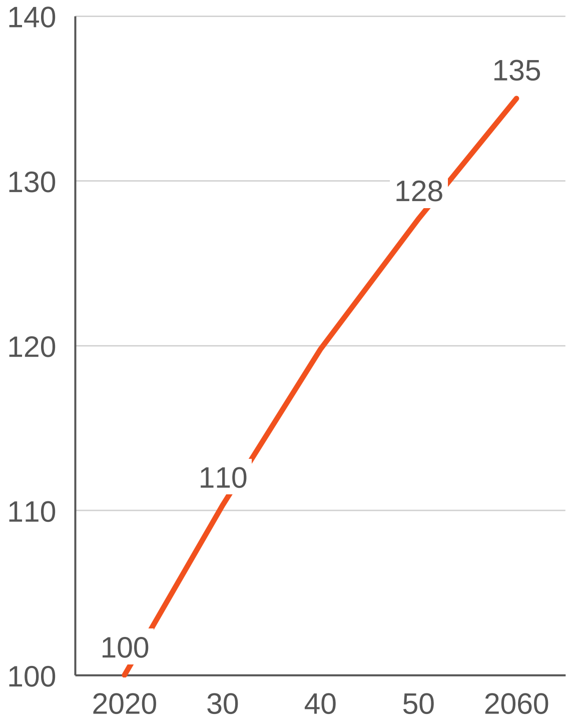
As a country grows its economy, we expect a higher energy demand

Energy demand vs GDP (per capita), PJ



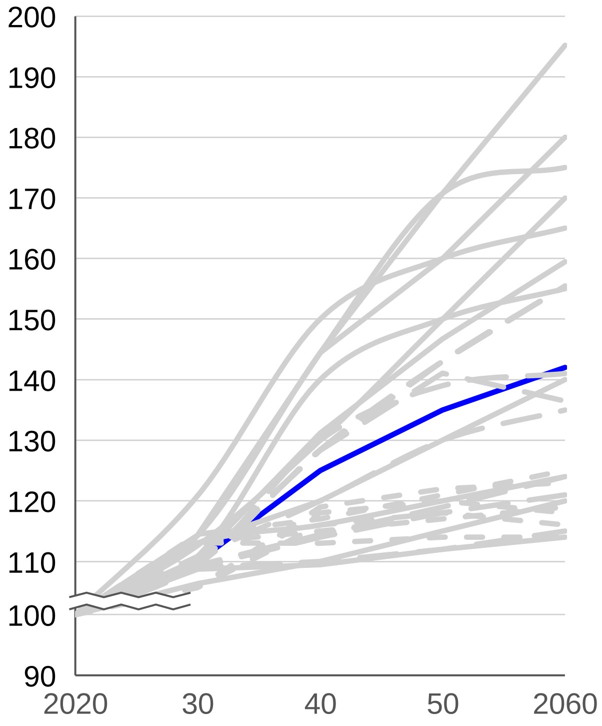
Population growth also drives increased activity in some end-use segments

Indexed population growth for average low-income country



Taken together, we calculate the impact on activity levels and emission baseline

Indexed **activity levels** for selected segments; indexed **baseline** emissions



Approach taken

We first lay out the baseline scenario; a projection of the future if no clean technology switches occur

This projection is made by understanding for each end-use segment whether (and to what extent) how activity levels change due to economic or population growth

For example, demand for cooking increases as people get more affluent and population grows.

Based on this relationship, we project future activity levels, and extrapolate the emission baseline with existing clean tech penetration rates

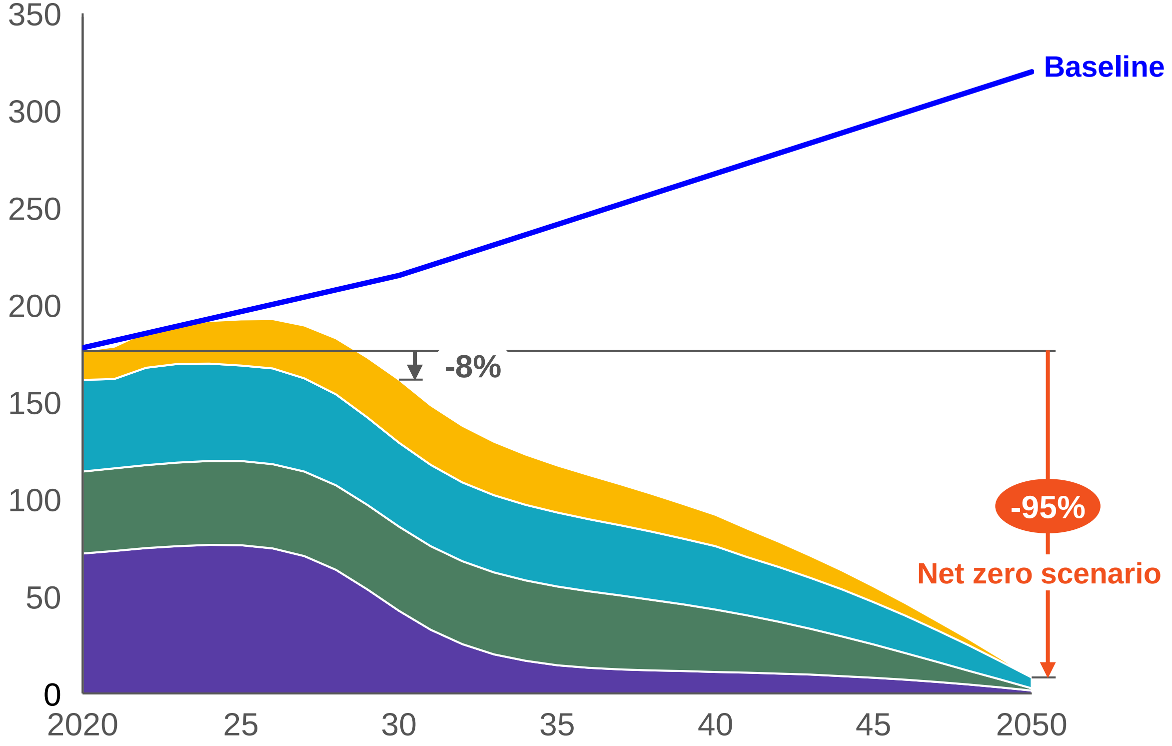
Source: IEA

The optimization tools delivers a sector-by-sector net zero pathway

EXAMPLE COUNTRY PATHWAY

🟪 Buildings 🟩 Transport 🟦 Industry 🟨 Power and hydrogen

Emissions by sector, MtCO$_2$



Emissions shift

	2020-30	2030-50
🟨	3%	-97%
🟦	11%	-90%
🟩	-37%	-79%
🟪	-41%	-97%

Key outputs

- **The model delivers a sector-by-sector net zero pathway** as a result of our optimization, incl. a comparison with the initial baseline
- **The pathway comes with adoption rate granularity at the technology level**: within each sector, and for each sub-segment, we are able to see the levels of adoption for each technology – and its impact on emissions
- **This also translates into energy demand and supply statistics** from the net zero pathway on a fuel-by-fuel basis, visible for each segment
- **Pathways can be adapted** to meet different targets, timescales, and alternative sectoral routes

An ETIP allows to measure the impact of the energy transition on a country’s economy across demand and supply dimensions

Scope of impact: 🟨 Demand 🟥 Supply

Dimension	**Investment**	**GVA/GDP creation**	**Jobs creation**	**Productivity**
Measure of impact	**Additional[1] CapEx required** at a system-level to allow for an orderly energy transition	**New GVA[2] contributors to Kenya’s economy**, e.g., X% additional contribution from the energy sector resulting from expansion of Kenya’s green power capacity	**Direct, indirect and induced jobs** created through the deployment of low-carbon technologies, including up- and reskilling, e.g., in the case of Oil & Gas	**Additional[1] system cost** (sum of CapEx, OpEx and fuel costs) required at a system-level to allow for an orderly transition (usually 1% of the country’s GDP)

↔ *Change in economic activity* (Investment, GVA/GDP creation, Jobs creation)

↔ *Change in productivity* (Productivity)

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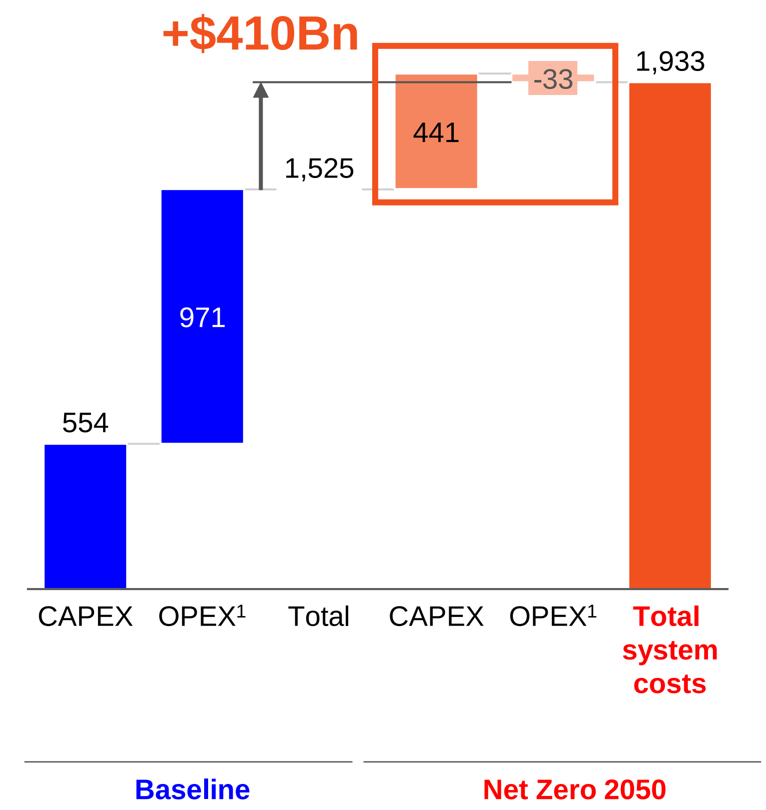
1. Vs. business-as-usual trajectory
2. Gross Value Added; the sum of GVA across all sectors of the economy results in the country's GDP

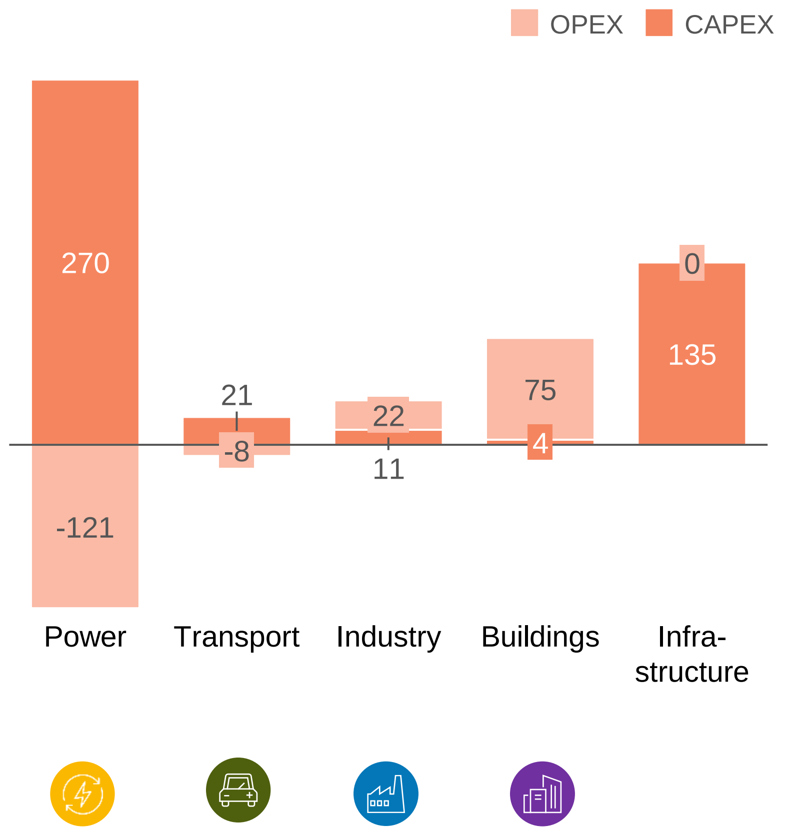
The pathway also allows us to identify the financing need of the transition

ILLUSTRATIVE

Incremental cost from baseline to Net zero, Bn USD



Incremental investments from 2021-60 to reach Net zero, Bn USD



Key outputs

The pathway also allows us to identify the financing need of the transition.

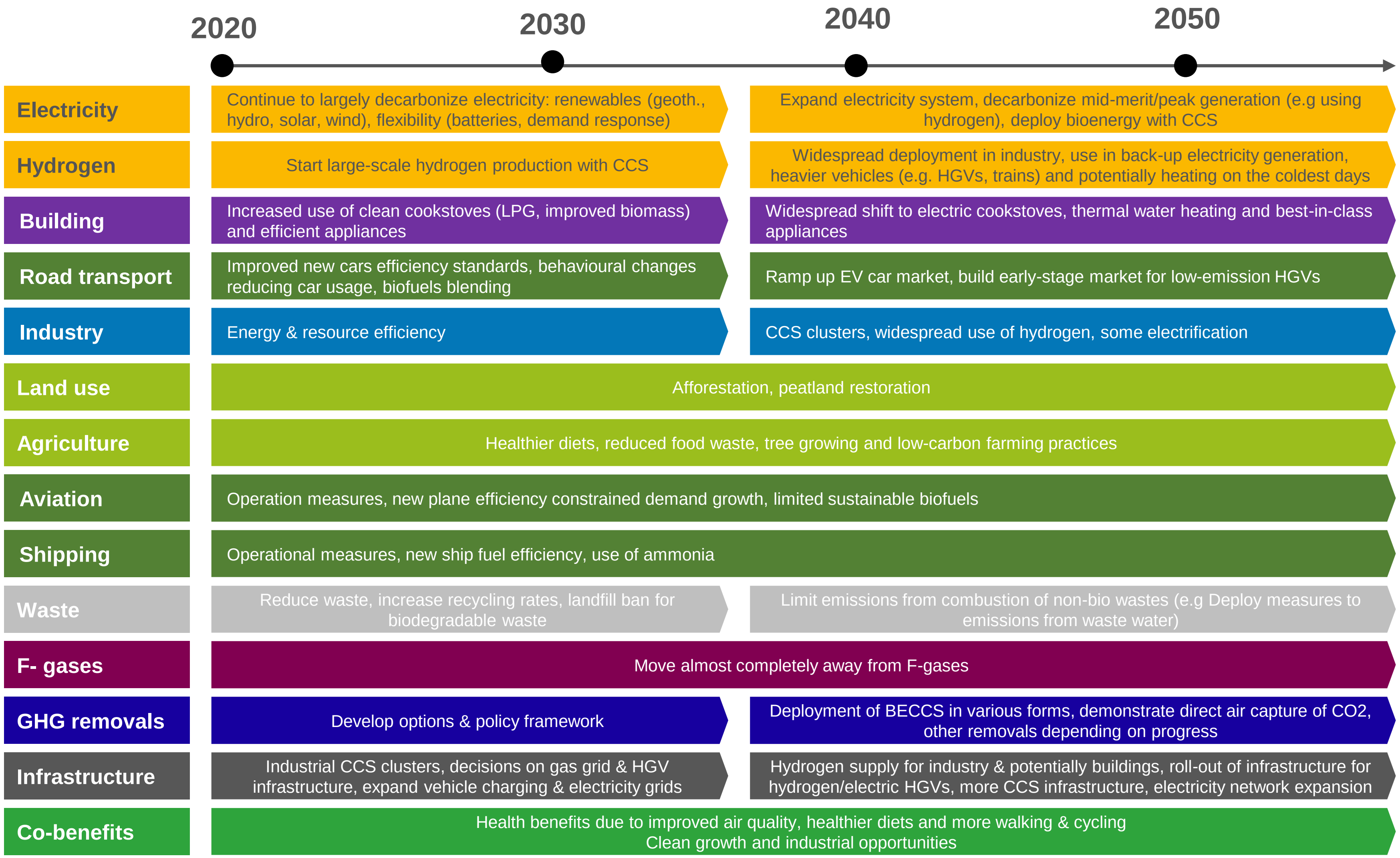
This includes the incremental capital expenditures required to achieve a pathway (from e.g. higher costs of new green tech investments or from early retirements of existing brownfield assets) .

In addition, the pathway provides a view on the operational expenditure savings that can be achieved using green tech alternatives (which often are more efficient)

Taken together, this also provides a total energy system cost view

The net zero pathway are used as input for a high-level implementation roadmap

INITIAL HYPOTHESIS FOR KENYA



Electricity	Continue to largely decarbonize electricity: renewables (geoth., hydro, solar, wind), flexibility (batteries, demand response)	Expand electricity system, decarbonize mid-merit/peak generation (e.g using hydrogen), deploy bioenergy with CCS
Hydrogen	Start large-scale hydrogen production with CCS	Widespread deployment in industry, use in back-up electricity generation, heavier vehicles (e.g. HGVs, trains) and potentially heating on the coldest days
Building	Increased use of clean cookstoves (LPG, improved biomass) and efficient appliances	Widespread shift to electric cookstoves, thermal water heating and best-in-class appliances
Road transport	Improved new cars efficiency standards, behavioural changes reducing car usage, biofuels blending	Ramp up EV car market, build early-stage market for low-emission HGVs
Industry	Energy & resource efficiency	CCS clusters, widespread use of hydrogen, some electrification
Land use	Afforestation, peatland restoration	
Agriculture	Healthier diets, reduced food waste, tree growing and low-carbon farming practices	
Aviation	Operation measures, new plane efficiency constrained demand growth, limited sustainable biofuels	
Shipping	Operational measures, new ship fuel efficiency, use of ammonia	
Waste	Reduce waste, increase recycling rates, landfill ban for biodegradable waste	Limit emissions from combustion of non-bio wastes (e.g Deploy measures to emissions from waste water)
F- gases	Move almost completely away from F-gases	
GHG removals	Develop options & policy framework	Deployment of BECCS in various forms, demonstrate direct air capture of CO2, other removals depending on progress
Infrastructure	Industrial CCS clusters, decisions on gas grid & HGV infrastructure, expand vehicle charging & electricity grids	Hydrogen supply for industry & potentially buildings, roll-out of infrastructure for hydrogen/electric HGVs, more CCS infrastructure, electricity network expansion
Co-benefits	Health benefits due to improved air quality, healthier diets and more walking & cycling Clean growth and industrial opportunities	

The pathway provides a timeline for adoption of clean technologies, which can subsequently be translated into a high-level implementation roadmap.

This is achieved by combining required adoption rates (e.g. % penetration of electric vehicles in a given year), with enabling measures that are required to achieve this timeline (e.g. deployment of EV charging infrastructure).

