E-Mobility Carbon Credit Program in Rwanda

EcoSecurities

LOCAL STAKEHOLDER CONSULTATION

17/04/2026

Why are we here today?

The Program envisions future certification by the Verified Carbon Standard (*VCS) Verra*. The Stakeholder Consultation process is carried out with the following objectives:

- ✓ Identify, engage, and consult stakeholders in a relevant way to discuss the Program and its Projects, and estimated results;
- ✓ Inform stakeholders about the Program and its Projects, and discuss potential impacts (positive and negative)
- ✓ Establish a continuous engagement process for stakeholders to provide input on the Program and its Projects during the entire lifetime of the Program.

Agenda

1. Introduction of entities involved
2. Introduction to Climate Change and Carbon Markets
3. Program and Projects information: objective, technology, scale, location, duration and implementation plan
4. Positive impacts and contributions to the Sustainable Development Goals (SDGs)
5. Potential negative impacts and the mitigation measures (safeguards)
6. Options for the Continuous Input and Grievance Mechanism
7. Questions and answers round
8. Next steps and contact details

Introduction of Entities Involved

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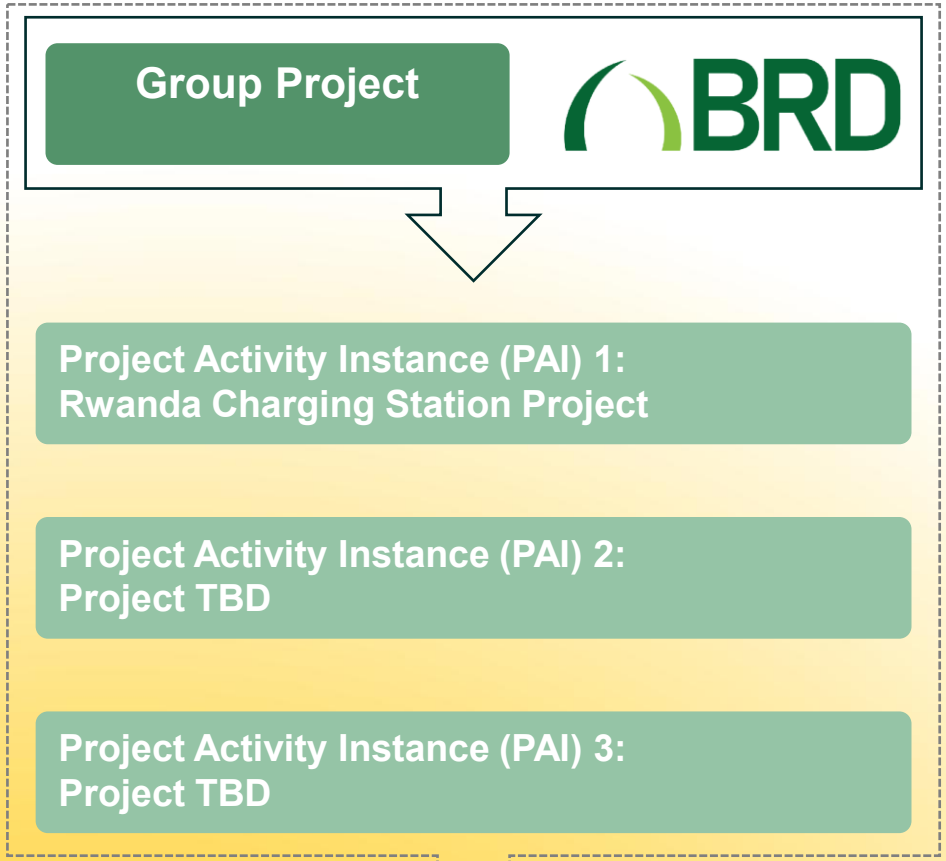
Entities Involved



Coordinating and Managing Entity (CME): Entity responsible for communicating with Verra on all matters related to a grouped project and associated activities.
The **Development Bank of Rwanda** is the CME for the **Rwanda E-Mobility Programme** .

Project Activity Instance (PAI)) implementer: The entity in charge of managing and operating an individual VPA under the Group Project.

