

E-Mobility in Africa: Scenarios of implementing E-Mobility in Dakar SENEGAL



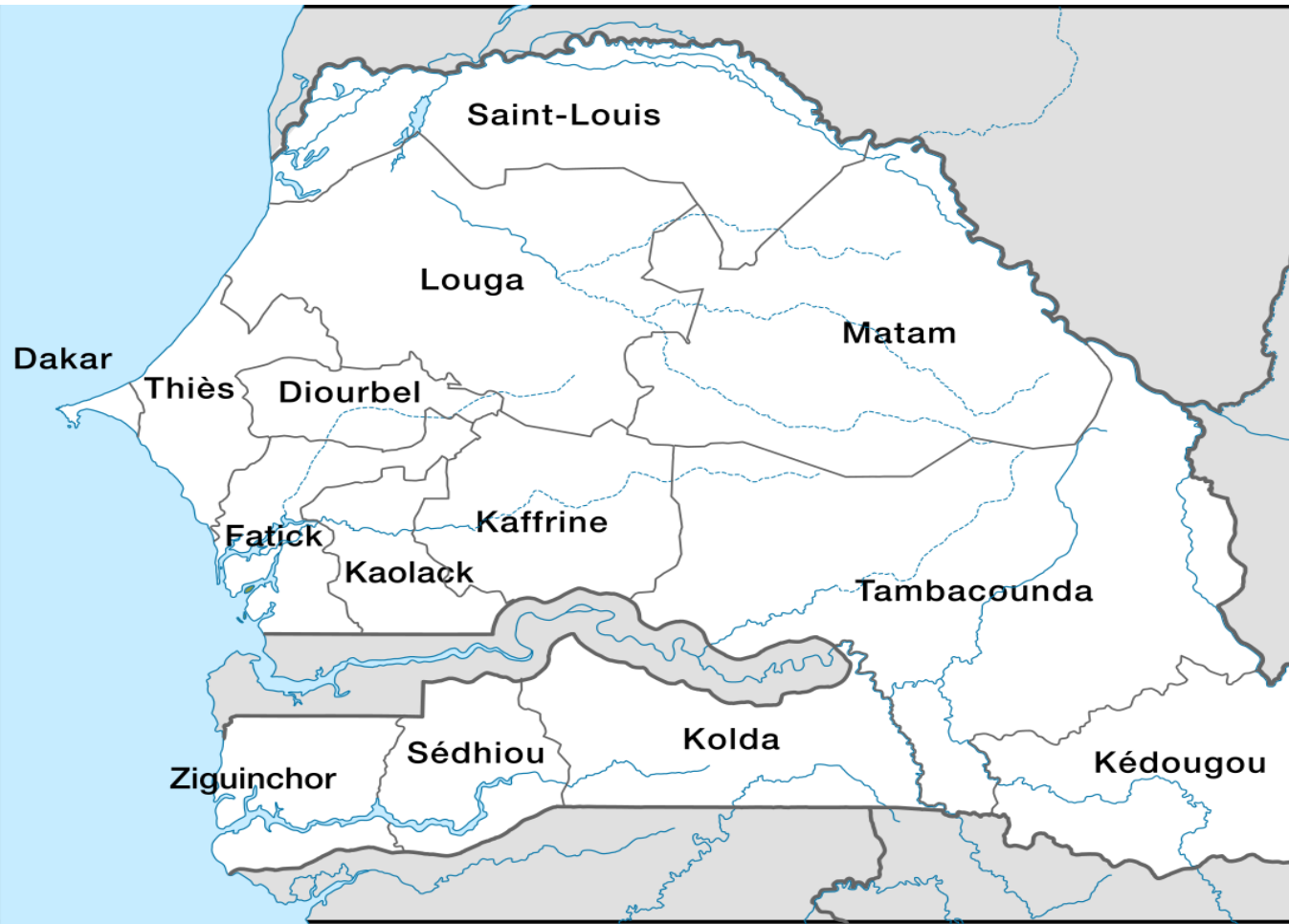
Abdourahmane Niang | MaJune 15th, 2018

Urban and Economic Situation

Dakar Map



