Transport: Heavy Vehicles - Hybrid

This lever controls the sub-levers listed in the table, and ambition levels are for the end year shown on the right-hand side.

In 2015 all of Kenya`s heavy vehicles were powered by fossil fuels (petrol or diesel) despite other lower carbon options, such as plug-in hybrid electric vehicles (PHEVs), being technically feasible.
PHEVs are primarily fuelled by a battery which is charged in the same way as in a standard EV, however they also have a secondary power supply in the form of an internal combustion engine (ICE) (fuelled by fossil fuel or biofuel) which can power the vehicle (or re-charge the battery) when the battery runs out of charge. This gives the vehicle a greater range and hence higher flexibility.
However, the ICE means it does not have zero emissions at the tail pipe if the ICE is fuelled by fossil fuel.

Key interactions
Low-carbon electricity must be generated to maximize emissions savings from electrified transport.

Level 1
Efforts to increase uptake of PHEVs are abandoned and the share remains at current levels.

Level 2
1% of articulated HGVs and 20% of buses are hybrid.

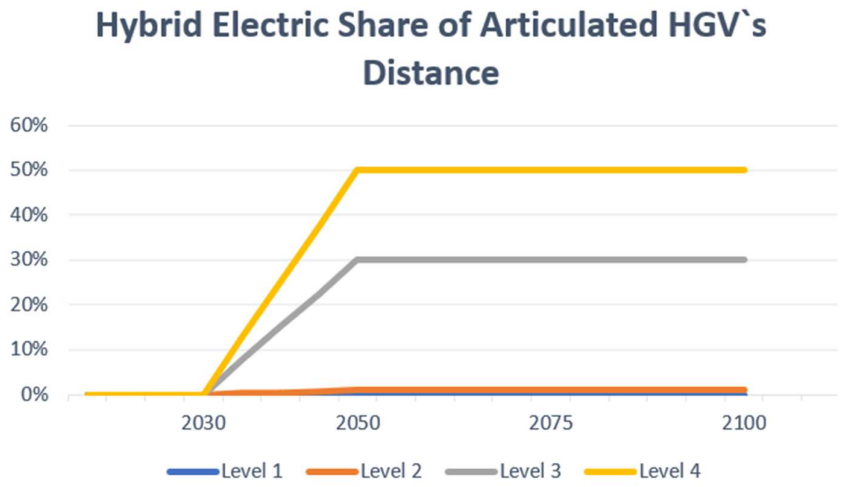
Level 3
30% of articulated HGVs and buses are hybrid.

Level 4

50% of articulated HGVs and buses are hybrid.

Default Timing Start year: 2020, End year: 2050

Sub-Lever	Units	2015	Level 1	Level 2	Level 3	Level 4
HGV Articulated	share	0.0	0	0.01	0.3	0.5
Bus	share	0.0	0	0.2	0.3	0.5



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