



CLIMATE ACTION IN TRANSPORT & LOGISTICS NODE OF AGRICULTURE VALUE CHAINS

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INITIATIVE

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Lydia Kimani is an Agricultural Economist with certification in value chain analysis and has over 10 years experience in the agriculture sector. experience in the sector spanning the subjects of policy advocacy, private sector development- SME competitiveness, value chain analysis and resource management.

Presently, as a member of the Society of Crop Agribusiness Advisors, and represents SOCAA in various advocacy and public private dialogue platforms including several sector boards of the Kenya Private Sector Alliance-KEPSA To this end, she is a member of the Climate Smart Agriculture – Multistakeholder Platform where she sits in the Steering Committee as the private sector representative. In addition, she is a Co-Convener of the Climate Finance Thematic working group which seeks to create awareness to stakeholders on the availability, access and use of climate finance in the country towards strengthening adaptation and resilience building against climate change shocks.

In addition, she is a Council Member and the Treasurer of the International Relations Society of Kenya, IRSK. At IRSK, she seeks to ensure that the country's efforts in the Environment Diplomacy Pillar of Kenya's Foreign Policy serves to address the vulnerabilities that have resulted from climate change for stronger sustainable economic growth an

Presenter Bio



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Agriculture in Kenya

Background

Agriculture contributes 33% to GDP and provides over 70% employment to rural communities .

80% of production in the country is by smallholder farmers

Limited access to extension services.

It provides a livelihood for 12 million Kenyans through cultivation of crops, livestock rearing and fish farming

Over 80% of labour is provided by women

The bulk of produce is transported to the market

Crops comprise over 60% of total agricultural produce

A significant portion of the farming community falls in the bracket of the poor in the country

Agriculture is the leading sector in terms of GHG emissions at 43%

Transport services in Agriculture

- Transport contributes 15% to GDP
- Kenya serves as a transportation hub for the EAC region especially the landlocked countries.
- 70% -90 % of agricultural produce is transported on road. (World Bank 2015)
- There is a lack of incentives e.g for transport to commercialize new facilities. (ASTGS).
- 90% of international trade is through shipping – bulk commodity transport eg coffee, avocados.
- Domestic transportation of agricultural commodities is by road while exports is road, air and maritime.

Nexus of Agriculture & Transport in Climate Action

- Agriculture and transport are the top emitters of GHG in the country 43 %– NCCAP 2018-2022.
- Both are significant contributors to the economy in terms of GDP and hence emission reduction are a priority.
- Need for greater gender inclusion in both sectors – women’s capacity to leverage high value opportunities in both sectors
- Transportation both of inputs and produce to the market is one of the largest transaction cost in agricultural production

State of Play: Gender inclusion - Transport Services in Agriculture

- Women participate in low value activities in agricultural value chains =production
- Minimal participation in transportation
- Lack of information of the transition to low carbon transport solutions –e-mobility due to inadequate extension services
- Lack resources to invest in the e mobility opportunities presented by the govt policy direction – Ag financing is at 2% and women lack requisite collateral.
- Fragmented nature of smallholder production may be a serious challenge in transition to e mobility - lack of economies of scale

Conclusion & Way Forward

- Explore the use of frontier technologies eg Big Data analytics for planning & investment
- Leverage the incentive schemes in the proposed National Policy on Green Fiscal Framework to catalyze the uptake of e-mobility in the agriculture sector.
- Raise the profile of e-mobility as a green service for the agriculture sector and further green the agricultural supply chains.
- Promote the development of standards through KEBS and certification for e-mobility to increase uptake.
- COVID-19 pandemic has increased demand of delivery services for groceries = need to fasttrack adoption of e-mobility to reduce emissions.
- Ensure decision-making processes are inclusive –are designs for e bikes female friendly?
- Promote commercially oriented cooperative societies to leverage economies of scale in investing in e-mobility and for information sharing.
- Identify ways in which regional integration through AFCFTA can catalyze the uptake of e mobility in the EAC and the continent – transport is a prioritized under AFCFTA.

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