

REPORT ON AIR POLLUTION FOR THE PUBLIC TRANSPORT OPERATORS IN NAIROBI HELD ON 27TH MARCH 2025 FROM 8; 00AM TO 1; 00PM AT THE MERIDIAN HOTEL, NAIROBI KENYA

1. Executive Summary

This report provides an overview of the successful inaugural workshop conducted on 27TH March 2025 in Nairobi, focusing on air pollution in the public transport sector. The workshop aimed to educate and engage public transport operators on best practices to reduce emissions and improve air quality. The event was attended by thirty nine (39) participants that included: Nairobi City County Government representatives, Clean Air Fund representative, Kusudi Communication Trust representatives, Matatu Workers Union (MWU) representatives, Long Distance Drivers and Conductors Association of Kenya (LODCA) representative, PSV Business Membership Corporation of Kenya (PBMCK) representative, Boda Boda Association of Kenya (BAK) representative, Academia, Matatu drivers, Conductors, Fleet manager, Boda Boda riders and a representative from SDI Kenya.

2. Workshop Objectives

The workshop aimed to:

- Increase awareness of the impact of vehicular emissions on the environment and health.
- Educate transport operators on the need for best driving practices, fuel efficiency, proper vehicle maintenance, and adoption of alternative energy sources/technologies for example transitioning to e-mobility.
- Advocate for behavioral change and taking of personal responsibility among operators in matters air (vehicular) pollution. Come up with air pollution ambassadors
- Engage stakeholders in discussions on regulatory framework and policies touching on vehicular air pollution in Kenya
- Discussing the opportunities and available incentives for reducing air pollution in the public transport sector.

3. Workshop Implementation

3.1 Date and Venue

- Date: 27/03/2025

- Venue: Meridian Hotel, by Best Western PLUS, off Moi Avenue, Nairobi CBD
- Duration: 8:00 AM TO 1:00 pm (5 hours)

3.2 Participants

- Total attendees: Thirty Nine (39)
- Categories: Matatu drivers, conductors, Boda Boda Riders, Fleet manager, Public Transport Association representative, Matatu Workers Union, Academia, Government and NGOs.

3.3 Key Topics Covered

- **General Awareness and Understand Air Pollution in the Public Transport Sector**
The objective under this session was to have an overview of air pollution with a bias in vehicular air pollution, sources and implications.
- **Regulatory and Policy Framework**

The objective was to highlight the various legal frameworks on air pollution with an emphasis on vehicular pollution.
- **Advocacy campaign**
The objective of this session was to call the operators to action and be air pollution ambassadors in the public transport sector. This session also made the operators appreciate the opportunity cost in compliance to air pollution standards.

3.4 Speakers and Facilitators

- **General Awareness and Understand Air Pollution in the Public Transport Sector**
Ms. Eunice Karimi – A development researcher at the Institute for Development Studies (IDS), University of Nairobi. Her interest includes inter-linkages of development and climate change, democracy and governance, and social inclusion.
- **Regulatory and Policy Framework**

Ms. Mary Mukoma – Advocate of the High Court of Kenya. She is the Lead Counsel, Mukoma & Associates Advocates

- **Advocacy campaign**

Mr. Charles Aholi – A Lawyer, with more than 10 years' work experience in championing for sustainable public transport in Kenya. He is the Founder and Executive Director, NAPTA

3.5 Workshop Methodology

- Presentations and expert talks
- Questions and Answers sessions
- Feedback and commitment pledges from participants

4. Outcomes and Impact

4.1 Key Learning's

- Participants gained knowledge of air pollution sources and mitigation strategies
- Operators expressed interest in implementing measures to reduce vehicular air pollution and be air pollution ambassadors in the public transport sector
- Increased awareness of government policies and available incentives

4.2 Call to action by Participants

- Regular vehicle maintenance to reduce emissions
- Exploring alternative fuels and energy sources for example adoption electric vehicles
- Advocacy for cleaner air within their circles and communities.

4.3 Challenges Identified

- Limited knowledge and access to cleaner vehicle technology alternatives
- Financial constraints for regular maintenance and fuel alternatives
- Reservations to change due to entrenched Matatu culture and industry practices.

5. Recommendations from the participants

- Continued engagement and refresher training sessions
- Advocacy for government support and building the capacity of public transport operators through policy incentives and financing options especially on fleet renewal
- Monitoring and evaluation of behavior change among transport operators

- Development of educational materials for wider distribution. There is need to breakdown the air pollution subject if possible to even local dialects for ease of understanding
- It is high time air pollution statistics and data are correlated with real life implications stories for example on health cases. This will easily trigger compliance
- The public transport sector predominantly has a gap in enforcement of policies due to corruption as the sector is cash based
- The idea of public transport Sacco's was to help operators self-regulate. But for accountability purposes, the regulator and government agencies need to be proactive in ensuring compliance
- There is overlapping roles of the government agencies and this needs to be addressed in order to ensure compliance on air pollution policies and standards
- There is need to increase vehicular emission testing centers, digitize the test removing any human interaction. This will curb corruption and also enhance efficiency. The same way KENHA has virtual weigh bridges, we can have virtual emission testing points and the offenders to be getting automatic violation tickets
- The government needs to further subsidize taxation on imported electric vehicles to encourage as many operators to transition to electric vehicles. There is also need for the government to encourage local assemble of electric vehicles through tax breaks to potential investors, this will help in meeting the current high demand which the existing assemblers are unable to meet
- The government needs to prioritize air pollution as a key contributor to reduction of GDP with a nexus to health implications and human resource productivity
- There is need to incentivize operators with well managed and maintained fleet through say subsidized county seasonal tickets
- Research and academia – publicize data on air pollution to inform decision by government
- County government – encourage non-motorized transport as a way of reducing vehicular pollution by building the relevant supporting infrastructure
- Breathe cities is a good initiative and the same should be extended if not nationally but to other major cities especially Mombasa and Kisumu.

Conclusion

The workshop was a success, achieving its objective of educating public transport operators on vehicular air pollution. With continued support, these efforts can significantly contribute to cleaner air and a healthier environment in Nairobi.

Appendices

- Workshop Programme (**attached**)
- List of Participants (**attached**)

- Photos from the Event (**attached**)
- Video summary highlighting the workshop (**kindly visit below link**)

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