A full stakeholder consultation was carried out in preparing the ETIP

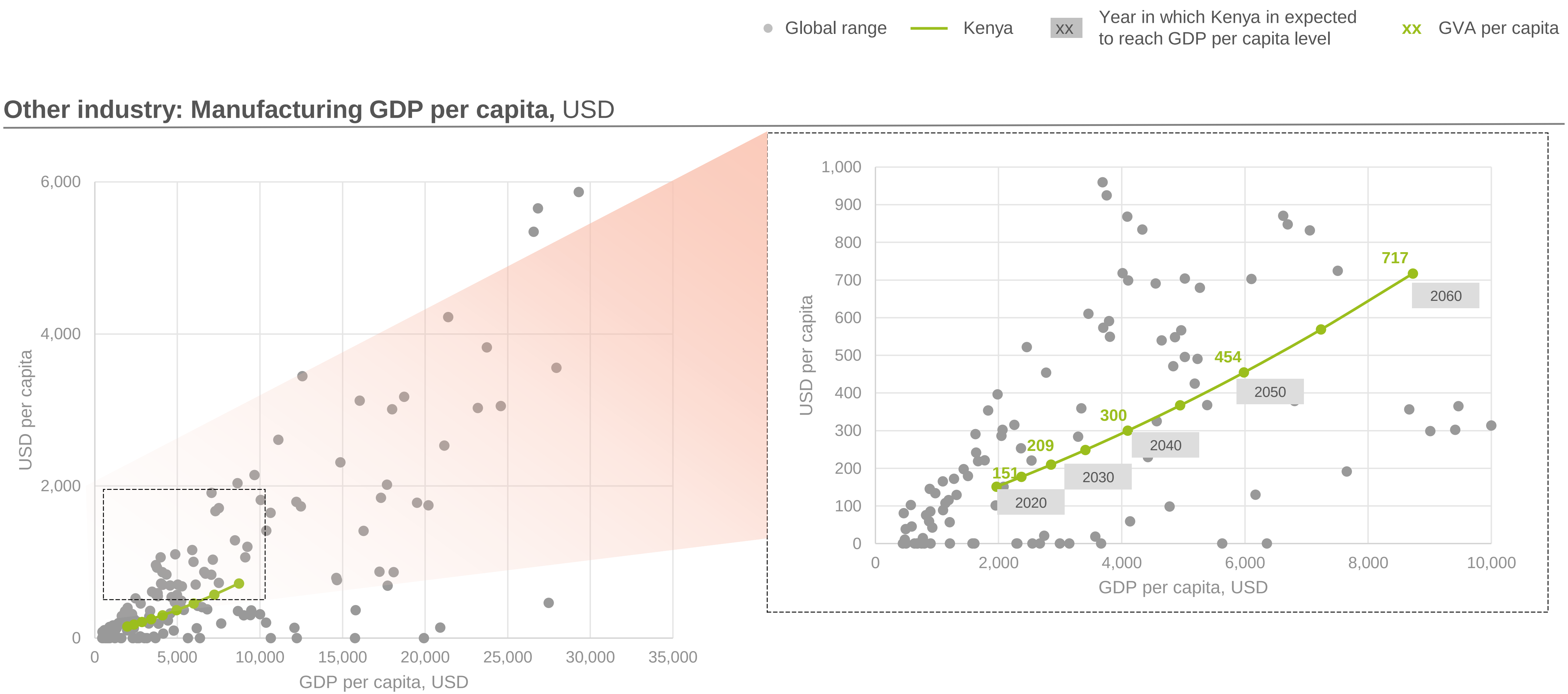
Consultation meetings held

Data collection meetings	**Government stakeholder consultation**		**Non-government stakeholder consultation**
Power Sector LCPDP	Housing and Urban Development	Industry	NCAP Consultative Meeting
Ministry of Environment, KNBS & National Treasury and Planning	Energy	Green growth opportunities. Key stakeholders: Industry; Energy; Environment; National Treasury & Planning	Clean cooking Alliance
Ministry of Transport, Metropolitan Dept	Transport	Technical Working Group	CSOs, ambassadors, international partners and leaders from the Kenyan private sector and philanthropists.

Kenya Energy Transition & Investment Plan (ETIP)

As Kenya's GDP increases, its manufacturing output is expected to match that of countries with similar income levels

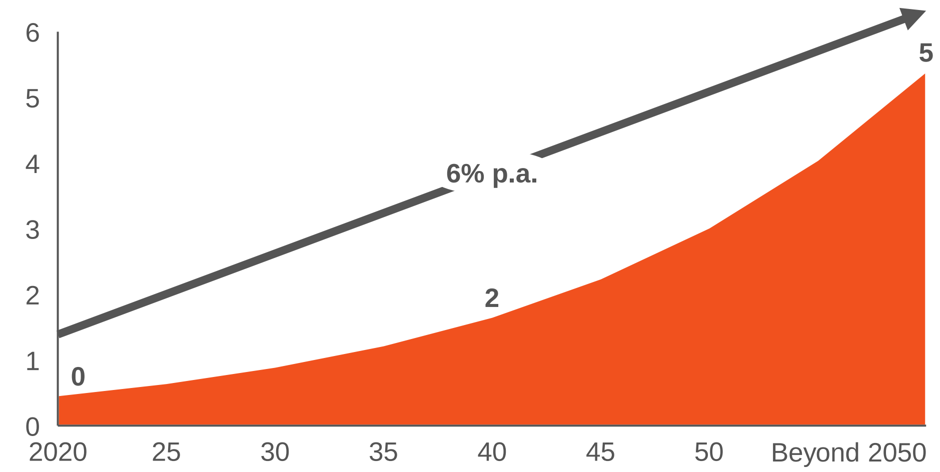
Other industry: Manufacturing GDP per capita, USD



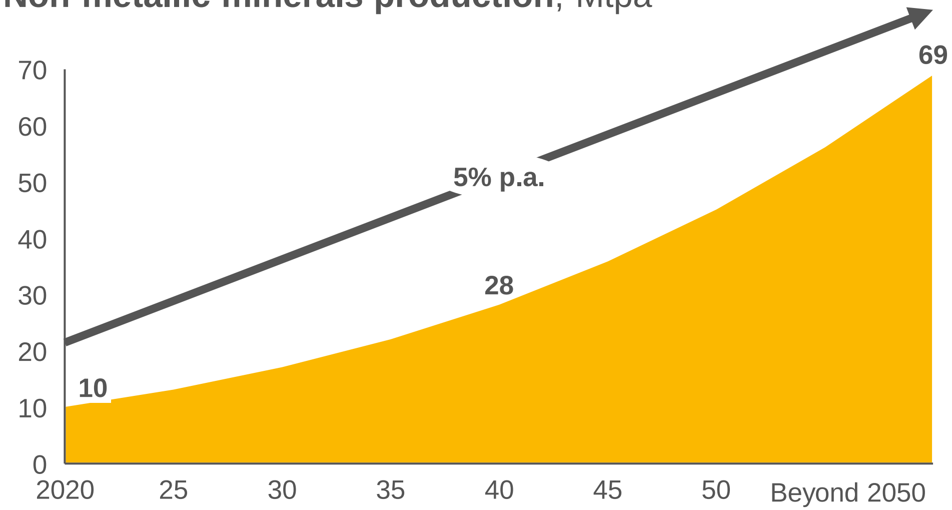
Source: World bank data, SEforALL analysis

The Net Zero pathway allows for Kenya to develop a significant manufacturing base

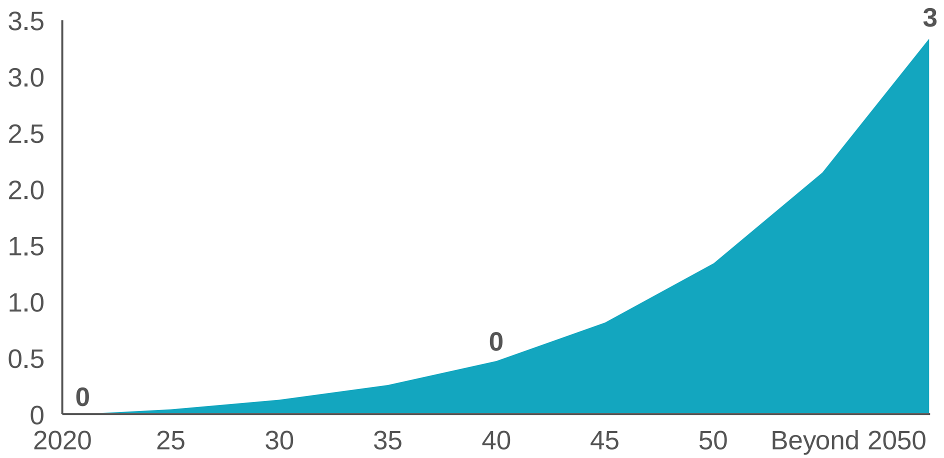
Iron and steel production, Mtpa



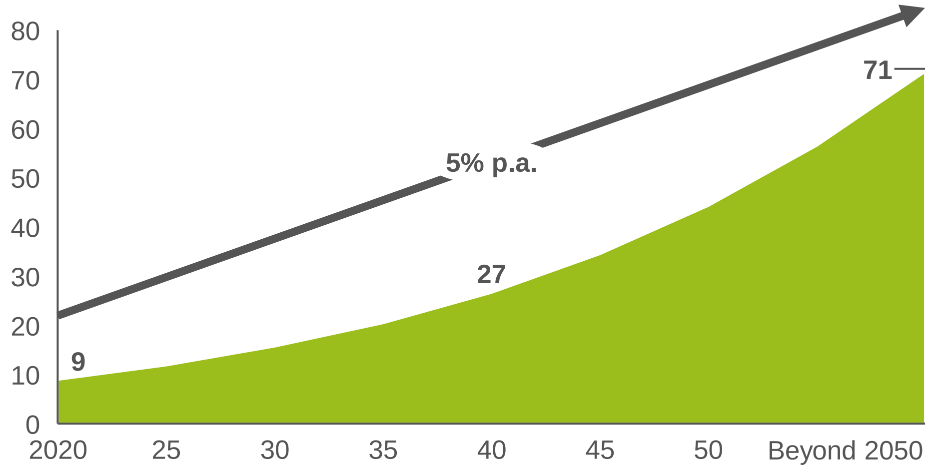
Non-metallic minerals production, Mtpa



Chemicals, $bn GVA



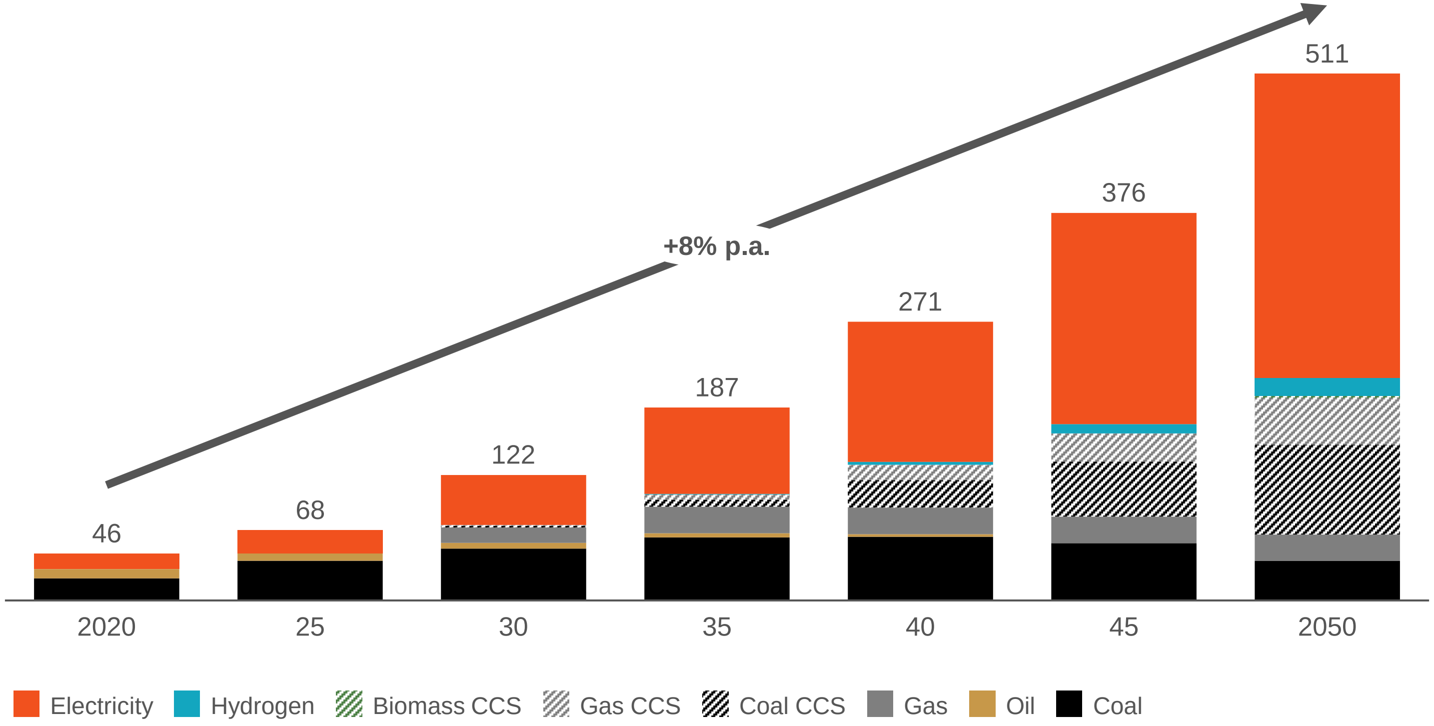
Other industry, $bn GVA



Source: SEforALL analysis, IEA World Energy Balances, World Bank population and GDP data, UN population forecast, SSP2 GDP forecasts

Low-emissions technologies and clean fuel sources will allow Kenya to decarbonise a rising industrial production

Industry Fuel Consumption, PJ



Key outcomes

- Decarbonisation of industry drives a shift in the fuel mix, with strong roles for electricity, coal CCS, hydrogen, and a small role for biomass

Underlying drivers of the pathway

- Heat pumps replace fossil heating at low temperatures in other industry, driving up the use of electricity though with high efficiency
- A large part of the electricity consumption is used in industrial facilities to power appliances
- Hydrogen demand is driven by its use in the steel sector, which uses Hydrogen-based direct reduced iron
- CCS emerges as the least-cost solution to decarbonise the cement sector as well as other high temperature heating in chemicals and other industries
- A small amount of biomass CCS is used to offset residual emissions (chiefly from fossil CCS)

Alternative solutions

- There is high confidence that electrification will be key decarbonisation solution for low temperature heat processes
- Hydrogen or innovative electric technologies such as electric cement kilns are alternative solutions to decarbonise high temperature heat

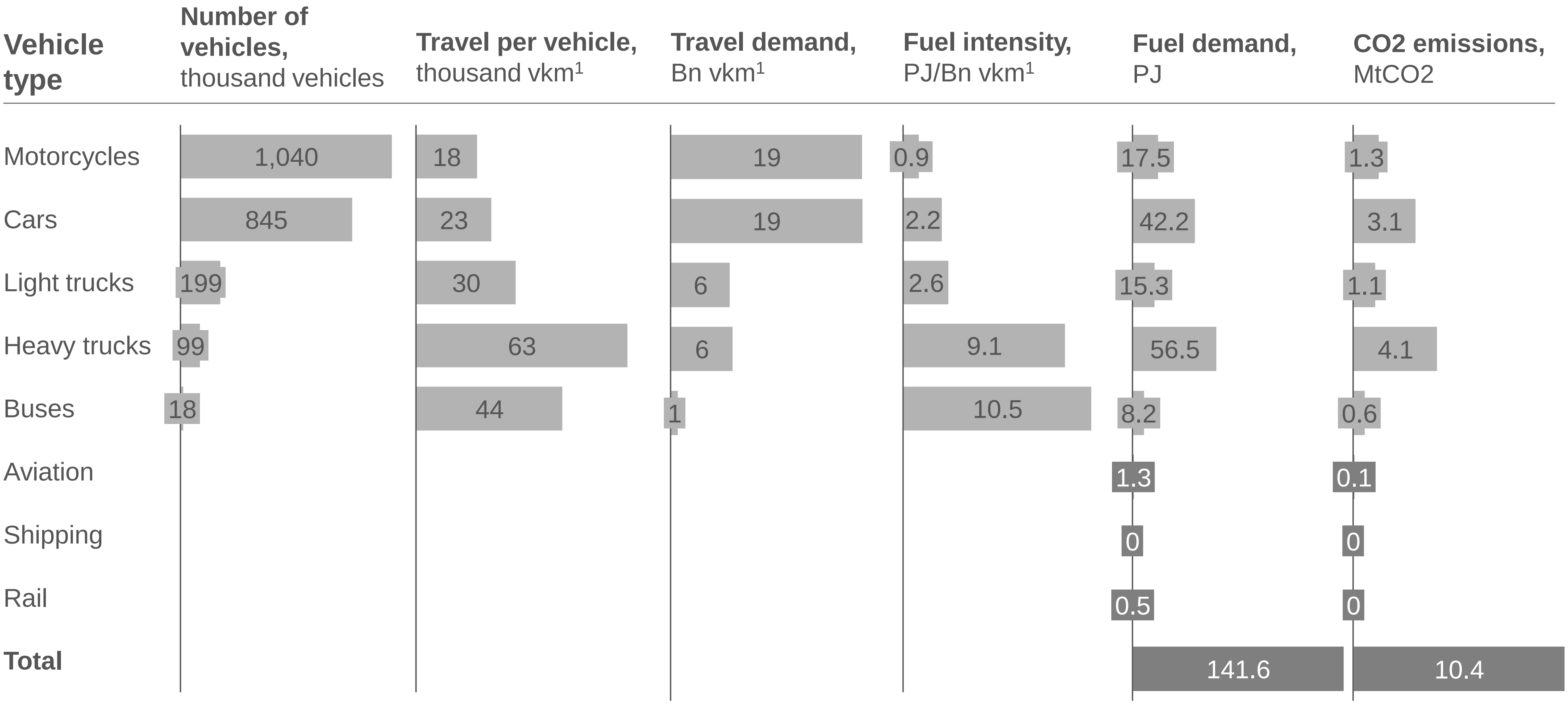
1. Includes equipment and machinery manufacturing, food and tobacco, paper and wood products, textile and industry not elsewhere specified
2. Carbon and capture storage;
3. Direct reduced iron technology

Source: SEforALL analysis

Kenya Energy Transition & Investment Plan (ETIP)

Road Transport – Model inputs have been calibrated to IEA Web data and cross checked with data from official statistics

Example for Kenya: 2020 baseline



Vehicle type	**Number of vehicles,** thousand vehicles	**Travel per vehicle,** thousand vkm[1]	**Travel demand,** Bn vkm[1]	**Fuel intensity,** PJ/Bn vkm[1]	**Fuel demand,** PJ	**CO2 emissions,** MtCO2
Motorcycles	1,040	18	19	0.9	17.5	1.3
Cars	845	23	19	2.2	42.2	3.1
Light trucks	199	30	6	2.6	15.3	1.1
Heavy trucks	99	63	6	9.1	56.5	4.1
Buses	18	44	1	10.5	8.2	0.6
Aviation					1.3	0.1
Shipping					0	0
Rail					0.5	0
Total					141.6	10.4

