

NS-211 - Bus Rapid Transit in Kigali (with linkage to non-motorized transport)

Rwanda

NAMA Seeking Support for Preparation

A Overview

A.1 Party

Rwanda

A.2 Title of Mitigation Action

Bus Rapid Transit in Kigali (with linkage to non-motorized transport)

A.3 Description of mitigation action

The NAMA is planned to be implemented through the design, construction, implementation, and operation of an efficient bus rapid transit (BRT) system for the city of Kigali.

The key direct mitigation actions include the switch to low emissions, high efficiency transport modes, higher fuel and emissions standards for new vehicles, low sulphur diesel regulations, fleet renewal and scrappage regulations and emissions compliance certification and inspection. In addition the NAMA will include supportive actions like BRT main bus corridors, standardized route optimization, dedicated “rush hour” bus lanes and integration with rural and inter-city bus routes.

Emission Reductions:

These mitigation actions result in significant, meaningful and measureable reductions in GHG emissions while concomitantly supporting Rwanda’s national development and poverty reduction policies and strategic visions and goals. Initial emission reduction estimations foresee a total mitigation potential of approx. over 1.26 million tCO₂e for the period 2016 to 2030.

Sustainable Development Benefits:

This NAMA is fully supportive of the Republic of Rwanda’s earnest and active policies and efforts in terms of poverty reduction, private sector economic growth, green growth and resilience strategies, and improving the quality of life of all citizens. Significant sustainable co-benefits of the NAMA include:

- Quality of life improvements through reductions in traffic congestion, air particulate emissions, noise levels, traffic accidents and fatalities,
- Improved access to public transport for poor and handicapped,
- Reduce household transport costs and time demands,
- Contribute to environmentally friendly green zones, and increase the use of non-motorized transport,

- Increase universal access to essential goods and services,
- Increase mobility for the job market.

Private Sector Participation:

Under this NAMA and the resulting agreement reached by the Inter-ministerial Coordinating Committee, and regulated via the Rwanda Utilities Regulatory Authority and the City of Kigali, private sector companies are expected to operate the Kigali BRT system via service contracts with individual companies or cooperatives, effectively under a Public Private Partnership (PPP) model.

A.4 Sector

<input type="checkbox"/> Energy supply	<input checked="" type="checkbox"/> Transport and its Infrastructure
<input type="checkbox"/> Residential and Commercial buildings	<input type="checkbox"/> Industry
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Forestry
<input type="checkbox"/> Waste management	

Other

A.5 Technology

<input type="checkbox"/> Bioenergy	<input type="checkbox"/> Cleaner fuels
<input type="checkbox"/> Energy Efficiency	<input type="checkbox"/> Geothermal Energy
<input type="checkbox"/> Hydropower	<input type="checkbox"/> Solar Energy
<input type="checkbox"/> Wind Energy	<input type="checkbox"/> Ocean Energy
<input type="checkbox"/> Carbon Capture and Storage	<input type="checkbox"/> Low till / No till
<input type="checkbox"/> Land fill gas collection	

Other Fuel efficient vehicles an

A.6 Type of action

<input type="checkbox"/> National/ Sectoral goal	<input type="checkbox"/> Project: Investment in machinery
<input type="checkbox"/> Strategy	<input checked="" type="checkbox"/> Project: Investment in infrastructure
<input checked="" type="checkbox"/> National/Sectoral policy or program	<input type="checkbox"/> Project : other

Other

A.7 Greenhouse gases covered by the action

<input checked="" type="checkbox"/> CO2	<input checked="" type="checkbox"/> CH4
<input checked="" type="checkbox"/> N2O	<input type="checkbox"/> HFCs
<input type="checkbox"/> PFCs	<input type="checkbox"/> SF6

Other

B National Implementing Entity

B.1.0	Name	Rwanda Ministry of Infrastructure (MININFRA)
B.1.1	Contact Person 1	Mrs Mireille UWERA
B.1.2	Address	KG 7 Ave; P.O.Box: 24 Kigali; Rwanda
B.1.3	Phone	+250788509527
B.1.4	Email	mireille.uwera@mininfra.gov.rw
B.1.5	Contact Person 2	Mr. Jean Claude MUTABAZI
B.1.6	Address	
B.1.7	Phone	+250786111181
B.1.8	Email	jclaud.mutabazi@mininfra.gov.rw
B.1.9	Contact Person 3	
B.1.10	Address	

