Electric vehicles evs bissau

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Our research shows that 12 African countries demonstrate high readiness for EV adoption. These nations have shown promising progress in enabling policies, grid and charging infrastructure, and market conditions that support the transition to electric mobility.

In conclusion, while Africa faces unique challenges in EV adoption, several countries are making significant strides. The continent’s diverse landscape of EV readiness and potential impact underscores the need for tailored strategies and policies to drive the electric mobility revolution across Africa.

MJ (Thinus) Booysen serves on the expert working group assembled by NASAC and IAP to co-author a report on the Decarbonisation of Transport in Africa, which The Climate Works Foundation sponsored: bit.ly/decarbtransport.He receives funding from SANEDI, MTN South Africa, The World Bank, and the Western Cape Government.

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In sub-Saharan Africa, high levels of particulate matter (PM2.5) pollution from vehicle tailpipe emissions cause poor health, developmental stunting, and even death. Vehicle emissions also contribute to global warming.

We are specialist transport engineers whose research has focused on electric vehicles and road freight transport in sub-Saharan Africa. In our work we look at how electric vehicles could contribute to reducing emissions in the region, and what is standing in the way of electrifying transport.

The inability of countries to generate and distribute enough clean electricity is also a barrier to electrifying vehicles. Just over half of all electricity in the region comes from burning fossil fuels. Powering electric vehicles with electricity generated by burning fossil fuels wouldn"t necessarily reduce carbon emissions.

However, the rollout of electric motorcycles and small public transport vehicles has already begun. If all vehicles could be made locally, using clean energy, there would be tremendous economic benefits for the region.

Transitioning to electric mobility requires clean energy provision, which means investing in electricity infrastructure. Electric vehicle charging stations can be installed fast: South Africa already has a very high electric vehicle ratio of one charger for every five cars, compared to the UK at 1:20. But these charging stations must be able to deliver electricity when vehicles need it. They need reliable, renewable energy stored

in large battery systems to do so - and these large battery systems are still being developed.

In sub-Saharan Africa informal public transport moves about 72% of the region"s passengers. Freight moves goods in the absence of adequate rail. Electrifying these sectors needs careful planning.

Freight transport is a leading indicator for economic growth, and for economies to grow, freight transport must grow. This means that national and local governments must plan and invest in high powered, fast charging stations along transport routes. These must be able to charge different sizes and kinds of trucks. The freight industry cannot absorb these costs alone.

The transport sector must make the transition to electric mobility faster than the breakneck speed at which smartphones were adopted if it is to meet Net Zero - an end to carbon emissions - by 2050. Costly electrical and civil infrastructure (roads, minibus termini, truck stops, electricity distribution networks) will be needed - and soon.

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