---

1. Vehicle kilometers

Source: IEA WEB, "Updated Transport Data in Kenya 2018" report, "Automotive Sector Profile 2020" report, and "Characteristics of the in-service vehicle fleet in Kenya 2018" report

Source: Syndicated with Ministry of Transport and other relevant stakeholders

As Kenya's GDP increases, its number of passenger cars is expected to match that of countries with similar income levels

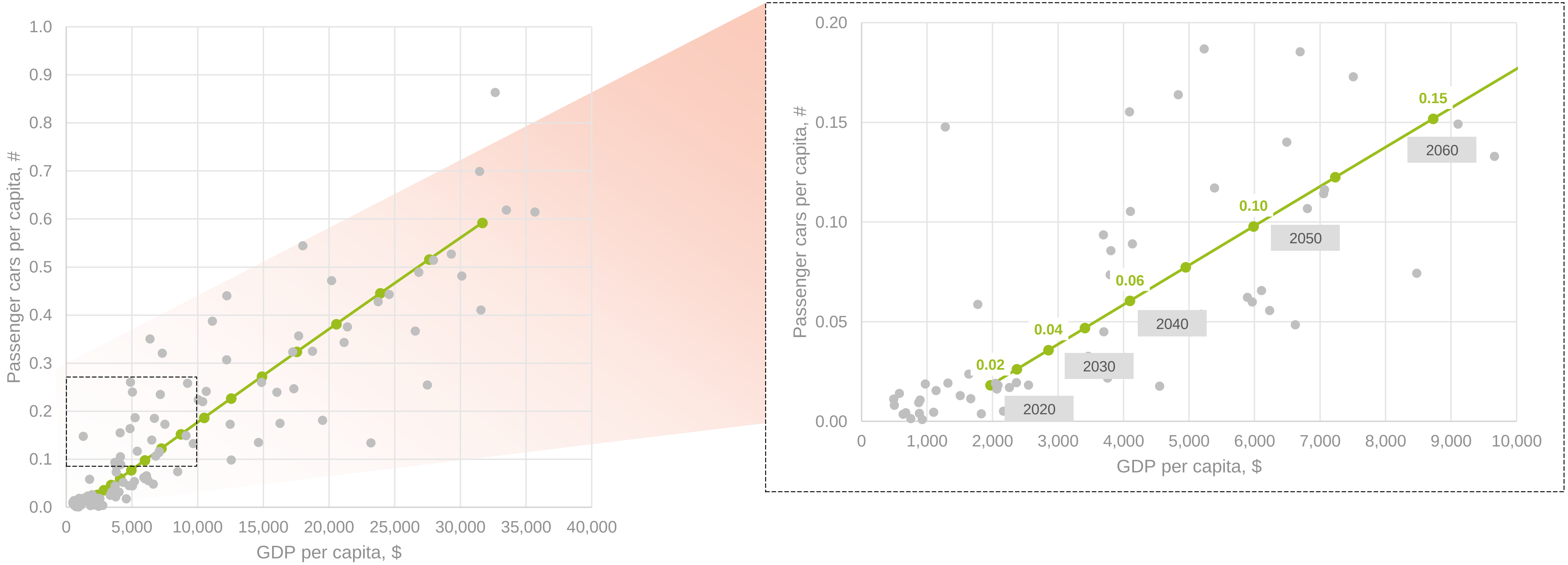
● Global range

Kenya

XX Year in which Kenya in expected to reach GDP per capita level

XX Cars per capita

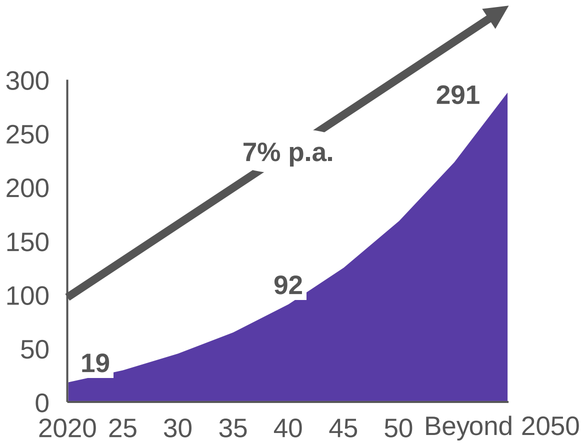
Passenger cars per capita,



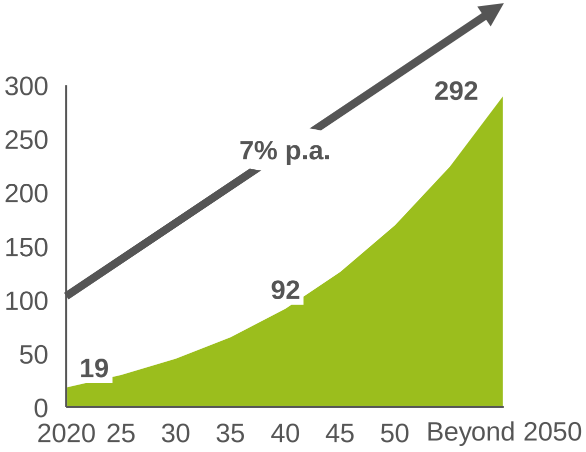
Source: World bank data, OICA (2015)

Population and income growth drive a significant increase in transport demand across all modes

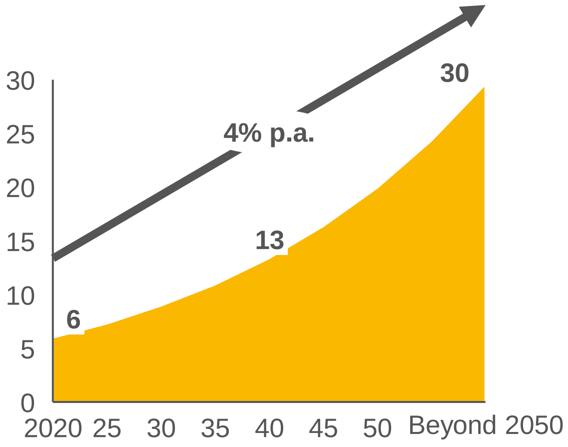
Motorcycles demand Bn vehicle km



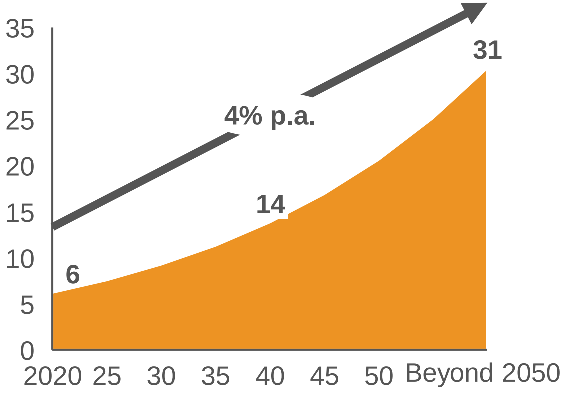
Cars demand, Bn vehicle km



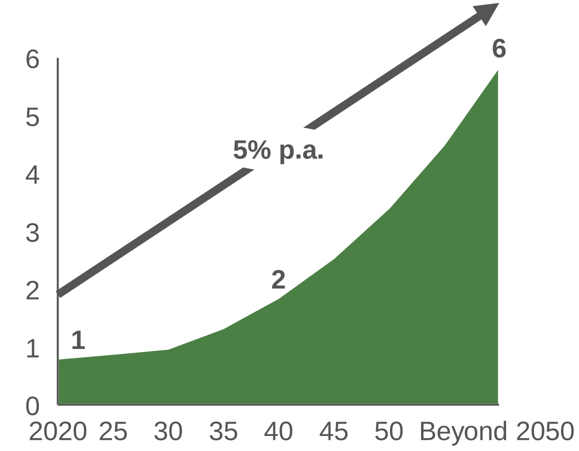
Light trucks demand, Bn vehicle km



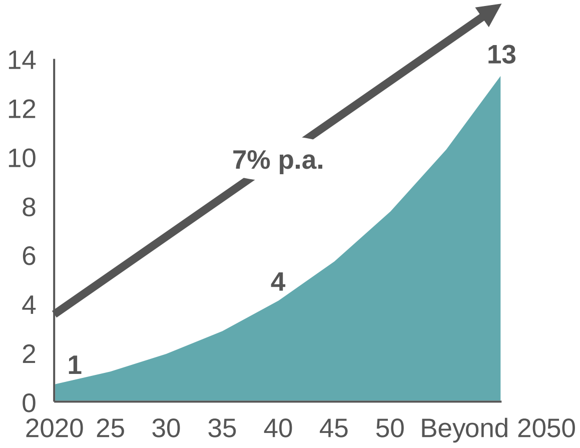
Heavy trucks demand, Bn vehicle km



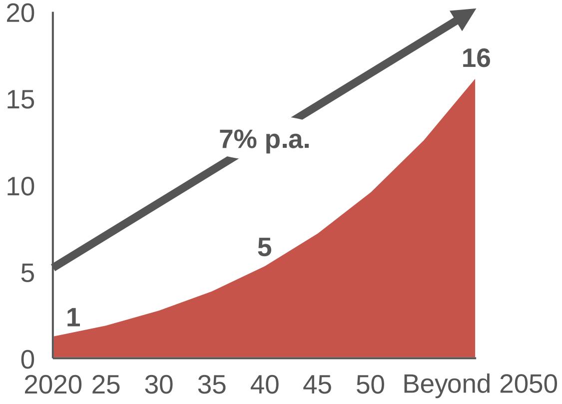
Buses demand,Bn vehicle km



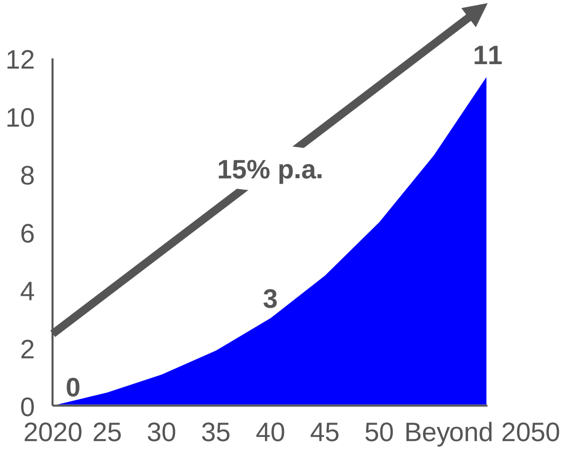
Rail demand, PJ fuel demand



Aviation demand, PJ fuel demand



Shipping demand , PJ fuel demand

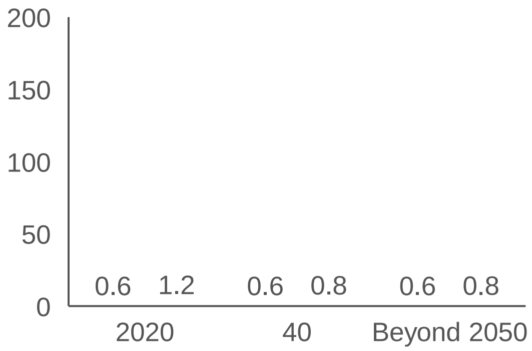


Source: SEforALL analysis, IEA World Energy Balances, World Bank population and GDP data, UN population forecast, SSP2 GDP forecasts, OICA vehicles in use statistics

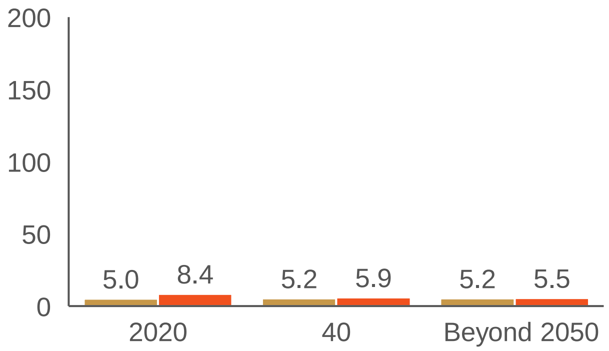
Key scenario assumptions: vehicle capital costs

🟫 Fossil 🟦 Hydrogen 🟥 Electric

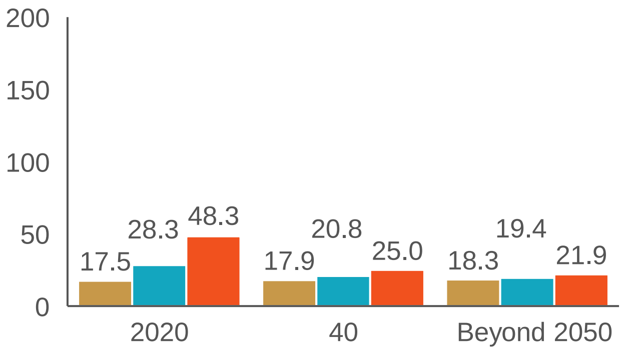
New motorcycles capital cost ,k$/vehicle



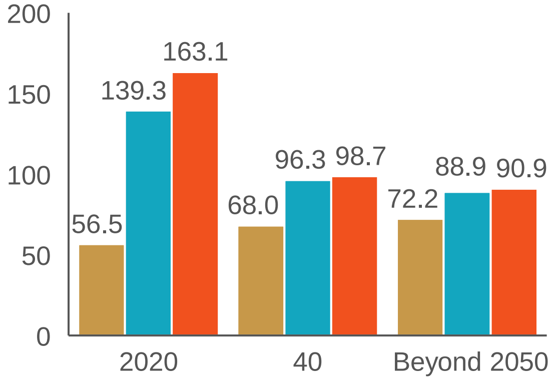
New cars capital cost, k$/vehicle



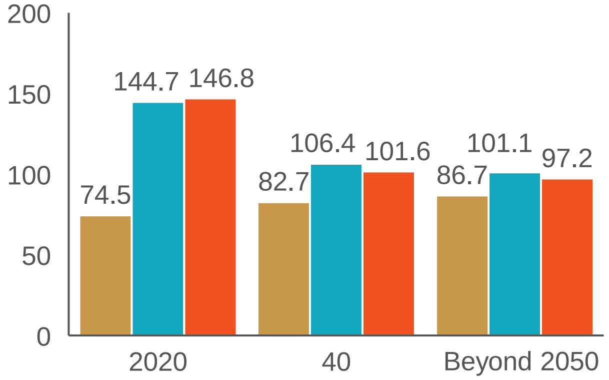
New light trucks capital cost , k$/vehicle



New heavy trucks capital cost , k$/vehicle



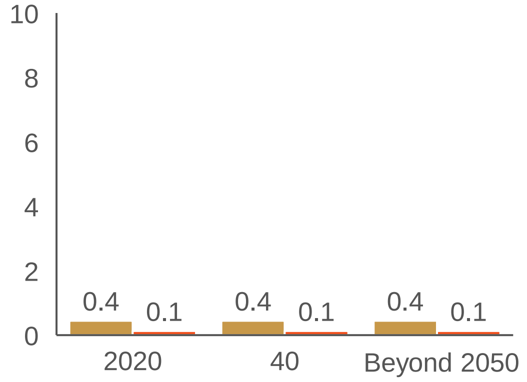
New buses capital cost, k$/vehicle



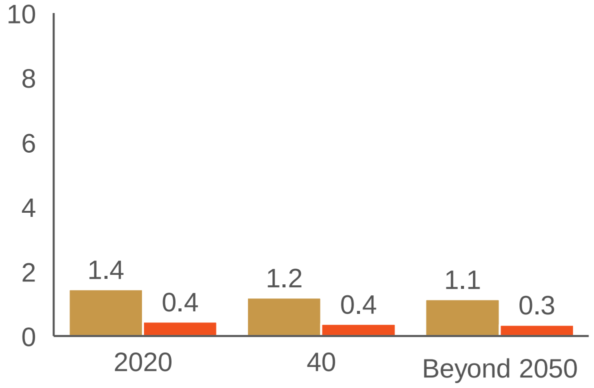
Key scenario assumptions: vehicle fuel intensity evolution

🟫 Fossil 🟦 Hydrogen 🟥 Electric

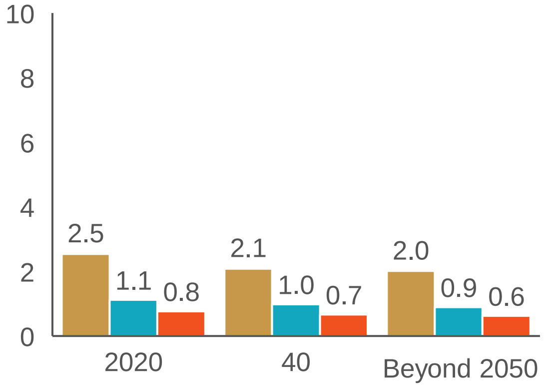
New motorcycles fuel efficiency, MJ per vehicle km



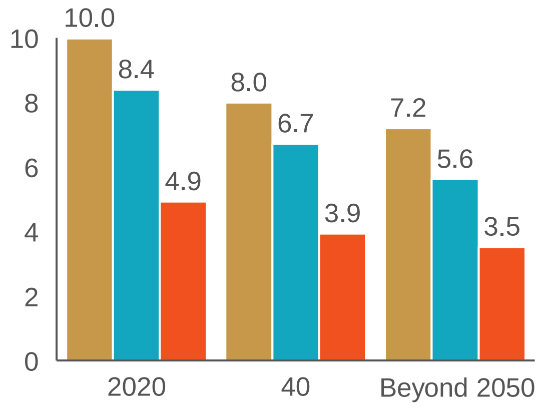
New cars fuel efficiency, MJ per vehicle km



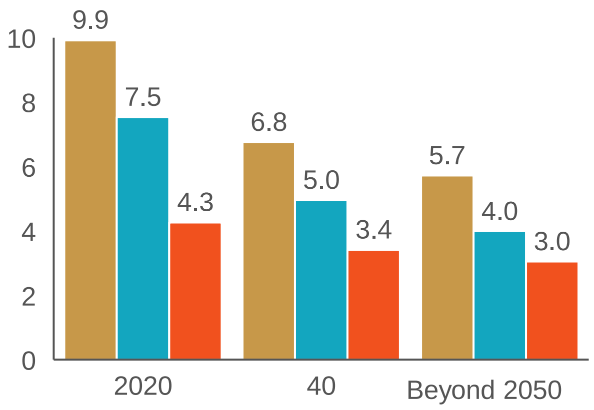
New light trucks fuel efficiency , MJ per vehicle Km