For PAI1, the Implementer is EVPlugin Emobility Solutions Ltd (EVP), a leader in electric vehicles (EV) super-fast charging in Rwanda

The other PAIs have not been confirmed and will be added at a later stage to the Group Project

EcoSecurities

Carbon Advisor: Entity responsible for conducting and overseeing all activities related to the Carbon Project certification. EcoSecurities is a global climate solutions company with over three decades of expertise.

Introduction to Climate Change and Carbon Markets

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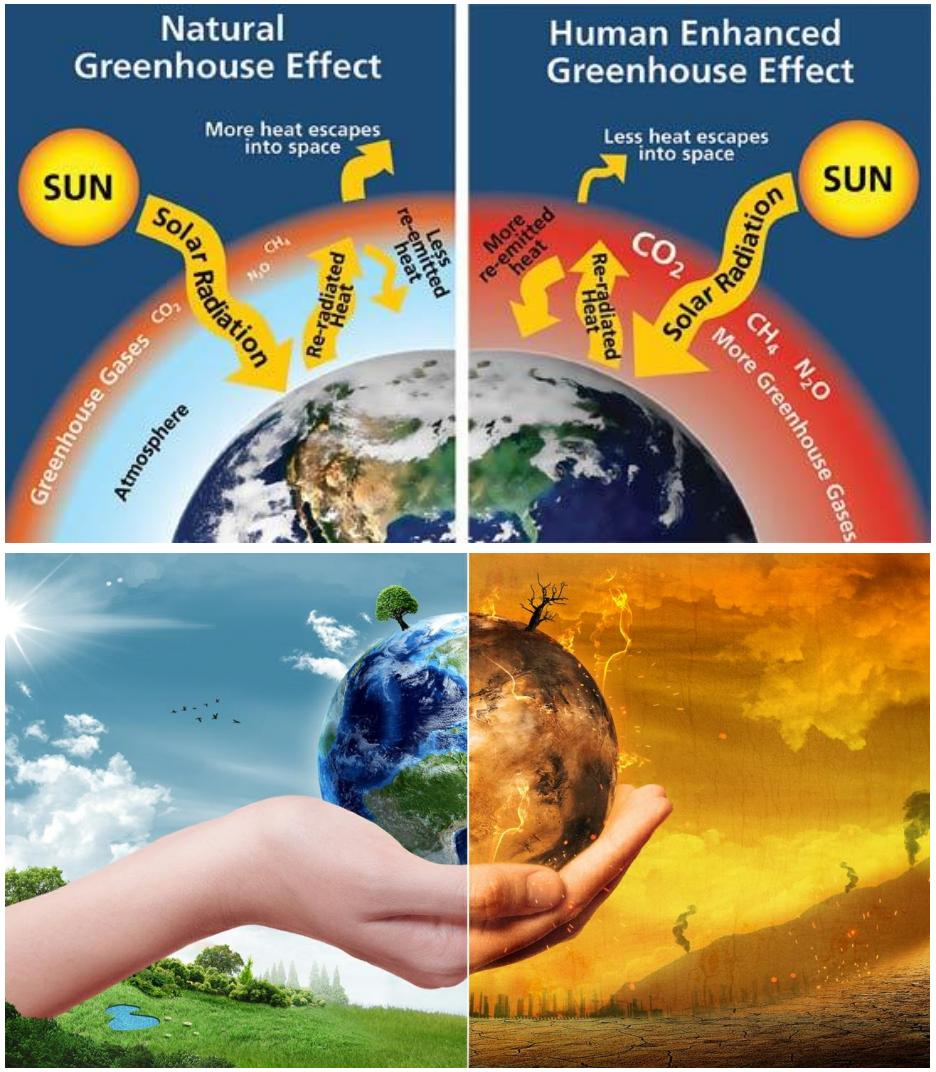
What is Climate Change?



- Due to human-enhanced greenhouse gas effect, i.e. CO_2, CH_4, N_2O
- Cause warmer temperatures on earth's surface
- Impact: Flood, drought, sea-level rise, etc.

