

CAMEROON







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

- 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

Institutional framework

- ✓ 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
- 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

Private initiatives

- 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 • Bus Rapid Transit (BRT). Ongoing projects in initiatives Yaounde and Douala

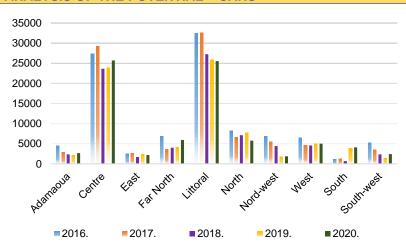
LEGAL AND REGULATORY FRAMEWORK

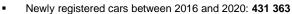
 Inexistent legal and regulatory framework related to emobility nor for the promotion of energy transition in general

MAIN BARRIERS

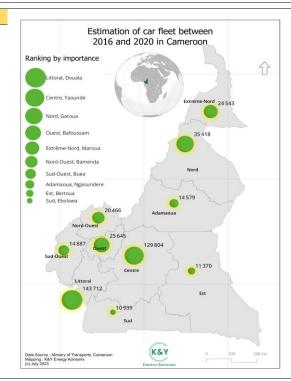
- High customs duties and excise duties on electric vehicles, which make them two times more expensive than nonelectric vehicles
- Lack of charging stations open to the public. At this moment the existing terminals are just used to charge Total Energies' pilot electric vehicles in Douala and Yaounde
- 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



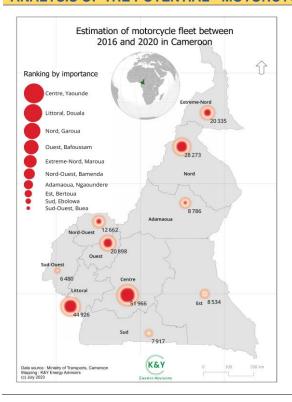


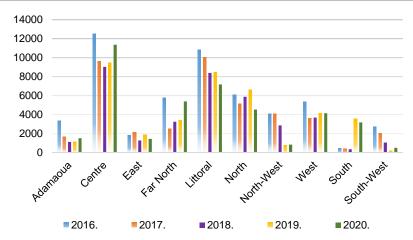
- Center and Littoral Regions represent more than 63% of registered car fleet
- Increase rate of cars registered between 2018-2020: 4%
- In reality, the car fleet included electric vehicles and hybrid vehicles; which are registered as fuel vehicles
- There is a huge potential for: (i) development of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





ANALYSIS OF THE POTENTIAL - MOTORCYCLES





- Newly registered motrorcycles between 2016 and 2020: 210 777
- Center and Littoral Regions represent 46% of motorcycles registered
- Increase rate of motorcycles registered between 2018-2020: 9%
- Two-wheelers are one of the main means of mobility for people in 2020: 40% in Douala and about 30% in Yaounde
- In reality, the motorcycle fleet is beyond the official figures. According to the mototaxis drivers corporation and the Urban Community, Douala counts between 70,000 to 100,000 active motorcycle taxis
- There is a huge potential for: (i) development of two-wheelers electric mobility in Cameroon, starting by Douala; (ii) transitioning from fuel to electric motorcyrcles.

WAYS FORWARD

- Set a legal and regulatory framework for e-mobility
- Improve electricity provision in rural and periurban areas using renewable energy
- Making electric vehicle taxes flexible. For instance, reduce excise taxes on electric vehicles from 40% to 5% or waive
- Agency of standards and quality (ANOR) should develop standards that apply to importation of electric vehicles
- Learn lessons from countries such as Kenya, Uganda, Liberia and Rwanda, to follow best practices for the development and integration of e-vehicles in Cameroon
- Create a platform / Association for electric mobility in Cameroon, including private sector companies and other stakeholders to initiate advocacies for the development and promotion of e-mobility.
- As Cameroon is ranking amongst 15 African countries ready for green mobility (Persistent, 2022), time has come to implement a pilot project on motorcycles, alongside of the pilot on electric cars ongoing with TotalEnergies.

Sources:

- ✓ AFRICA E-MOBILITY ALLIANCE
- ✓ CAMEROON TRIBUNE
- ✓ JEUNE AFRIQUE
- ✓ MINISTRY OF WATER RESOURCES AND ENERGY
- ✓ MINISTRY OF TRANSPORTS
- ✓ PERSISTENT
- ✓ URBAN MUNICIPALITY OF DOUALA
- ✓ URBAN MUNICIPALITY OF YAOUNDE
- ✓ WORLD BANK



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