New heavy trucks fuel efficiency, MJ per vehicle Km

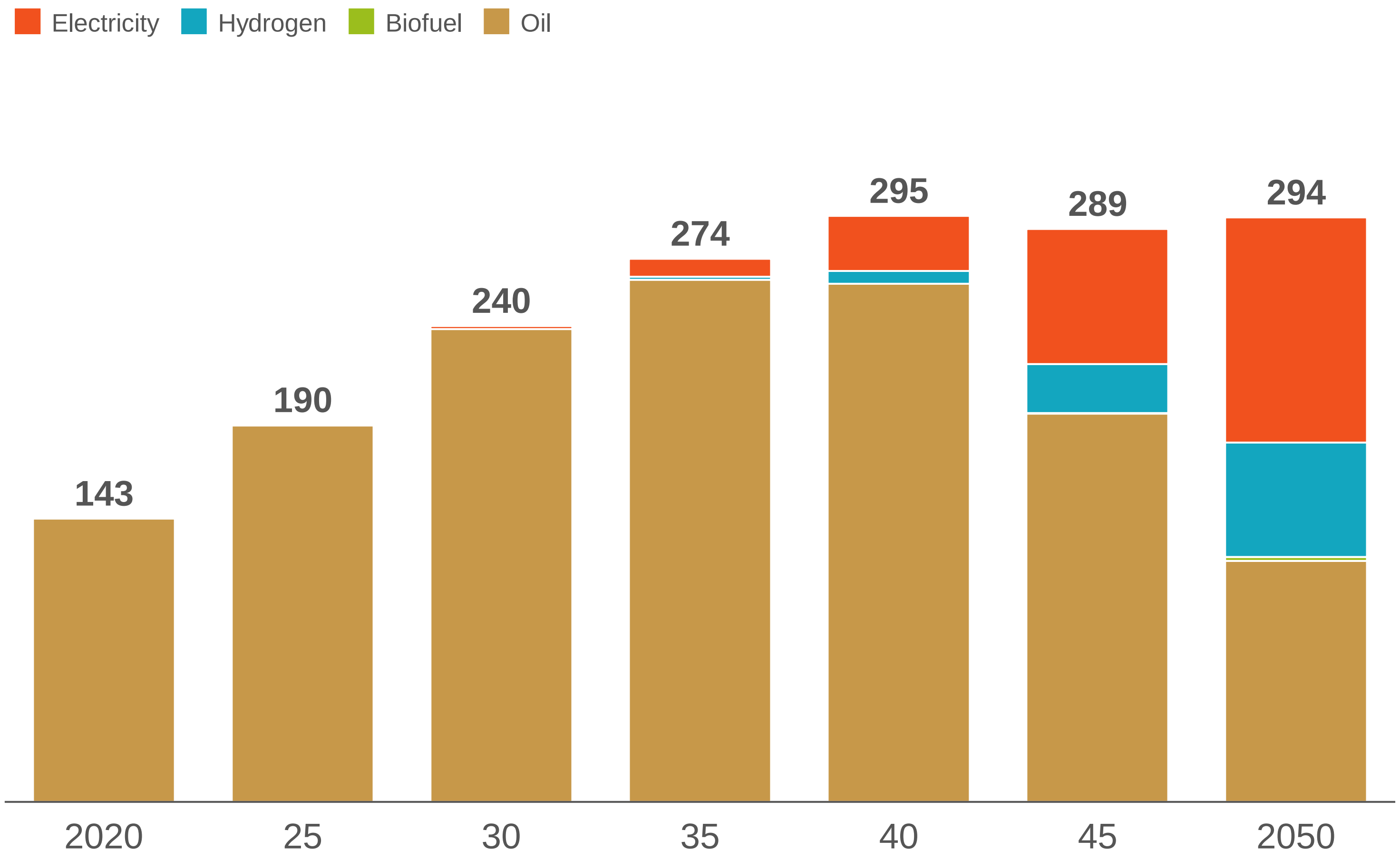


New buses fuel efficiency, MJ per vehicle Km



Electrification, hydrogen fuel cell vehicles and biofuels replace oil-based transport to decarbonise the sector

Transport[1] fuel demand - NZE, PJ



1. The scope considers domestic aviation and shipping, and road transport

Source: SEforALL analysis

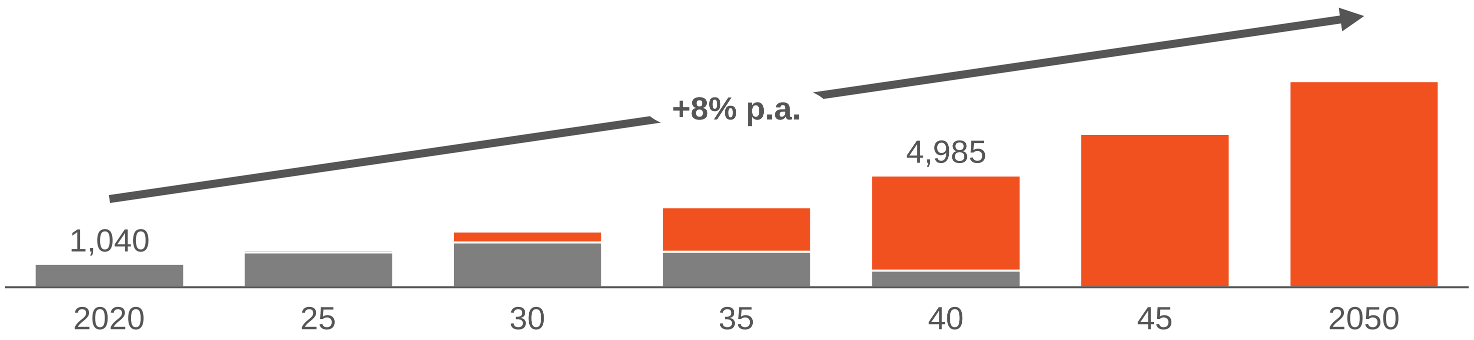
Key outcomes

- Economic growth drives 3-4X increase in transport sector energy demand, with growth in all modes
- Roll out of hydrogen-powered heavy trucks drives a shift to hydrogen as a fuel
- Biofuels replace oil-derived fuels in aviation and shipping
- Efficiency of electric and hydrogen vehicles reduces total energy demand around 25%

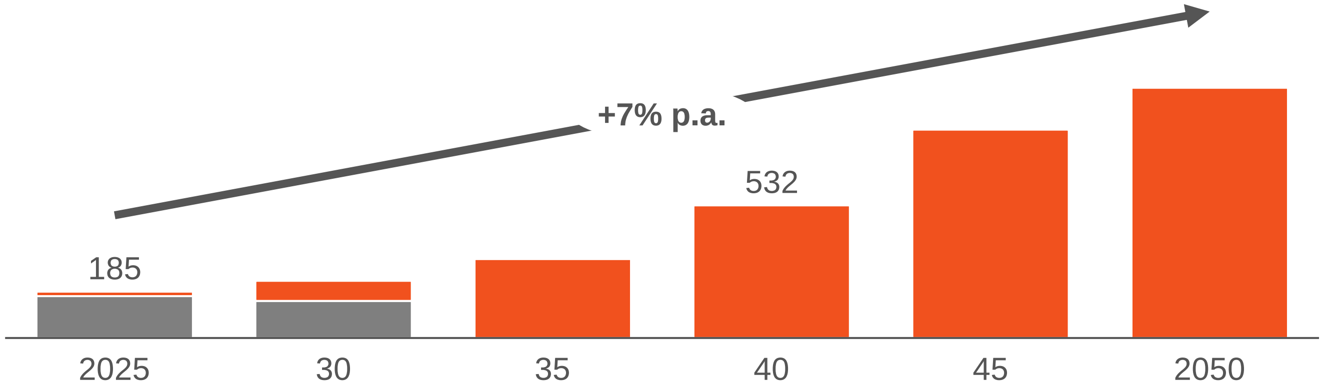
Electric motorcycles fully replace fossil fueled motorcycles by 2050

🟥 Electric ▨ Liquid Fuel

Motorcycle parc technology mix, Thousand vehicles



Motorcycle sales - NZE, Thousand Vehicles



Source: SEforALL analysis

Key outcomes

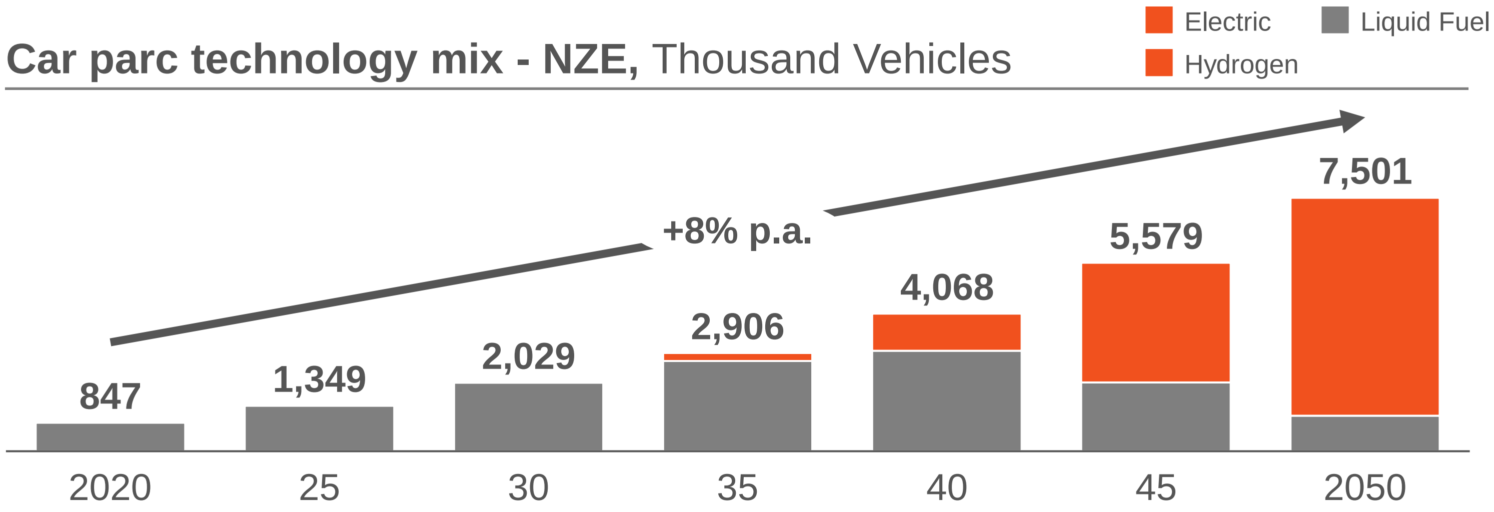
- As with cars, demand for motorcycle travel increases substantially with incomes
- Electric motorcycles take off rapidly and dominate the fleet by 2040
- Fossil fuel-based motorcycles are phased out by 2045 as all motorcycles are electric

Underlying drivers of the pathway

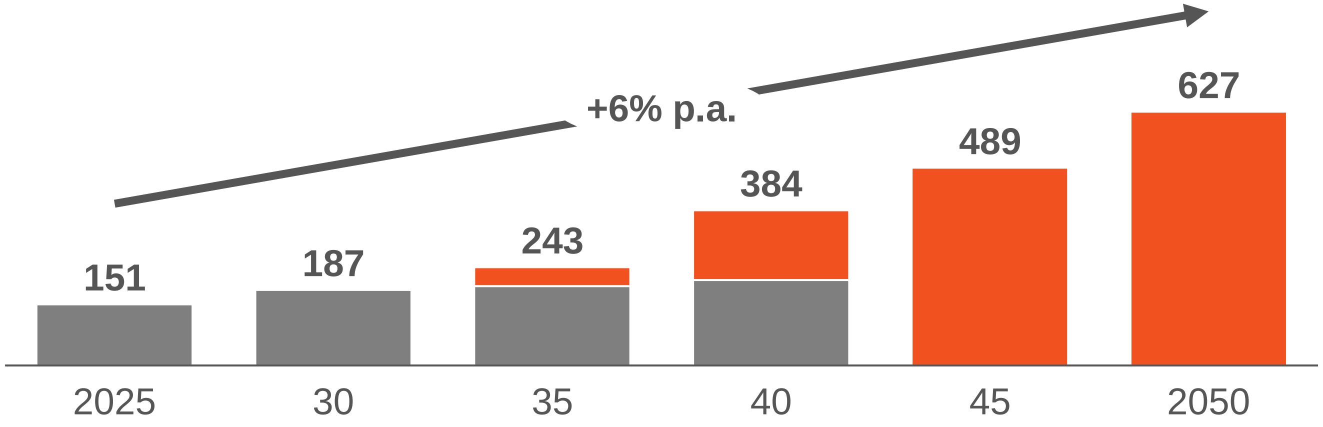
- Electric motorcycles are already a viable transport mode due to rapid battery cost reductions and small battery size
- Electric motorcycles are cost-competitive with internal combustion vehicles by the mid-2020s
- By around 2030, EVs account for around 35% of motorcycle sales; and by 2035 they account for 100% of sales.

Electric cars dominate the fleet by 2050

Car parc technology mix - NZE, Thousand Vehicles



Car sales technology mix - NZE, Thousand Vehicles



Source: SEforALL analysis

Key outcomes

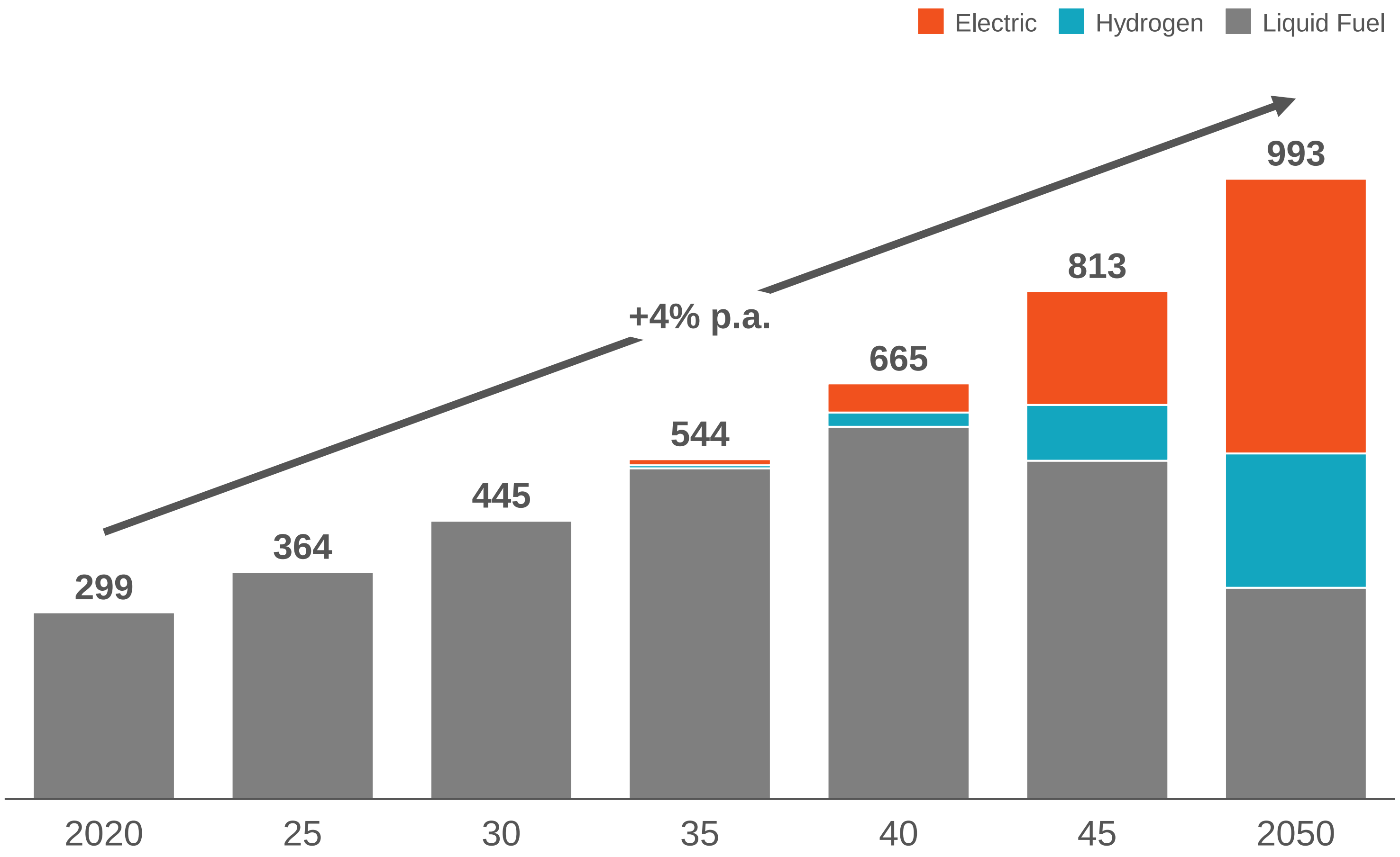
- Passenger car ownership grows 15x 2020-60 as incomes rise
- Initially the vast majority of cars are ICE due to the current EV cost premium and low volumes of EVs in the used vehicle market
- By the mid-2030s, used EVs are cost-competitive and are available in the market
- By the mid-2030s, annual EV sales increase sharply
- By 2050 electric vehicles dominate the fleet

Underlying drivers of the pathway

- Battery cost reductions drive a shift to electric vehicles in the international auto market
- In Kenya, second hand electric vehicles are cost-competitive with internal combustion vehicles by 2030, though market availability is limited
- A shift away from used vehicles in the auto market would be needed to accelerate the EV transition

A mix of battery electric and hydrogen fuel cell trucks decarbonise the road freight sector

Truck parc technology mix - NZE, Thousand Vehicles



Source: SEforALL analysis

Key outcomes

- Truck fleet grows around 5x to 2050 as rising incomes and population drive a greater volume of freight
- Conventional liquid fuel trucks dominate for the next two decades as the global market for low-carbon trucks remains small and the vehicles carry a significant cost premium
- Deployment of electric and hydrogen trucks begins in the mid-2030s, and becomes the major share by 2050 and beyond

Underlying drivers of the pathway

- Low-carbon trucks continue to carry a significant cost premium and strong policy support will be needed to deliver them at the scale needed
- Hydrogen is the preferred solution for long-distance trucking due to greater range, while battery trucks are preferred for shorter distances due to their greater efficiency

Alternative solutions

- There is high confidence in wide transition to EV and H2-fuel cells for long-distance trucks
- The specific mix of battery vs hydrogen vehicles will depend on improvements in battery cost and vehicle range

Kenya Energy Transition & Investment Plan (ETIP)

Buildings – Model inputs have been calibrated to IEA Web data and cross checked with data from official statistics

Example for Kenya: 2020 baseline

Building type	**Sources of energy consumption**	**Technology**	**Number of installations,** thousand units	**Activity,** PJ of heat	**Fuel intensity,** PJ fuel per PJ heat	**Fuel demand,** PJ	**CO2 emissions,** MtCO2
Residential	Cooking	Oil-derived fuels[1]	2,958	10.9	1.7	18	1.3
		Electric	12	0	1.3	0	
		Traditional biomass	6,592	24.3	20.0	486	
		Improved biomass	2,439	9.0	2.9	26	
Non-residential	Water heating	Oil-derived fuels		6.8	1.2	8	0.6
		Biomass			1.2		
		Total				538	1.9