Carbon Projects Overview

- Activity that reduces or removes Green House Gas (GHG) emissions and generates carbon credits which represent a reduction or removal of a specific amount of CO_2 or equivalent GHGs
- Carbon project is registered under the recognized **Carbon Standard Registry**; such as VERRA
- Is a form of one of many efforts to tackle Climate Change issues

Carbon Project Cycle:

Feasibility Study

Identification of potential emission reduction activity

Registration of Credits

Registration of emission reduction activity at Carbon Standard

Issuance of Credits

Verification and Certification of actual emission reduction

Carbon Credits Market

Market sales process for certified emission reduction

6- 12 months | **12-15 months** | **12-15 months**

Program and Projects Information

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National Context

- Over the last decade, Rwanda's transport sector has played a significant role in supporting economic progress.
- Going forward, the nation's transport system will be developed with increased emphasis on poverty alleviation, safety, and environmental improvement.
- Environmental sustainability has become the core of the GoR's transport policies.
- The Government is committed to developing green transport solutions such as promotion of public transport and non-motorised transport options as well as **introduction of electric mobility**, in an attempt to reduce GHG emissions

Source: NATIONAL TRANSPORT POLICY AND STRATEGY FOR RWANDA

National Context

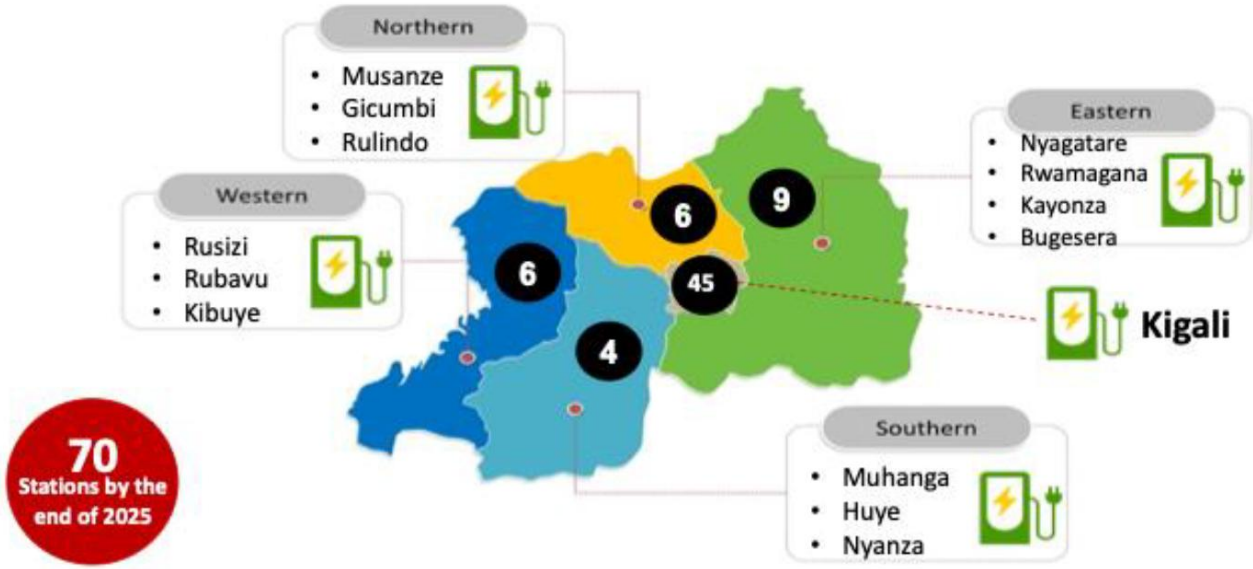
Measures	Timeline			Line ministry (implementing entities)	Funding estimates 2025-2035	Adaptation benefits	Alignment with SDGs
	2015-2025	2025-2030	2030-2035				
Modal shift A wide range of measures, including bus rapid transport (BRT) projects, bus lanes, non-motorised transport (NMT) lanes, and other modal shift projects, are contained in the Transport Sector Strategic Plan.	✔	✔	✔	MININFRA (RTDA, RURA, CoK, transport operators)	497 million USD (including range of BRT and NMT measures across urban areas).	Increased resilience of transport infrastructure. Improved health and reduction of harmful pollutants, enhacing resilience of population to disease and adverse climate impacts.	
Electric Vehicles (EVs) and hybrids The e-mobility programme plans to phase in the adoption of electric buses, passenger vehicles (cars), and motorcycles from 2020 onwards, with a target of 70% of new vehicle registrations being EVs by 2035. This will result in displaced conventional vehicle sales, transport fuel imports, and associated GHG emissions.	✔	✔	✔	MININFRA (RTDA, REMA, RURA, CoK, transport operators)	Incremental costs of EVs and nation-wide charging infrastructure est. 418 million USD.	Reduction of harmful pollutants, enhancing resilience of population to disease and adverse climate impacts.	