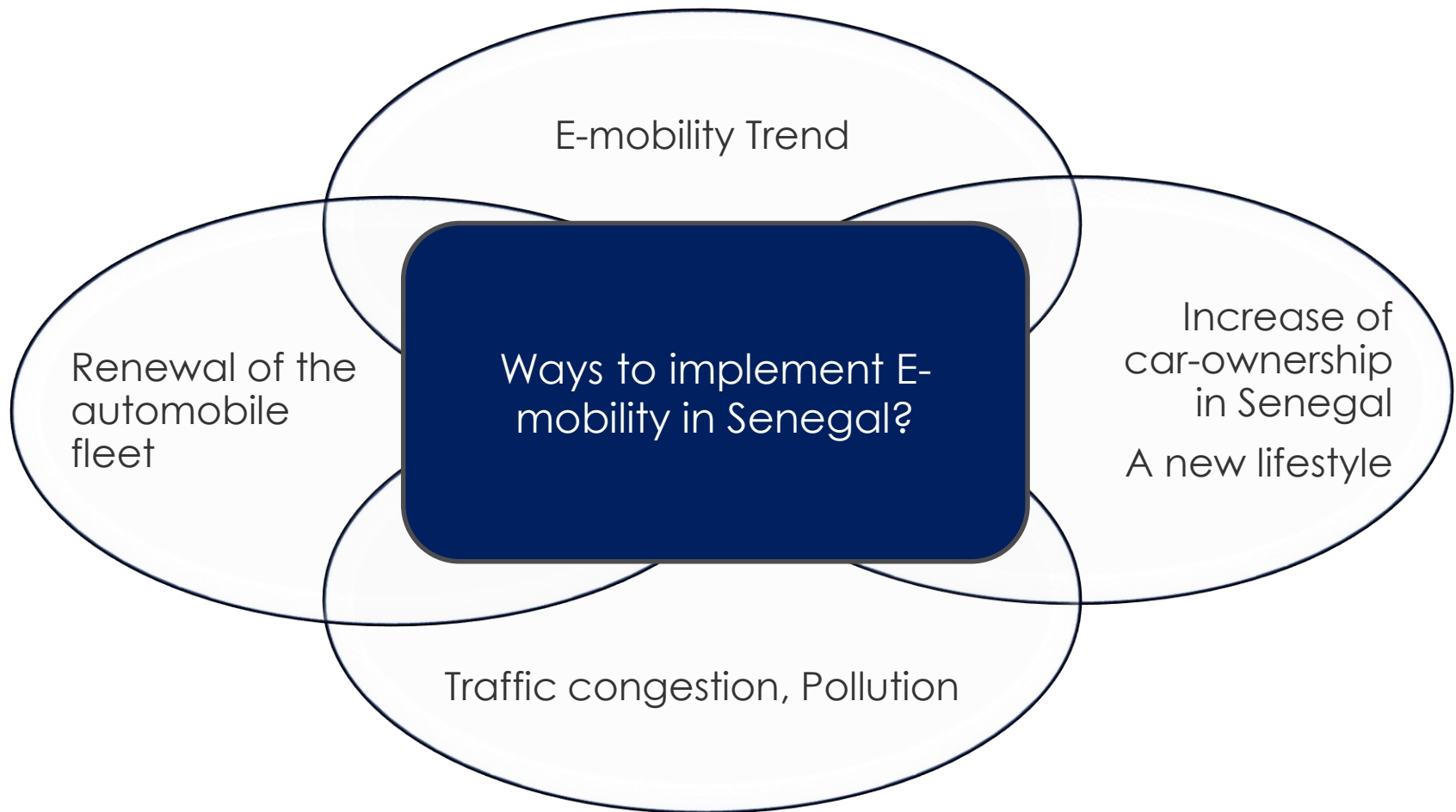
Senegal Map



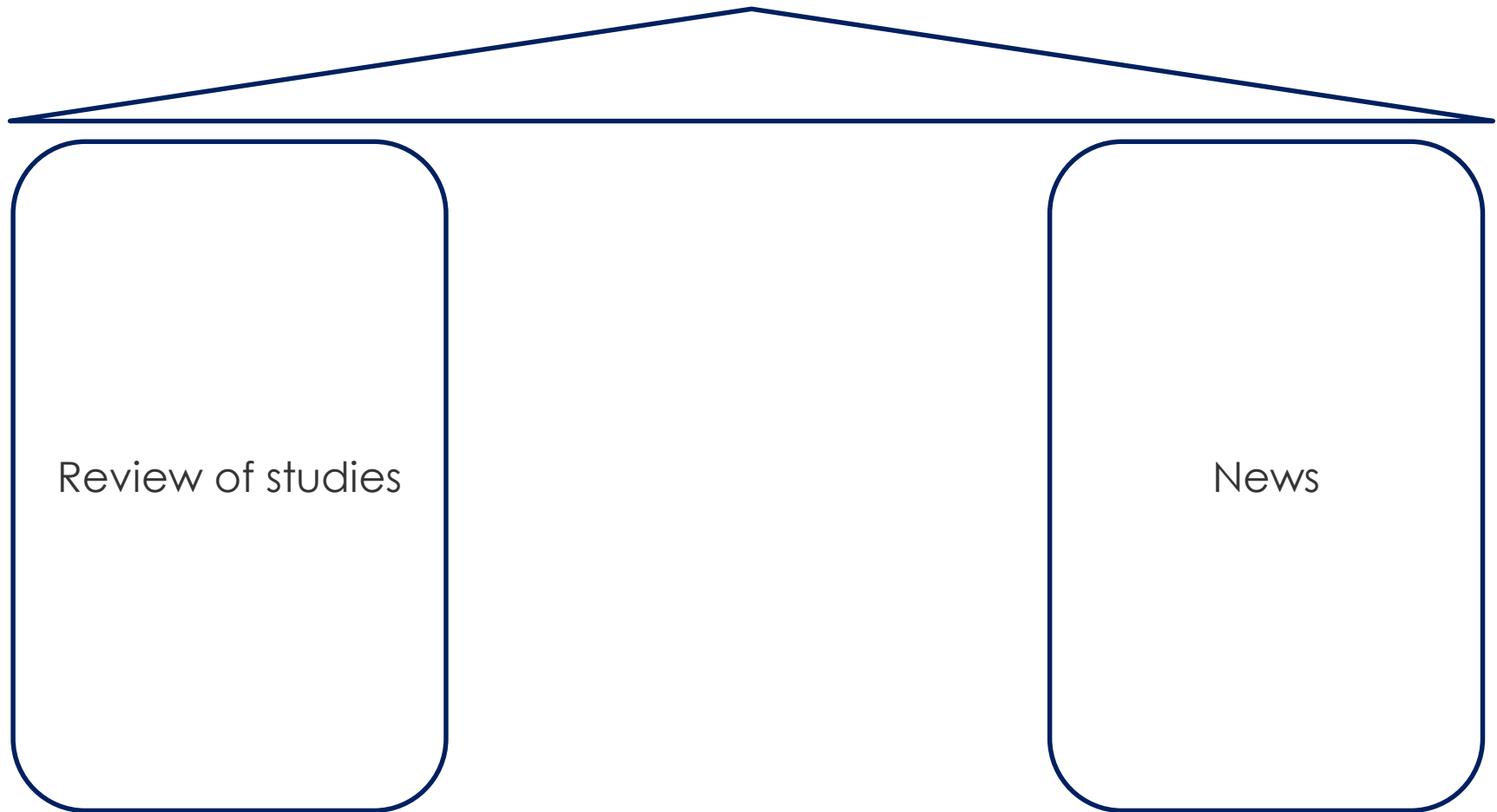
Agenda.

- 1) Research question
 - 2) Methodological approach
 - 3) Change of the transport system
 - 4) Modern Infrastructures
 - 5) The need to Integrate E-mobility in transport policies
 - 6) Challenges
 - 7) Turning challenges into opportunities.
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Research question.