---

1. LPG accounts for over 90% of oil-derived fuels

Source: IEA WEB, “Kenya household cooking sector study 2019", “WEO 2017, Special Report, Energy Access Outlook”, “The Kenyan cooking sector opportunities for climate action and sustainable development“, "IOP Conference Series: Materials Science and Engineering Improvement in Energy Efficiency & Heat Loss Minimization during Boiler Operation: A Case Study 2021”, "Efficiency Optimization of biomass boilers 2011“ reports

As Kenya's GDP increases, its base residential electricity is expected to match that of countries with similar income levels

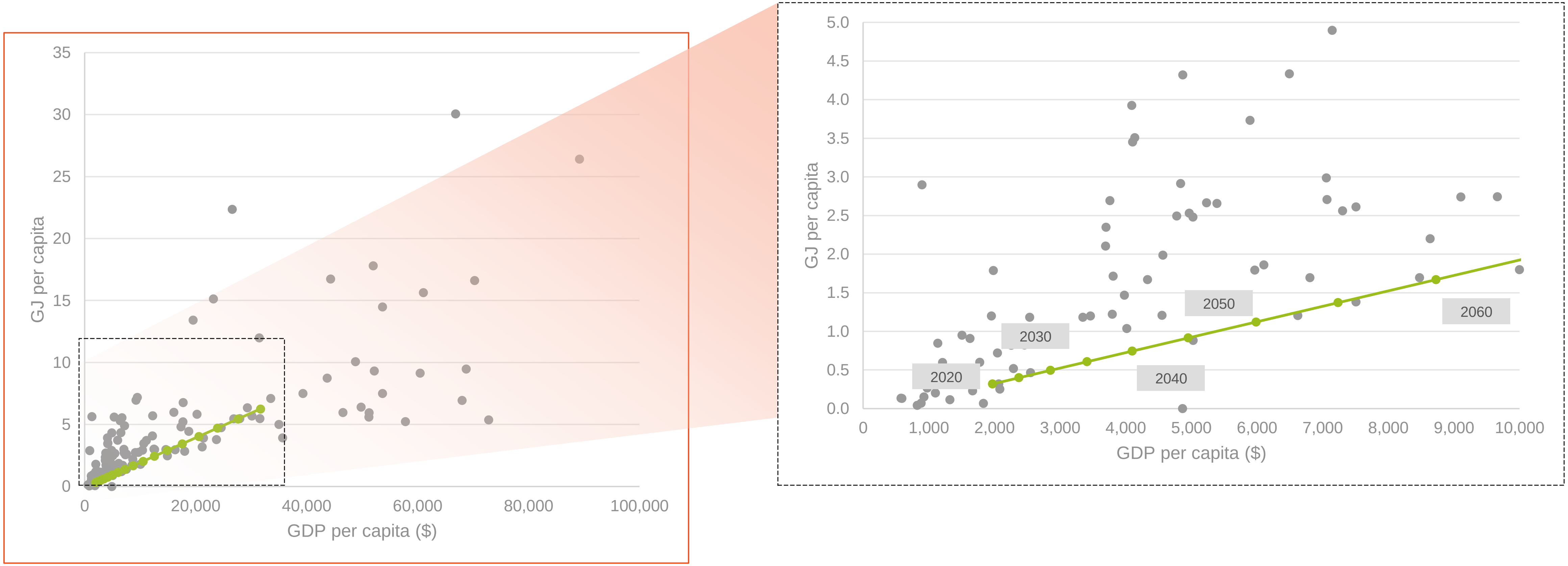
● Global range

— Kenya

xx Year in which Kenya in expected to reach GDP per capita level

xx GJ per capita

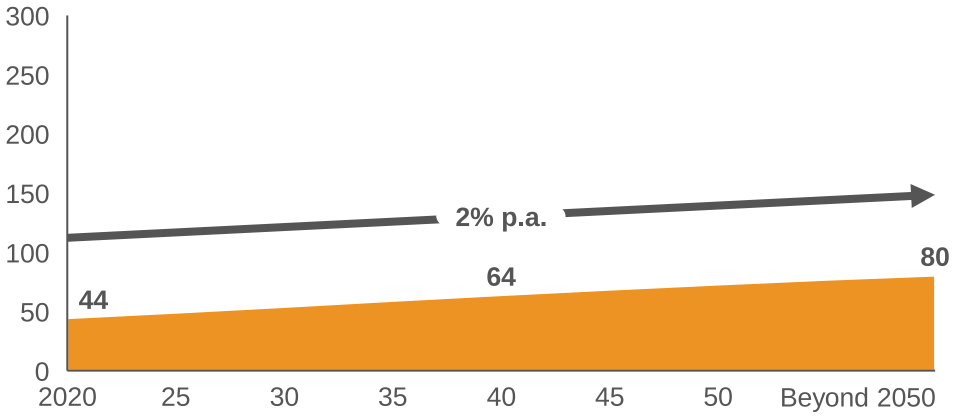
Base residential electricity, GJ per capita,



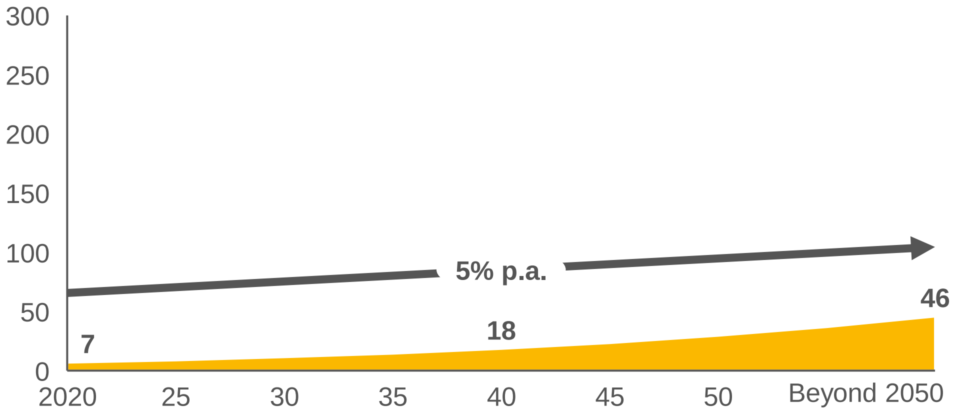
Source: World bank data, OICA (2015)

Key scenario assumptions: buildings demand growth

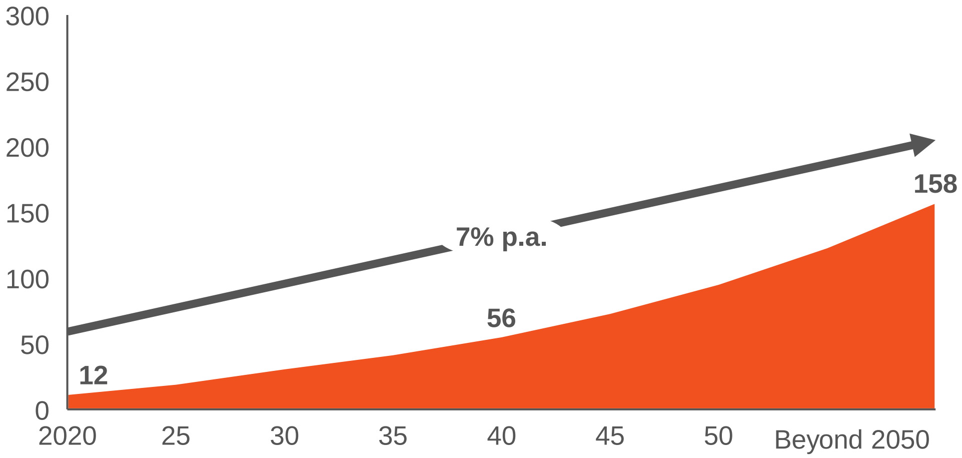
Total residential cooking, PJ



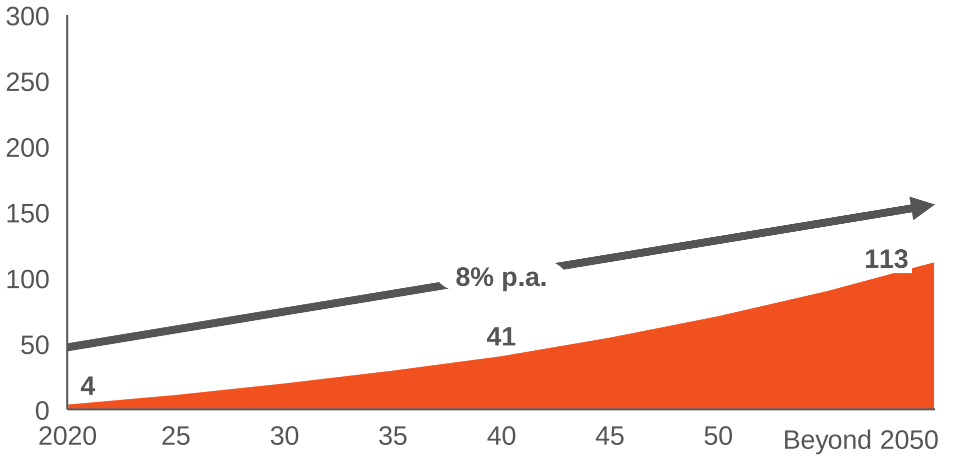
Total commercial water heating, PJ



Residential electricity demand, PJ

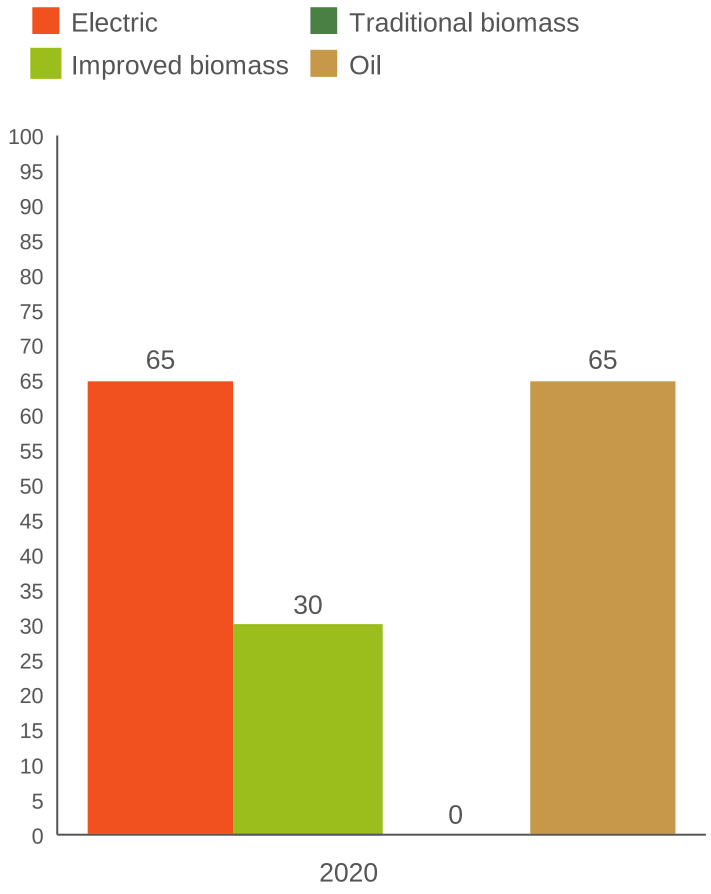


Commercial electricity demand, PJ

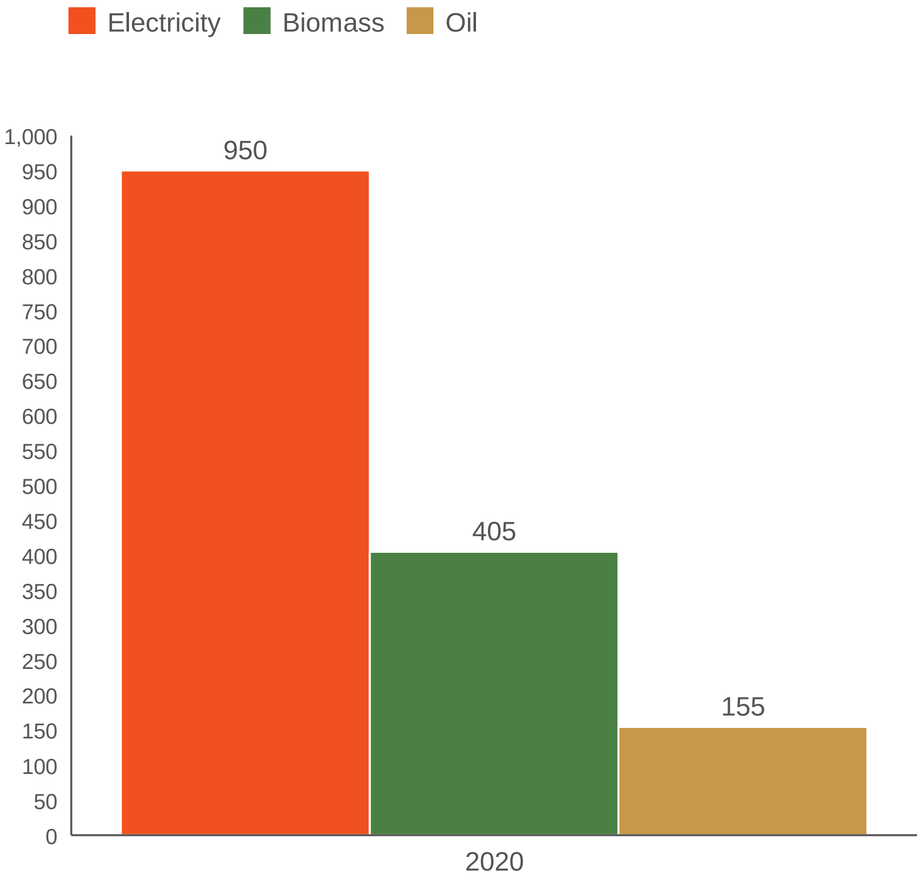


Key scenario assumptions: buildings fuel cost evolution

Cookstove capital cost per technology, USD / unit



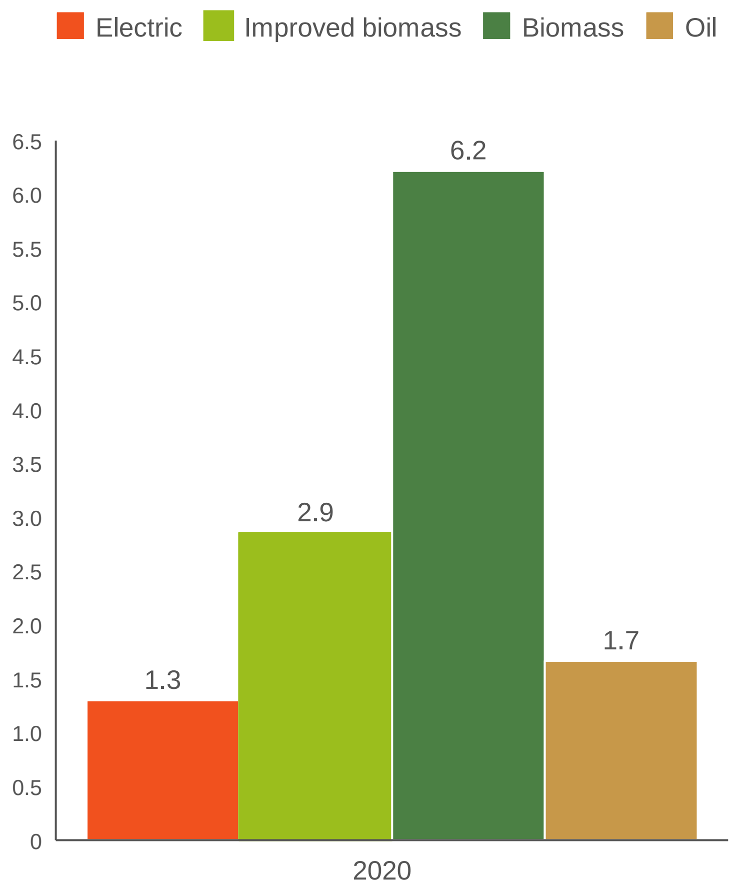
Water heating capital cost per technology, USD /kW