Source: Rwanda Updated NDC 2025
https://unfccc.int/sites/default/files/2025-11/Rwanda%20NDC3.0.pdf

Technical Description

Objective:

The aim is to generate high-integrity carbon credits through the implementation of an E-mobility activities carbon program that can secure carbon finance and monetize the eligible carbon credits through Article 6 engagement or CORSIA and VCM, while also building national institutional capacity, strengthening MRV systems, and informing Rwanda's long-term engagement strategy with international carbon markets.



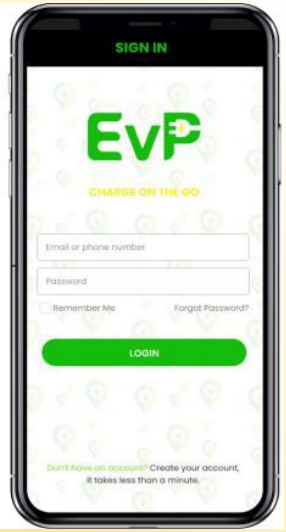
Parameters	Project Instance-1
Type of Activiy	Charging Stations
Location	National Deployment
Targeted users	16,000 e-motorcycle and 1,600 e-cars

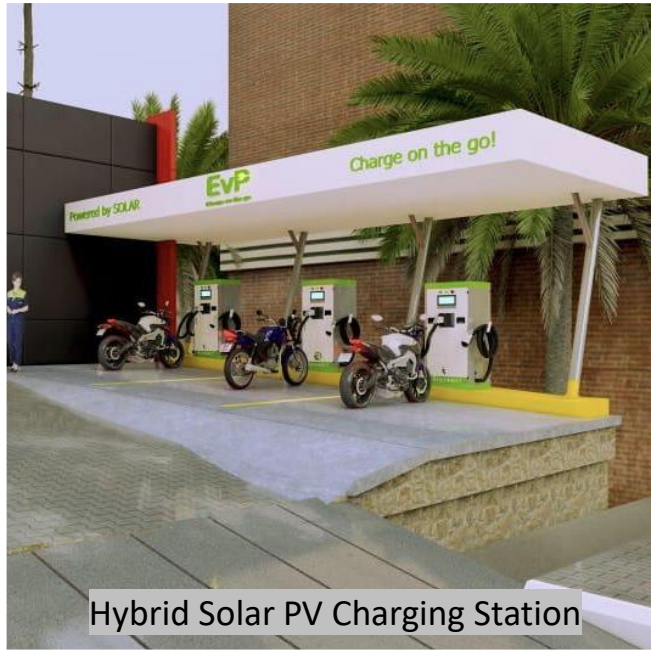
Technologies and Measures

E-Car Super Fast Charging

E-Motorcycle Super Fast Charging

Users APP





Hybrid Solar PV Charging Station

Implementation Plan

November-2025

First Local Stakeholder Consultation held

End-2025

Project Start Date

Q4-2026

Project Registered as Carbon Project

Q1-2027

Submission for Issuance Request

Positive impacts and contribution to the Sustainable Development Goals (SDGs)

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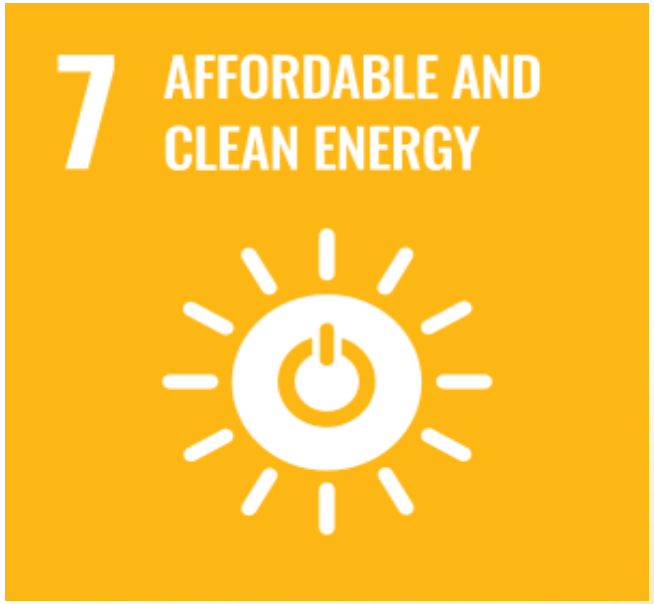
Benefits of the Projects