- B.1.11 Phone
- B.1.12 Email
- B.1.13 Comments

C Expected timeframe for the preparation of the mitigation action

C.1 Number of months for completion 18

D Currency

D.1 Used Currency

AED

Conversion to USD: 1

E Cost

E.1.1 Estimated full cost of preparation 520000

E.1.2 Comments on full cost of preparation

The full costs of preparation covers a comprehensive feasibility study (including technical, financial and institutional feasibility assessment) for the mitigation actions of BRT, the preparation of the full NAMA Design Document and institutional level capacity development support.

Note that the Climate Change Focal Point (Rwanda Environmental Management Authority) and the National Implementing Entities will provide in-kind programme management, institutional coordination, and procurement services during the preparation phase of the NAMA. This in-kind contribution is not included in the estimated full cost of preparation.

F Support required to prepare the mitigation action

F.1.1 Amount of Financial support 430000

F.1.2 Type of required Financial support

- | | |
|---|---|
| <input checked="" type="checkbox"/> Grant | <input type="checkbox"/> Guarantee |
| <input type="checkbox"/> Loan (sovereign) | <input type="checkbox"/> Equity |
| <input type="checkbox"/> Loan (Private) | <input type="checkbox"/> Carbon finance |
| <input type="checkbox"/> Concessional loan | |
| <input type="checkbox"/> Other <input type="text"/> | |

F.1.3 Comments on Financial support

Preparation of NAMA Design Document
This consists of the activities and cost of full NAMA design and its documentation, including the institutional framework, implementation planning, baseline determination and emission mitigation calculations, financial structuring, support required, and MRV system design and management. (USD 170,000)

Full Feasibility Study:
The full feasibility study will focus on a comprehensive technical, financial and institutional feasibility assessment for the measures described for BRT under the NAMA.
(USD 260,000)

F.2.1 Amount of Technical support
 F.2.2 Comments on Technical support
 F.3.1 Amount of capacity building support
 F.3.2 Type of required capacity building support
 F.3.3 Comments on Capacity Building support
 F.4 Financial support required
 F.5 Technological support required
 F.6 Capacity support required

90000

<input type="checkbox"/>	Individual level
<input checked="" type="checkbox"/>	Institutional level
<input type="checkbox"/>	Systemic level
<input type="checkbox"/>	Other <input type="text"/>

Workshop for institutional capacity building for climate finance and financial structuring in priority sectors of NAMAs seeking support for implementation. Focus is on meeting general international requirements, and specific requirements of selected support facilities. (USD 45,000)
 Workshop for institutional capacity building for MRV systems and their structuring in priority sectors of NAMAs seeking support for implementation. Focus is on the institutional framework for MRV and the tracking of mitigation actions, finance and sustainable benefits in a performance based methodology. (USD 45,000)

G Relevant National Policies strategies, plans and programmes and/or other mitigation action

G.1 Relevant National Policies

The planned NAMA is in line with relevant national policies, which are as follows:
 A) Key policy linkage to the national Green Growth and Climate Resilience strategy with a focus on low carbon development to 2020 and a vision for 2050. The key linking programmes are:
 - Programme 9: Efficient Resilient Transport Systems: Action 1: Improving the efficiency of ICE Vehicles (key indicator = Reduction in emissions per km); Action 3: Investment in infrastructure (key indicator = % km per mode); Action 4: Developing efficient operational systems (key indicator = Reduction in emissions per km)
 - Programme 10: Low Carbon Urban Systems: Action 2: Integrated Multi-mode Urban Transport (key indicator = % Passenger Km by mode).
 b) Rwanda's updated Vision 2020
 c) Economic Development and Poverty Reduction Strategy II (EDPRS II)
 In addition the NAMA is in line and considers the sectoral policies "The Public Transport Policy and Strategy (PTPS)", the "Kigali City: Transportation Master Plan Report".

G.2 Link to other NAMAs

H Attachments

H Attachments
 H.1 Attachment description
 H.2 File

Title Description

I Support received

I.1 Outside the Registry
 I.2 Within the Registry

Support provided SupportType Amount Comment Date