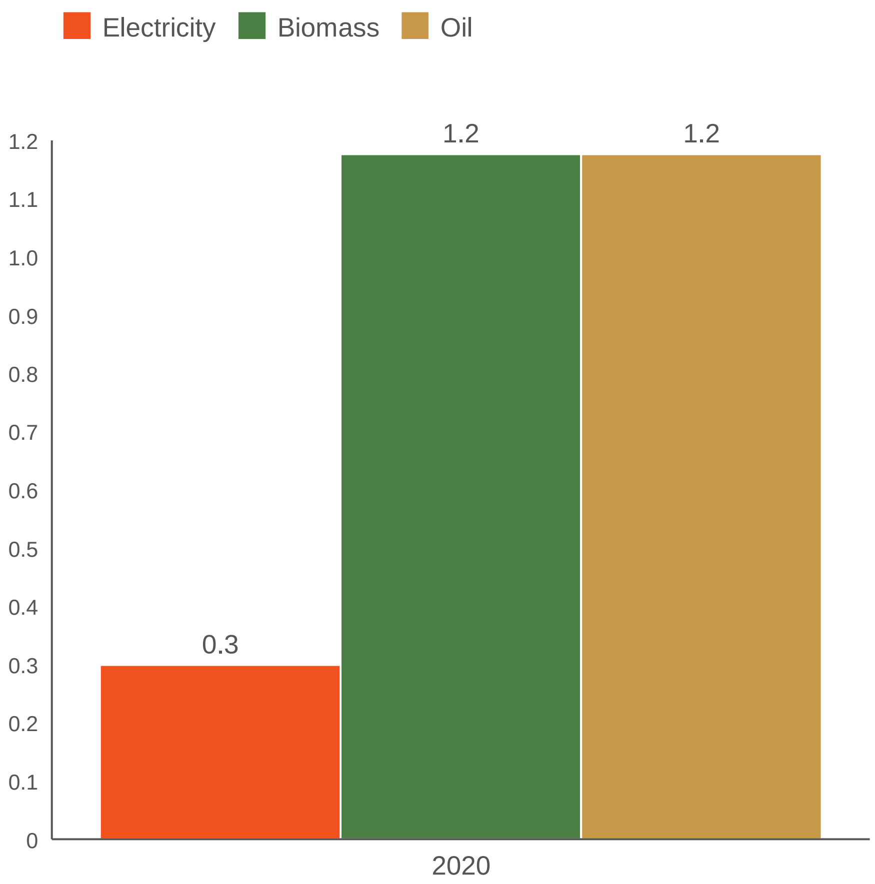
Source: World bank, MECS, IEA

Key scenario assumptions: buildings fuel efficiency evolution

Cookstove fuel efficiency per technology, PJ of fuel / PJ of heat



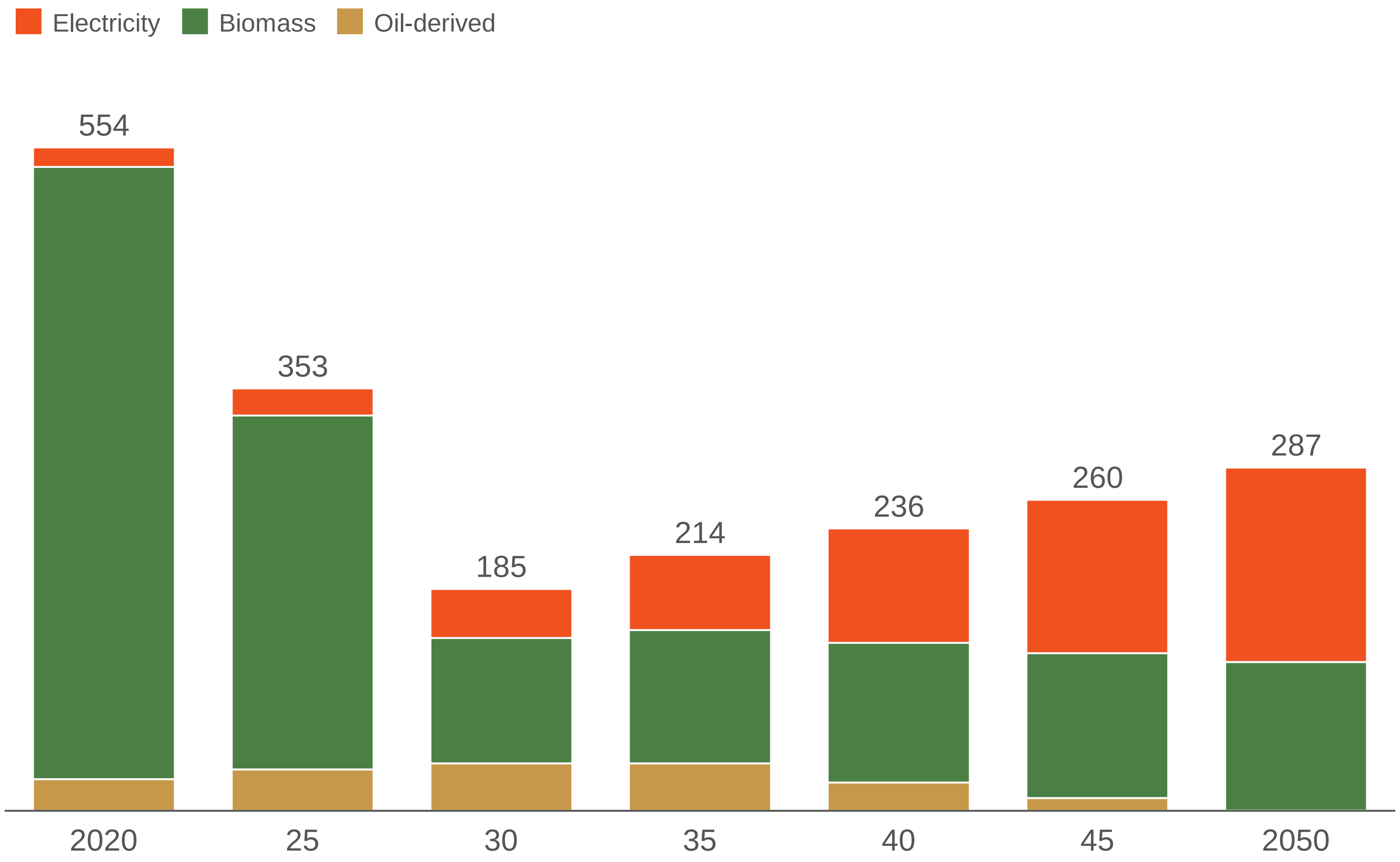
Water heating fuel efficiency per technology, 2020-60, PJ of fuel / PJ of heat



Source: World bank, MECS, IEA

A shift from LPG to clean fuels for cooking and water heating drives decarbonization in energy services in buildings

Cooking & Water heating Fuel Consumption in Buildings, PJ



Source: SEforALL analysis

Key outcomes

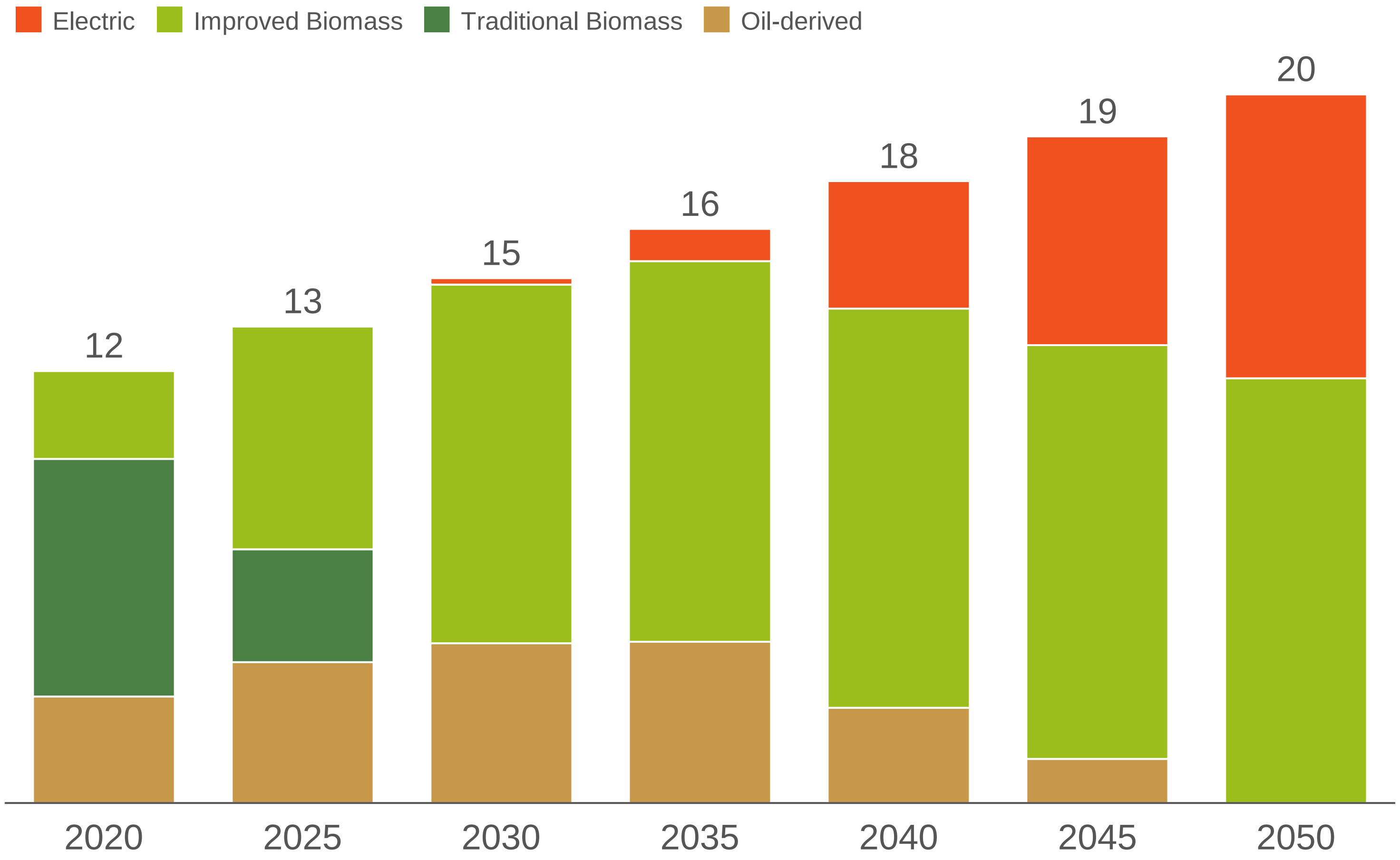
- Rising demand is met with cleaner energy, leading to emissions reduction from 2040
  - Electricity use reaches ~50% of the energy mix by 2050, while biomass decreases to ~50%
  - carbon emissions start to decrease from 2040 as ~40% of the building sector becomes electrified, especially cooking
- Oil-derived cooking fuel is primarily LPG

Underlying drivers of the pathway

- Kenya’s building electricity demand growth aligns with countries of similar income levels
- Population with electricity access will grow from 77% in 2020 to 100% in 2030
- Emissions from electricity and biomass are not accounted for in the buildings sector:
  - Biomass emissions are included in the LULUCF sector
  - Electricity emissions are included in the power sector

Cooking is primarily decarbonised through a shift from traditional biomass and LPG to improved biomass and electric cooking

Cooking technology mix, million units



Source: SEforALL analysis

Key outcomes

- Traditional biomass remains the dominant cooking fuel today, with LPG and improved biomass playing a smaller role
- Traditional biomass is phased out by 2030 in line with SDG7. The phase out is supported by a growing role for both LPG and improved biomass cookstoves
- From the 2030s, electric cooking emerges as a key low-carbon solution in urban households
- By 2040 electric dominates in urban households, and improved biomass in rural households, phasing out LPG

Underlying drivers of the pathway

- Policy incentives to reduce the **energy cost premium** of LPG, sustainable biomass and electric cooking solutions vs traditional biomass

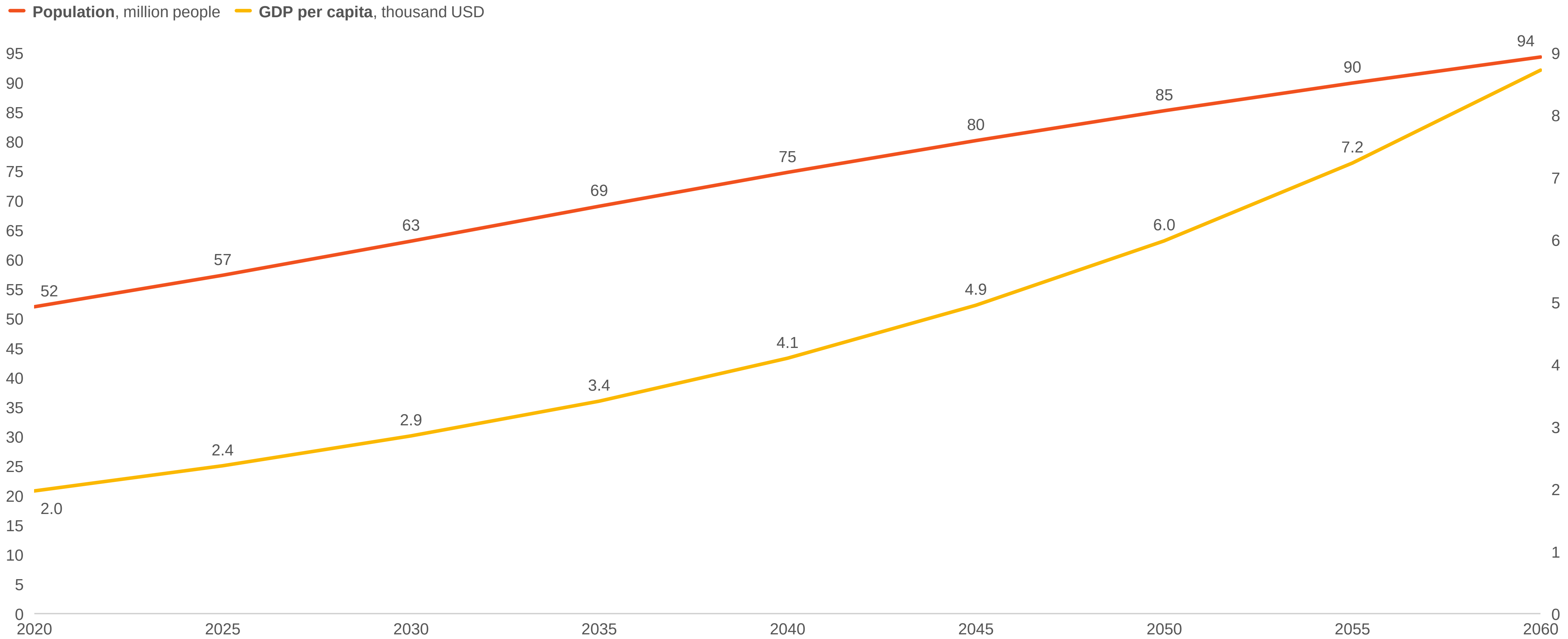
Alternative solutions

- Overall, it is highly likely that improved biomass (including biofuels) and electric cook stoves will play a key role in decarbonizing the sector
- Consumer preferences may drive a different balance of these two technologies

Kenya Energy Transition & Investment Plan (ETIP) – Summary document

Kenya assumptions on population and GDP per capita growth

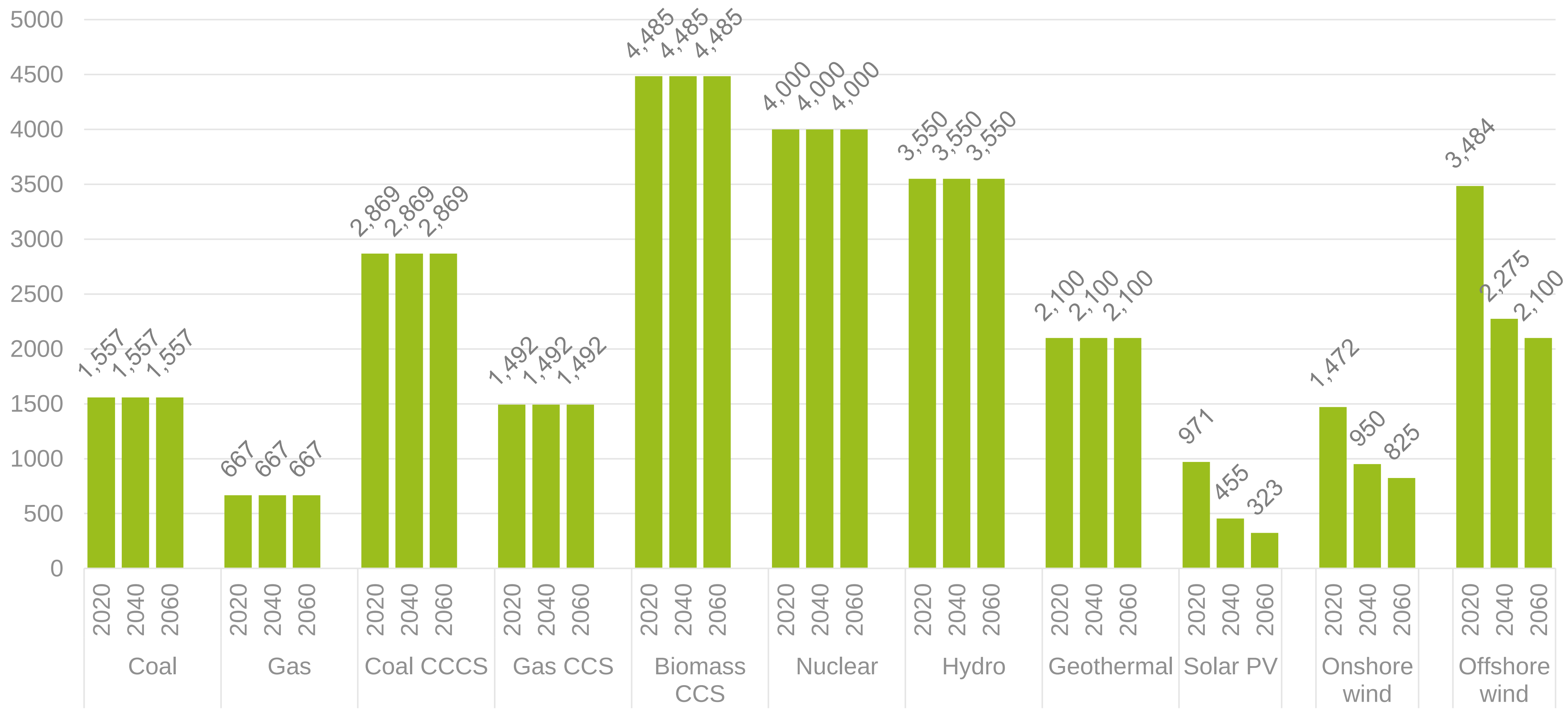
Projected growth



Source: GDP - IIASA SSP database, Population - World Bank, SEforALL analysis

Key scenario assumptions: power capital costs evolution

Power generation capital cost per technology, 2020-2050 and beyond
USD Mn /GW

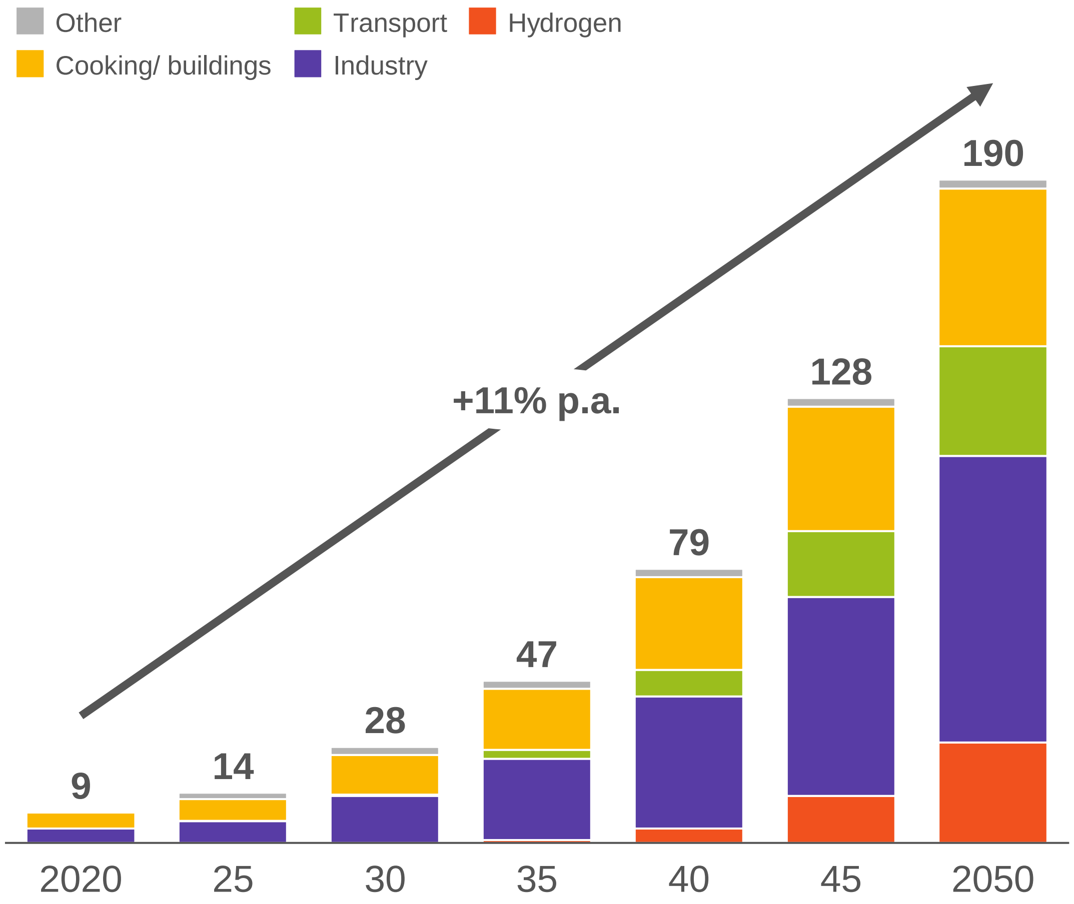


Source: IEA, IRENA, World Bank,

Source: Syndicated with Ministry of Energy, LCPD and other relevant stakeholders.