Reduce emissions coming from internal combustion engines (ICE) or conventional fossil fuel vehicles in Rwanda

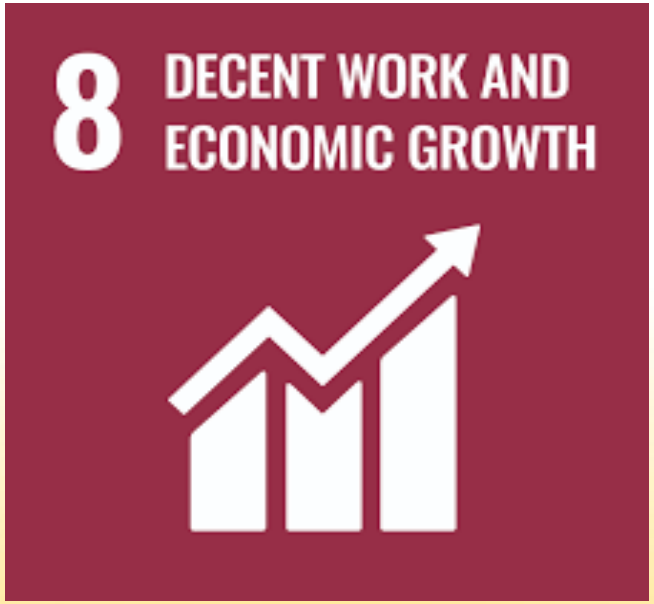
Contribute to air quality improvement in the area where the EVs are operating

Improve the livelihood of the community by reducing traffic-related air pollution (TRAP)

Encourage and increases the green investment in Rwanda



Encourage more shift from fossil fuel to electric vehicle which will use less energy compared to the internal combustion engine (ICE) or the conventional fossil fuel vehicles thus promoting the efficient use of energy.



Open job opportunity in the green transport sector which will support economic growth during construction and operation of the charging stations

Reduce greenhouse emission resulting from the use of the internal combustion engine (ICE) or conventional fossil-fuel vehicles prior to project implementation

Potential negative impacts and the mitigation measures (safeguards)

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Summary of Potential Risks

The identified risks for the Grouped Project and Project Activity Instances are:

- Stakeholders' rights related to emission reduction

  The Project Activity Instance will discuss and agree on the carbon right transfer agreement with the vehicle users to ensure voluntary participation.

- Labour rights

  The job creation by the operation of the charging station will ensure that it follows the local labour laws and regulations.

Options for the Continuous Input and Grievance Mechanism

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VCS Requirements

- Projects must establish formal mechanisms for input, feedback, and grievance handling from stakeholders.
- Physical meetings are required to discuss and agree upon methods for ongoing feedback and grievance management.
- A Continuous Input and Grievance Expression Process book must be available at an agreed location.
- The chosen mechanisms must be documented in the Stakeholder Consultation Report.
- Stakeholder comments, inputs, or concerns must be recorded, with acknowledgments sent to stakeholders unless comments are anonymous.
- Developers must keep stakeholders informed about actions taken regarding raised comments.

Proposed Measures for Continuous Input and Grievance Mechanism

- The project owners will put in place a formal continuous grievance mechanism so that stakeholders can share their feedback, suggestions, or concerns with the Projects during the entire period of its lifetime.
- The following channels will be made available by the Projects to guarantee an effective grievance mechanism:
  - A Continuous Input and Grievance Expression Process available at the Project site, i.e. Charging Stations
  - Contact by email and telephone to the CME:

    Email: a.muvunyi@brd.rw

    Phone: +250 784 642 754
- The developers will record and archive all comments received through the agreed means and will provide written feedback to the responsible authors, unless they are anonymous. They will also keep stakeholders informed about any changes made to the Projects as a result of received comments.

Questions and Answers

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Next Steps

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Next Steps

General Email: LSC@ecosecurities.com

Phone: +250784642754 (Mr. Ally Muvunyi Rutarindwa)
Website: https://ecosecurities.com/resources/

Address: Development Bank of Rwanda, KN 3 Ave, Kigali, Rwanda

Thank you for your attention

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BRD