



SOCIO ECONOMIC INDICATORS

Independence	1960
Area	475,442 km ² , 10 main Regions
Population	27.2 million (2021) – Urban: 58%
Population growth rate	2.6% (2021)
Life expectancy	61 years (2020)
Languages	Officials: French, English
Foreign direct investment, net inflows (% of GDP)	1.9% (2021)
GDP (current USD)	45.34 billion (2021)
GDP growth rate (annual)	3.6% (2021)
Human capital Index	0.4 (2020)
Inflation, consumer prices (annual)	2.3% (2021)
Poverty headcount ratio (at 2.25\$ a day)	25.7% (2014)
Forest area (% of land area):	43% (2020)

INSTITUTIONAL, STAKEHOLDERS & INITIATIVES

- Institutional framework**
 - Inexistent institutional framework related to e-Mobility
 - However, following institutions could be involved in the process to establish an institutional framework:
 - ✓ Ministry of Water Resources and Energy
 - ✓ Ministry of Mines, Industry and Technological Development
 - ✓ Ministry of Transports
 - ✓ Ministry of Scientific Research and Innovation
 - ✓ Ministry of Environment, Nature Protection and Sustainable Development
 - ✓ Ministry of Finance
 - ✓ Ministry of Youth Affairs and Civic Education
 - ✓ Ministry of Employment and Vocational Training
 - ✓ Urban and rural municipalities
- Private initiatives**
 - TOTAL Energies launched a pilot program "Greenrides", in partnership with Movin'On Lab Africa. Company has six electric vehicles and three recharge points in their petrol filling stations in Yaounde and Douala
 - Bollore Logistics introduced electric buses (called Blue bus) for the transportation of students inside the University of Yaounde I campus
 - Local entrepreneurs and Engineers design and manufacture prototypes of electric cars and motorcycles, since 2021
- Public initiatives**
 - Bus Rapid Transit (BRT). Ongoing projects in Yaounde and Douala

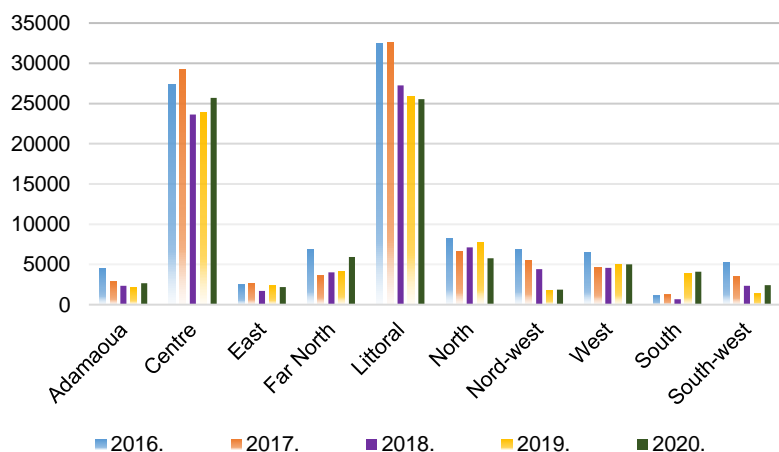
LEGAL AND REGULATORY FRAMEWORK

- Inexistent legal and regulatory framework related to e-mobility nor for the promotion of energy transition in general

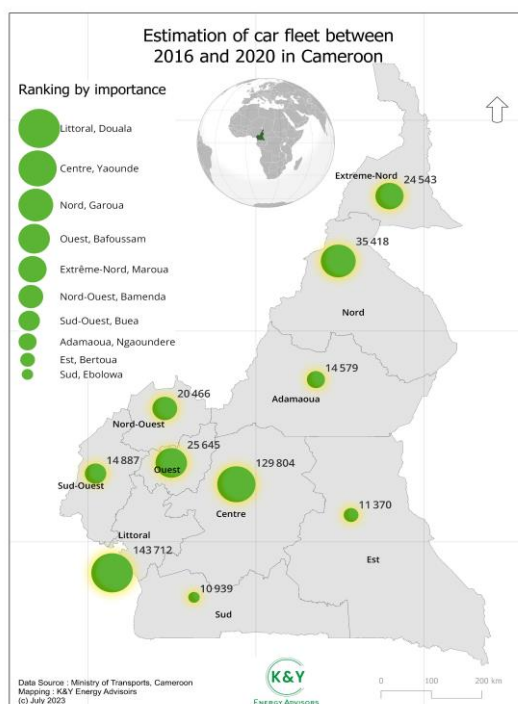
MAIN BARRIERS

- High customs duties and excise duties on electric vehicles, which make them two times more expensive than non-electric vehicles
- Lack of charging stations open to the public. At this moment the existing terminals are just used to charge Total Energies' pilot electric vehicles in Douala and Yaounde
- Inconsistent regulation on car importation allowing old cars to be easily imported
- Inconsistent and unreliable electricity provision with high disparities between urban and rural areas
- The Ministry of Transport does not yet have a specific HS code for electric vehicles, nor for swapable rechargeable batteries. Electric vehicles available are registered as fuel vehicles
- High cost of electric vehicles, making them unaffordable to the public
- Limited public awareness on electric vehicles
- Lack of legal and regulatory framework for electric mobility in Cameroon
- Inexistent incentives for the promotion of e-vehicles

ANALYSIS OF THE POTENTIAL – CARS



- Newly registered cars between 2016 and 2020: **431 363**
- Center and Littoral Regions represent more than **63%** of registered car fleet
- Increase rate of cars registered between 2018-2020: **4%**
- In reality, the car fleet included electric vehicles and hybrid vehicles; which are registered as fuel vehicles
- There is a huge potential for : (i) development of electric vehicles in Cameroon, starting by Yaounde and Douala; (ii) transitioning from fuel to electric cars



Data Source : Ministry of Transports, Cameroon
Mapping : K&Y Energy Advisors
(c) July 2023