Power demand grows around 20x to 2050, driven by increasing population and GDP/capita

Electricity Demand by Sector - NZE, TWh



Source: SEforALL analysis

Key outcomes

- Demand for power in Kenya grows at 10% p.a. to 2050
- The buildings and industry sectors, which today account for almost all electricity demand, grow strongly to 2050.
- Transport emerges as a significant source of demand from around 2040, and by 2050 accounts for over 10% of total demand
- Production of green hydrogen production also emerges, accounting for over 10% of demand by 2050

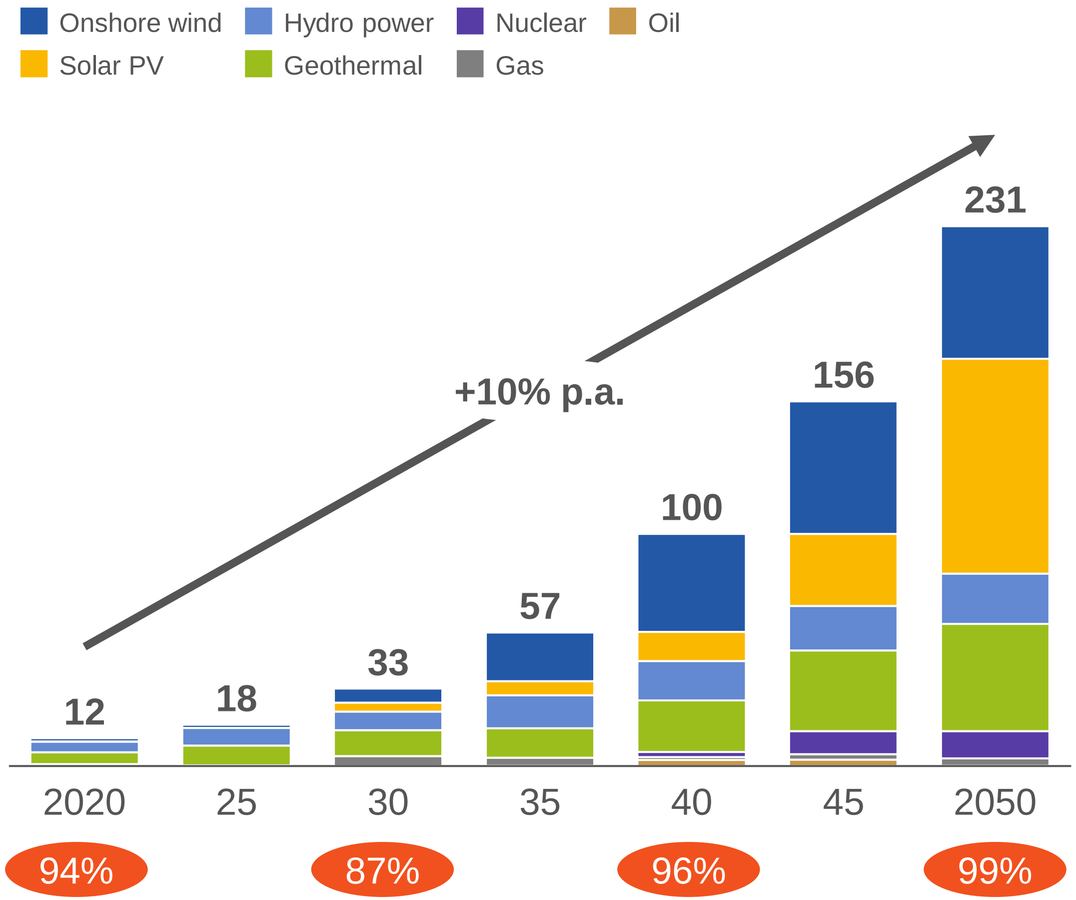
Underlying drivers of the pathway

- Income growth drives substantial power demand growth, primarily in the buildings and industry sectors
- Growth in transport and hydrogen sectors is driven by the net zero target, and the associated electrification of transport and the shift to hydrogen in the transport and industry sectors

Solar PV and wind meet the majority of growth in power demand and drive decarbonization of the sector

xx% Share of low carbon technologies[1]

Power Generation Mix - NZE, TWh



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1. Includes solar, wind, geothermal, hydro, biomass, nuclear and CCS technologies
2. Electricity trade and imports not included under this scenario , to be added confirming cost and affordability

Source: SEforALL analysis

Key outcomes

- Power demand grows 20X to 2050 due to robust underlying growth, and electrification of end-use demands
- New solar PV, wind and geothermal meet the majority of this increase.
- Some growth is met with nuclear and hydro, as far as available resource allows; while most growth is met with new solar, wind and geothermal
- By 2040, unabated fossil is phased out, with storage playing the key balancing role

Underlying drivers of the pathway

- By the mid-2020s solar PV emerges as is the most cost-competitive power generation technology. However, deep decarbonisation through solar PV will require storage, increasing costs and requiring public support
- Nuclear can provide cost-effective baseload low-carbon power, but will require significant lead times due to consenting, planning and construction timelines.
- Hydro can also provide cost-effective flexible power, but its maximum resource is estimated at 6 GW

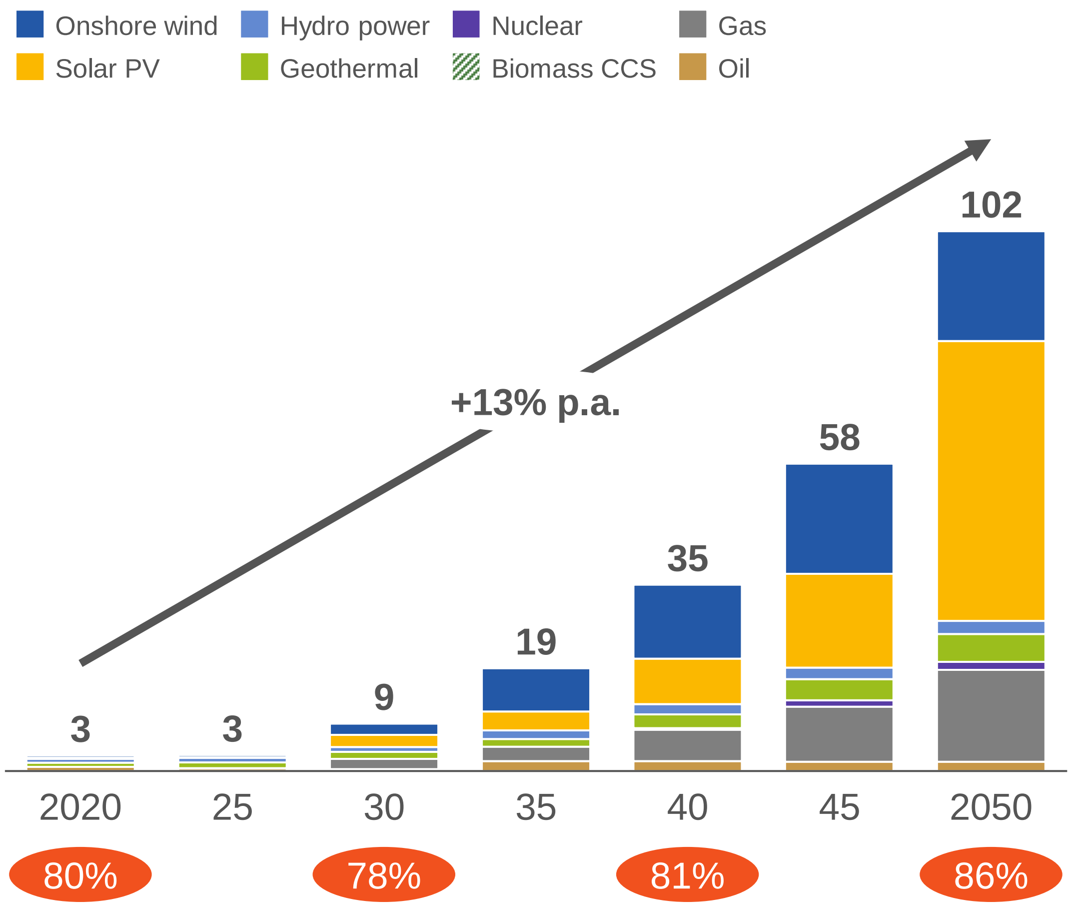
Alternative solutions

- Solar PV is highly likely to play a key role in the generation mix, while onshore wind may play a complementary role. The precise mix of solar and wind will depend on their cost reduction pathway
- There could be a greater role for hydrogen and nuclear

The growth in generation requires a substantial growth in new capacity, dominated by solar

xx% Share of low carbon technologies[1]

Power Generation Mix - NZE, GW



Key outcomes

- Total capacity grows in line with demand
- Solar PV accounts for the majority of capacity with over 50 GW and for onshore wind around 18 GW by 2050
- Gas capacity also rises to around 17 GW by 2050 and primarily used for security of supply
- Other technologies (geothermal, gas CCS, nuclear, hydropower, and hydrogen) contribute only a small share of total capacity, but geothermal can be expanded beyond 2050
- This pathway requires new capacity additions of <1 GW in the 2020s, rising to around 2 GW per year in the 2035s and 5 GW per year in the 2040s and 50s
- The fast build out of solar capacities would require significant technical, financial and policy support, to simplify and accelerate projects development

Underlying drivers of the pathway

- Unabated gas is the cheapest form of reserve capacity and operates by 2050

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1. Includes solar, wind, geothermal, hydro, biomass, nuclear and CCS technologies

Source: SEforALL analysis

Kenya Energy Transition & Investment Plan (ETIP) – Summary document

Executive summary

Energy Transition & Investment Plan - socioeconomic impacts and financing needs

Energy Transition – key sector insights

- Industry
- Transport
- Cooking/Buildings
- Power & Hydrogen
- **Green growth opportunities with energy transition**

The path forward

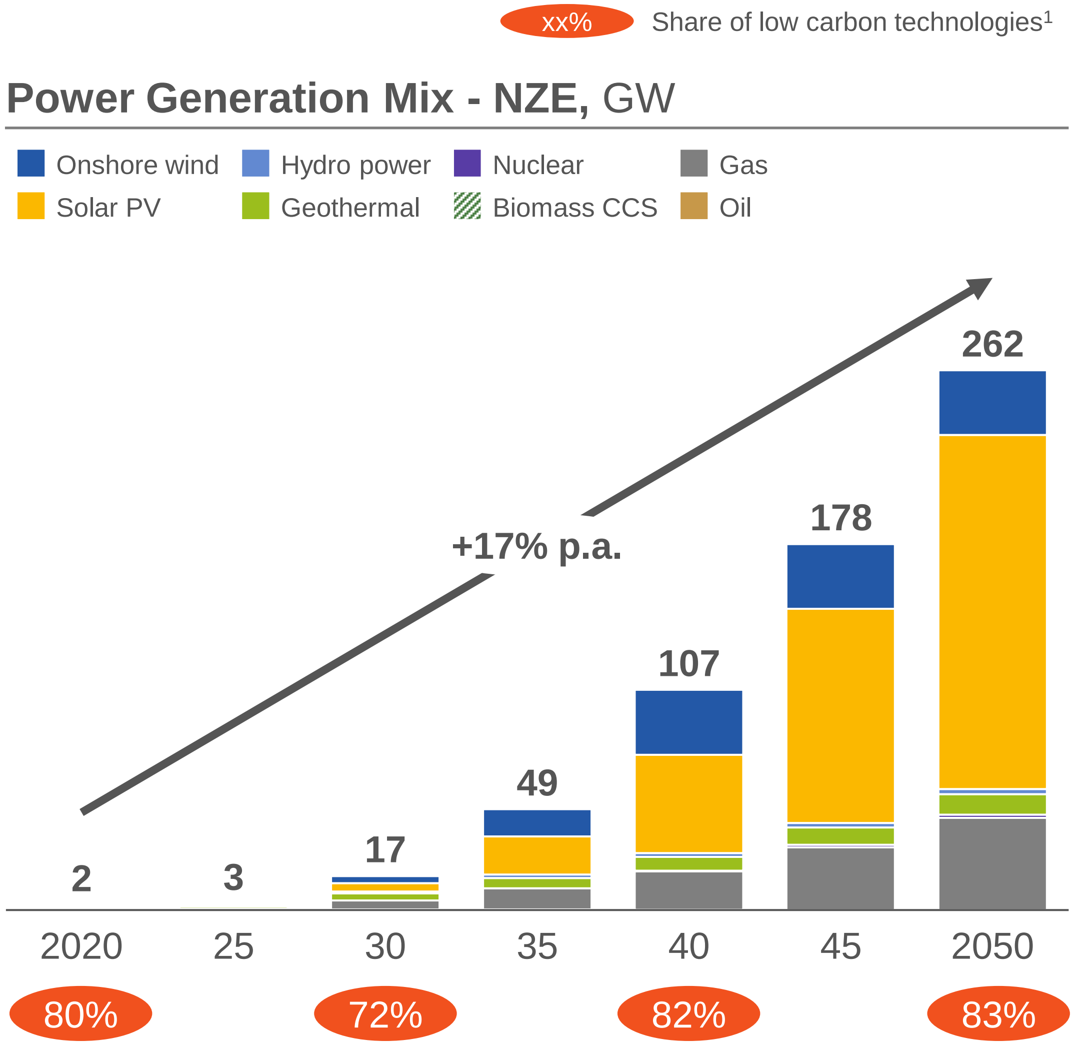
Kenya can further accelerate its economic development by capturing a number of green growth opportunities

🟩 Prioritized   **Attractiveness / ability to compete:** ● High ○ Medium ◌ Low

Green growth area	Potential opportunity for Kenya	Description	Attractiveness	Ability to compete	Rationale
Low-carbon fuels	🟩 H_2 & derivatives exports	Take advantage of Kenya's low-cost 24/7 clean power to produce and export green hydrogen & derivatives at scale	●	○	Low-cost and stable geothermal, wind & solar energy
	Power exports	Engage in selling Kenya's low-cost 24/7 clean power to neighboring countries	◌	◌	Limited demand from neighboring countries
	Bioenergy	Engage in large-scale biomass cultivation & biorefining (energy crops such as chartula and kamlina)	○	○	Some potential, could provide additional rural cash crops
Low-carbon technologies & value chain	Raw materials extraction & processing	Engage in extraction & refining of critical minerals; processing of composite materials	◌	◌	Limited availability of critical minerals for clean technologies
	🟩 Localized cleantech manufacturing	Increase local production of hardware required to deliver domestic decarbonization ambition; e.g., solar PV, batteries, Electric Vehicle assembly	●	○	Likely significant domestic demand, high-skilled jobs
	Advanced geothermal	Become a testbed and center of competence for advanced geothermal technologies	◌	●	Leader in Africa and top 10 globally, but limited socio-economic value
Low-carbon products & services	🟩 Energy-intensive manufacturing	Take advantage of Kenya's low-cost 24/7 clean power to attract energy-intensive industries (e.g., aluminium) and export green products regionally and globally	●	○	Low-cost clean power, skilled jobs & economic diversification
	Sustainable agriculture and alternative proteins	Increase local production of sustainably produced agriculture products, and move up the value chain of alternative protein production	○	○	Unclear ability to compete internationally, rural job engine
	🟩 Sustainable tourism	Lead global trend towards sustainable tourism and become a lighthouse for sustainable and nature-positive tourism, significantly increasing value capture/creation in the process	○	●	Leadership in conservation and high-end tourism
	🟩 "Green" data centers	Take advantage of Kenya's low-cost 24/7 clean power to become a regional/global hub for climate-neutral data centers	○	○	Limited local socio-economic value creation
CO2 removal	🟩 Carbon markets	Use carbon markets to catalyze financing for domestic decarbonization and develop a new industry of carbon credit production based on, e.g., reforestation and soil carbon sequestration or Direct Air Capture	●	●	Significant technical potential, early leader, good infrastructure
	🟩 Blue economy	Develop the country's blue economy, e.g., through blue carbon projects (mangroves, ocean-based Direct Air Capture) and seaweed farming	○	●	Access to coastline and relevant biosphere

Additional green growth opportunities would need a substantial growth in new capacity by 2040

Power Generation Mix - NZE, GW



1. Includes solar, wind, geothermal, hydro, biomass, nuclear and CCS technologies

Source: SEforALL analysis

Key outcomes

- Solar PV accounts for the majority of capacity with over 170 GW in 2050
- Gas capacity also rises to around 45GW and primarily used for security of supply (balancing intermittent renewables)
- This pathway requires new capacity additions of <1 GW in the 2020s, rising to around 6 GW per year in the 2035s and 15 GW per year in the 2040s and 50s
- The fast build out of solar capacities would require significant technical, financial and policy support, to simplify and accelerate projects development

Underlying drivers of the pathway

- Unabated gas is the cheapest form of reserve capacity in 2050
- The additional green growth sectors drive the need for more electricity

Green growth opportunities could deliver significant GDP and jobs boost

Green growth area	Potential opportunity for Kenya	2050 GDP impact, *USD bn*	2050 job creation potential, *k*
Low-carbon fuels	H2 & derivatives exports	~2	~15
	Power exports		
	Bioenergy		
Low-carbon technologies & value chain	Raw materials extraction & processing		
	Localized cleantech manufacturing	~1	~30
	Advanced geothermal		
Low-carbon products & services	Energy-intensive manufacturing	~3	~15
	Sustainable agriculture and alt proteins		
	Sustainable tourism		
	"Green" data centers	~3	~15
CO2 removal	Carbon markets	~0.4	~450
	Blue economy		
	Total	**~9**	~525

Source: SEforALL analysis

Key take-aways

A subset of green growth opportunities alone could by 2050 contribute USD ~10bn of GDP and ~0.5M jobs

Kenya Energy Transition & Investment Plan (ETIP) – Summary document

A combination of private sector capital and de-risking instruments could help finance Kenya’s energy transition

NOT EXHAUSTIVE- ILLUSTRATIVE ONLY

	Core finance providers				Providers of de-risking instruments (e.g., guarantees/insurance, first-loss-capital, etc.)				
	Private sector			Domestic public sector	International institutions				
Actors	**Commercial financial institutions**	**Corporations**	**Households and individuals**	**Public institutions**	**Multilateral DFIs[1]**	**Bilateral DFIs[1]**	**National DFIs[1]**	**Green finance funds**	**Private foundations**
Examples	• Kenya Commercial Bank • FirstRand Bank • BNP Paribas • Blackrock • JP Morgan Asset Management • Pimco	• BHP Billiton • Royal Dutch Shell • Total Energies • Engie	n.a.	• Kenya ministry of finance	• World Bank • African Development Bank	• French Agency for Development • UK FCDO • GIZ • USAID	• Development Bank of Kenya	• Green Climate Fund • Adaptation Fund • Clean Technology Fund	• Rockefeller Foundation • ClimateWorks Foundations • Bloomberg • IKEA foundation • Bezos Earth fund

Return focus

← Economic returns →

← Environmental impact →

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1. Development finance institutions

Source: Climate Policy Initiative, expert interviews

Capital markets could provide the largest funding pool, but some project archetypes might require de-risking to become bankable (1/2)

Agent responsible for deployment: 🟢 Private 🟣 Public

Potential level of support by financing source/ Estimated level of de-risking required: ● High ◐ Medium ○ Low

NOT EXHAUSTIVE

		Total financing need, USD bn			Typical financing sources over the next 10 years					
Sector	**Project archetype**	**Up to 2035**	**2035-50+**	**Agents resp. for deploying the investment**	**Comm. FI**	**Corp.**	**House-holds**	**Dom. pub. sector**	**Need for de-risking**	**Comment / rationale**
Industry	① Industrial CC(U)S	1.6	40	🟢🟣 SOE and/or private companies	●	●	○	◐	●	Could be attractive to int'l capital as technologies mature
	② Green steel facilities, incl. scrap steel (electric arc furnaces, gas/H2 DRI)	0.1	3	🟢 Private companies	●	●	○	○	●	Could be attractive to int'l capital as technologies mature
Transport	③ Electric cars and 2/3 wheelers	3.3	110	🟣 Consumers	●	◐	●	○	●	Domestic debt market, complemented with government subsidies
	④ BEV or FCEV bus fleet	0.7	25	🟢🟣 SOE and private companies	●	●	○	◐	◐	Existing infrastructure is partially government owned (50%)
	⑤ Electric trucks	0.8	85	🟢 Private companies	●	●	○	○	●	Scalable fleets (USD 20+ mn) pot. suitable for capital markets
	⑥ Electric and H_2 vehicle fueling infrastructure	0.3	20	🟢🟣 SOE and/or private companies	●	●	○	◐	●	Public-private partnerships for deployment in key locations

Sources: Better Guarantees, Better Finance, Blended finance Taskforce (2023); Financing Clean Energy Transitions in Emerging and Developing Economies, IEA (2021); expert interviews

Capital markets could provide the largest funding pool, but some project archetypes might require de-risking to become bankable (2/2)

Agent responsible for deployment: 🟢 Private 🟣 Public

Potential level of support by financing source/ Estimated level of de-risking required: ● High ◐ Medium ○ Low

NOT EXHAUSTIVE

		Total financing need, USD bn			Typical financing sources over the next 10 years					
Sector	Project archetype	Up to 2035	2035-50+	Agents resp. for deploying the investment	Comm. FI	Corp.	House-holds	Dom. pub. sector	Need for de-risking	Comment / rationale
Cooking	7 Clean cookstoves[1]	0.7	2	🟢 Private companies and consumers	○	◐	●	○	●	Could be promoted through the clean cooking green financing strategy
Power	8 Grid infrastructure and distribution connections	6.1	60	🟣 SOE	○	○	○	●	●	Existing infrastructure is government owned
	9 Mini-grid solutions / off-grid solutions	5.5	2	🟢 Private companies	●	●	○	○	●	Scalable projects (USD 20+ mn) pot. suitable for capital markets
	10 Utility scale renewables[2] power plants	16.8	90	🟢🟣 SOE and/or private companies	●	●	○	◐	●	Medium (USD 20-50+ mn) to large scale (USD 50+ mn) projects attractive for int'l investors
	11 Utility scale fossil and other conventional[3] power plants	2.9	30	🟢🟣 SOE and/or private companies	◐	◐	○	◐	◐	Limited appetite from int'l investors & providers of de-risking instruments
	12 Batteries for balancing	0.02	45	🟢 Private companies	●	●	○	○	●	Scalable projects (USD 20+ mn) pot. suitable for capital markets
Hydrogen	13 H_2 production and storage[4] (green and blue)	0.1	3	🟢 Private companies	●	●	○	○	●	Scalable projects (USD 20+ mn) pot. suitable for capital markets, latest bilateral declarations and upcoming green hydrogen strategy

1. Includes electric, LPG, and improved biomass (including biofuels) technologies; 2. Includes solar, wind, hydro, geothermal, and hydrogen;
3. Includes gas, gas with CCS, biomass with CCS, and nuclear; 4. Assumption: the same electrolyzers are used for balancing and industry end-uses;

Sources: Better Guarantees, Better Finance, Blended finance Taskforce (2023); Financing Clean Energy Transitions in Emerging and Developing Economies, IEA (2021); expert interviews

Kenya Energy Transition & Investment Plan (ETIP) – Summary document

To successfully implement the net-zero ambition in energy sector, a best-practice governance structure, process, and action plan is required

Level 1

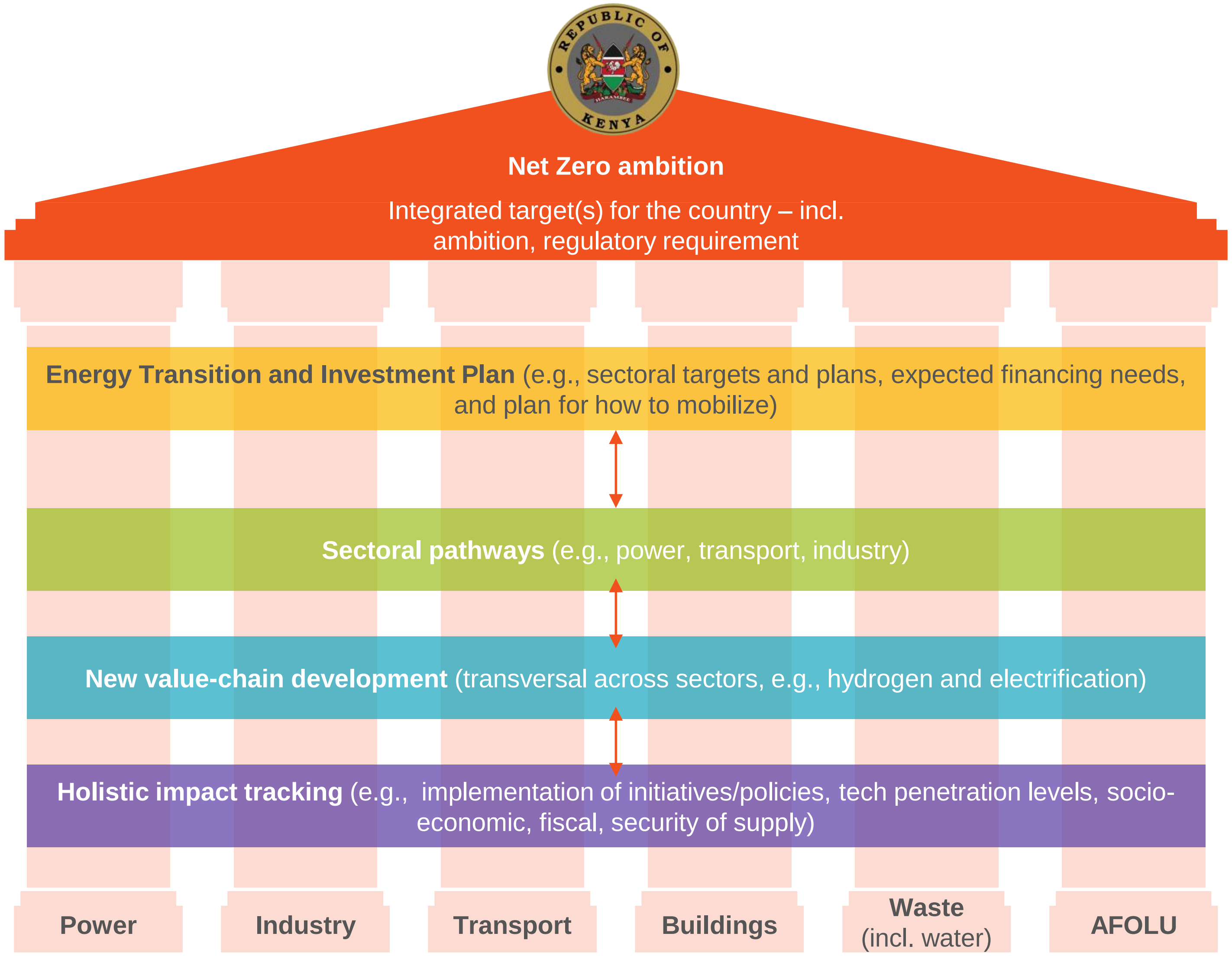
Target setting

Level 2

Coordination and Enabling

Level 3

Implementation



Net Zero ambition

Integrated target(s) for the country – incl. ambition, regulatory requirement

Energy Transition and Investment Plan (e.g., sectoral targets and plans, expected financing needs, and plan for how to mobilize)

Sectoral pathways (e.g., power, transport, industry)

New value-chain development (transversal across sectors, e.g., hydrogen and electrification)

Holistic impact tracking (e.g., implementation of initiatives/policies, tech penetration levels, socio-economic, fiscal, security of supply)

Power	**Industry**	**Transport**	**Buildings**	**Waste** (incl. water)	**AFOLU**

Requirements

Level 1: Target setting. A national Net Zero ambition provides an overall target and vision for the country. The more concrete the end goals are, and the clearer the country is on the required pre-requisites to achieve them, the better private and public actors can act in accordance with them

Level 2: Coordination and Enabling. An integrated Energy Transition and Investment Plan (ETIP) ensures transparency and coordination across the ministries, and sectoral policies are consistent with national objectives. This also includes organizing for success, e.g. through the establishment of an Energy Transition Office that coordinates and drives progress

Level 3: Implementation. Private and public actors responsible for the implementation at the sector level (mandates, price incentives, controls, enablers). This includes sectoral pathways with clear mechanisms to ensure policies are owned by the relevant ministries (but roll up to the overall target). It also includes the development of new technology and fuel platforms for themes that transcend sectors – such as like Carbon Capture and Storage. And it includes holistic impact tracking, from tracking emission impact and clean technology uptake, to optimizing socio-economic ("just transition") and fiscal impact

Level 3: Implementation

There are barriers to be addressed across sectors to enable an orderly energy transition (1/3)

NOT EXHAUSTIVE

Sector	Barriers	Actions required
Industry	- Cost premium of hydrogen DRI process due to shift from coal or gas to hydrogen as a reducing agent - High cost of CCS applications in cement production and high temperature heat processes - Immature market and high capital cost of heat pumps for low-temperature heat processes	- **Regulation and standards:** – Implement mandatory leak detection and repair requirements on gas-fired boilers to reduce methane emissions – Set strict energy efficiency standards, especially for new construction and/or major renovations, requiring the use of heat pumps where possible - **Price incentives or regulations:** – Develop framework to enable green premium capture (e.g. mandating transparency and certification in production processes) – Develop incentive schemes that mitigates unprofitable share of investments in new clean technologies (such as CCS applications) - **Enabling programs** – Where possible, create critical mass for decarbonized products and act as launching customer (incl. collaborating with manufacturers and distributors to reduce costs and improve supply chain) – Develop midterm infrastructure plans (especially around new-value chains) to enable private-sector players to anticipate decarbonization options available

There are barriers to be addressed across sectors to enable an orderly energy transition (2/3)

NOT EXHAUSTIVE

Sector	Barriers	Actions required
Transport	• High cost of sustainable aviation fuels and low-carbon shipping fuels • Deployment of electric vehicles will depend on consumer preferences • High capital costs of electric and hydrogen vehicles • Limited charging and fuelling infrastructure may slow growth of passenger and freight low emission vehicle markets	• **Price incentives or regulations** – Implement incentive mechanisms to drive uptake of low-carbon fuels in aviation and shipping. Ensure infrastructure is in place to enable low-carbon fuels usage near ports and airports – Implement incentive mechanisms to ensure consumers shift to electric and fuel-cell vehicles when cost-competitive (e.g. purchasing tax credits, low-emission zones, vehicle trade-in programs, free parking, lower vehicle registration costs) • **Enabling programs:** – Develop and implement delivery plan for electric vehicle charging infrastructure (incl. grid assessment, regulatory framework, home charging incentives, and partnerships with the private sector) – Where possible promote further efficiency and drive behavioral shift (e.g., to busses and trains)

Level 3: Implementation

There are barriers to be addressed across sectors to enable an orderly energy transition (3/3)

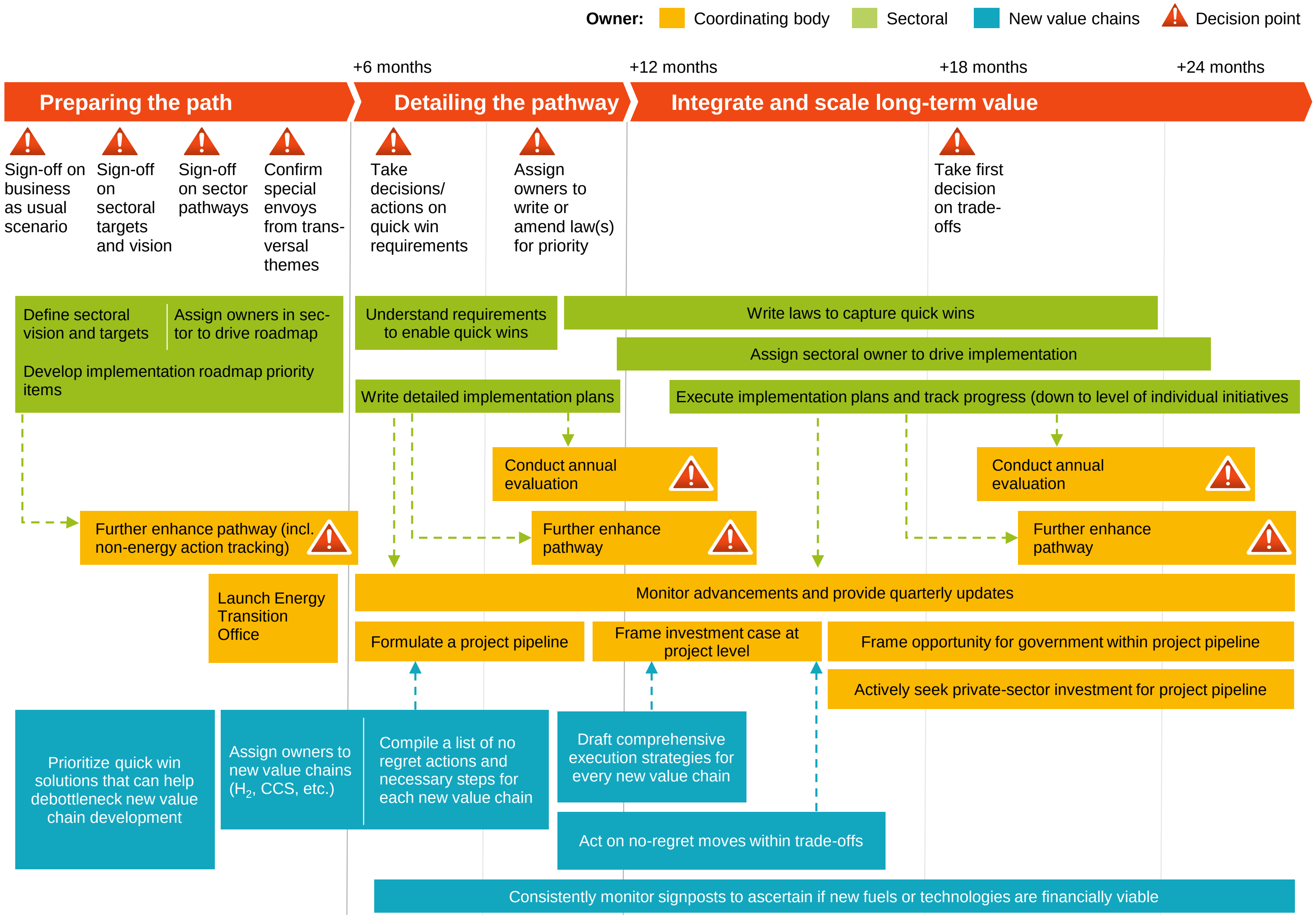
NOT EXHAUSTIVE

Sector	Barriers	Actions required
Buildings	• High energy costs of modern and low-carbon cooking solutions (LPG, sustainable biomass, electricity)	• **Price incentives:** Provide grants, loans and subsidies to ease the requirements of capital-intensive investments (like electric stoves) • **Regulation and standards:** Set policies to reinforce adoption of modern cooking solutions (e.g., mandating electric stoves in urban new builds)
Power and Hydrogen	• At high volumes solar PV and wind require battery storage, which carries a cost premium; and depress electricity prices, potentially deterring investors • Gas CCS carries capital cost premium	• **Price incentives or regulations**: Create interventions beyond Kenya Vision 2030 to speed up deployment of especially solar PV and wind (e.g., net metering framework, renewable energy projects incentives, etc.) • **Enabling programs:** Implement incentive mechanism for flexibility (for CCS in industry/power, or batteries in micro-grids)

Level 3: Implementation

An Energy Transition Office could coordinate and implement detailed roadmap can be created that brings together actions

EXAMPLE OF IMPLEMENTATION ROADMAP



Owner: 🟧 Coordinating body 🟩 Sectoral 🟦 New value chains ⚠ Decision point

+6 months +12 months +18 months +24 months

Preparing the path | **Detailing the pathway** | **Integrate and scale long-term value**

Decision points:
- ⚠ Sign-off on business as usual scenario
- ⚠ Sign-off on sectoral targets and vision
- ⚠ Sign-off on sector pathways
- ⚠ Confirm special envoys from trans-versal themes
- ⚠ Take decisions/ actions on quick win requirements
- ⚠ Assign owners to write or amend law(s) for priority
- ⚠ Take first decision on trade-offs

Define sectoral vision and targets

Assign owners in sector to drive roadmap

Develop implementation roadmap priority items

Understand requirements to enable quick wins

Write laws to capture quick wins

Assign sectoral owner to drive implementation

Write detailed implementation plans

Execute implementation plans and track progress (down to level of individual initiatives

Conduct annual evaluation ⚠

Conduct annual evaluation ⚠

Further enhance pathway (incl. non-energy action tracking) ⚠

Further enhance pathway ⚠

Further enhance pathway ⚠

Launch Energy Transition Office

Monitor advancements and provide quarterly updates

Formulate a project pipeline

Frame investment case at project level

Frame opportunity for government within project pipeline

Actively seek private-sector investment for project pipeline

Prioritize quick win solutions that can help debottleneck new value chain development

Assign owners to new value chains (H_2, CCS, etc.)

Compile a list of no regret actions and necessary steps for each new value chain

Draft comprehensive execution strategies for every new value chain

Act on no-regret moves within trade-offs

Consistently monitor signposts to ascertain if new fuels or technologies are financially viable

Journey to COP 28 & 29

Dec'23	Present Kenya Energy Transition & Investment Plan at at **COP 28**
Dec '23	Establish and Strengthen Energy Transition Office
'24	Develop sectoral level implementation plans + new value chains
June '24	Develop project funnel and investor engagement at **SEforALL Global Forum** and beyond
Nov '24	Present concrete projects for investors at COP 29

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