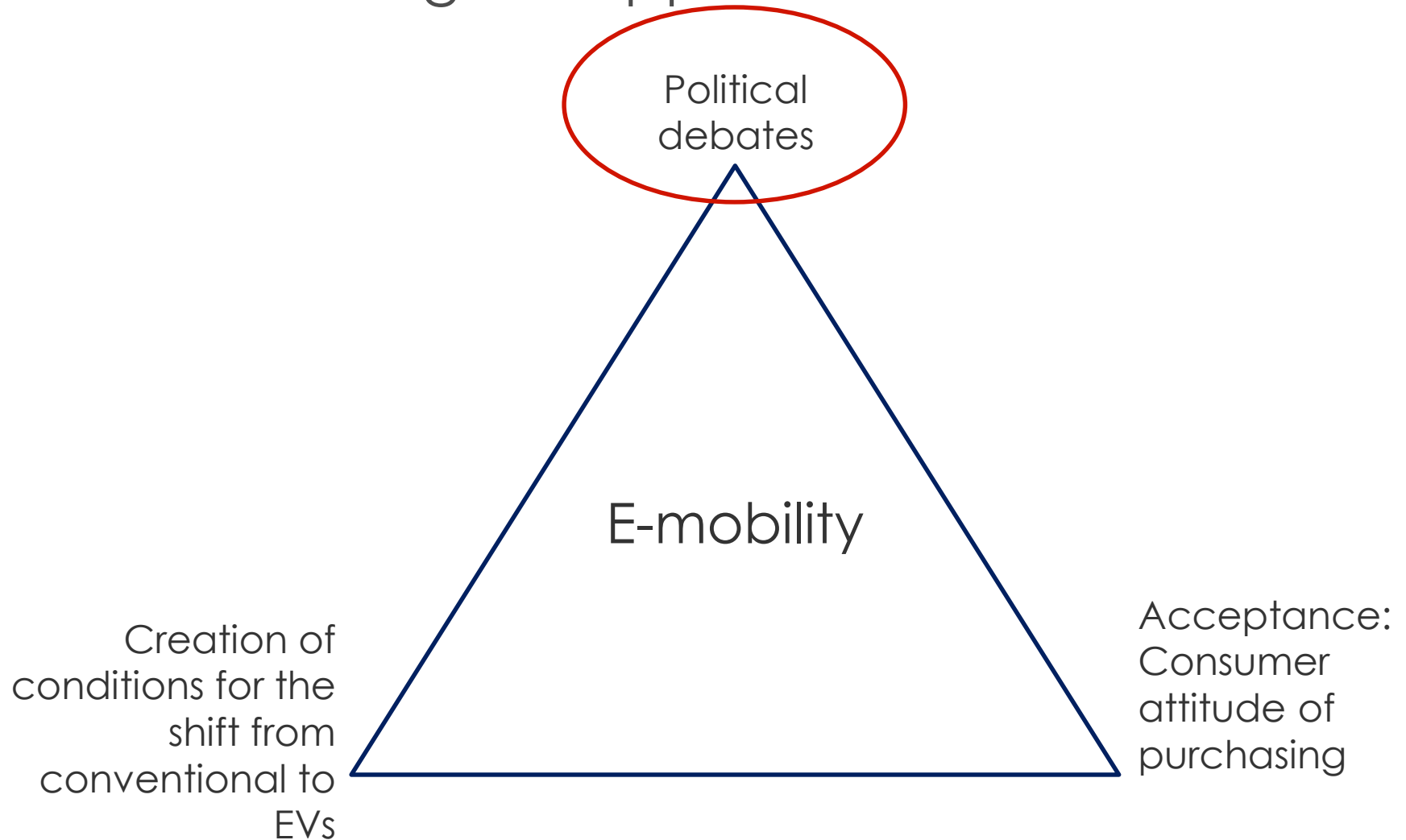


Methodological approach.



E-mobility review

Methodological approach.



The Existing informal modes of transport in Dakar

“Car Rapid



Ndiaga Ndiaye



AFTU minibus to formalize the system



The Bus called Dakar Dem Dikk

Under ancient regime



New Regim



Taxis –Renewal of fleet

Private



public-private partnership Taxis



Taxi – Renewal of the fleet

Taxi sisters



Taxi Sisters

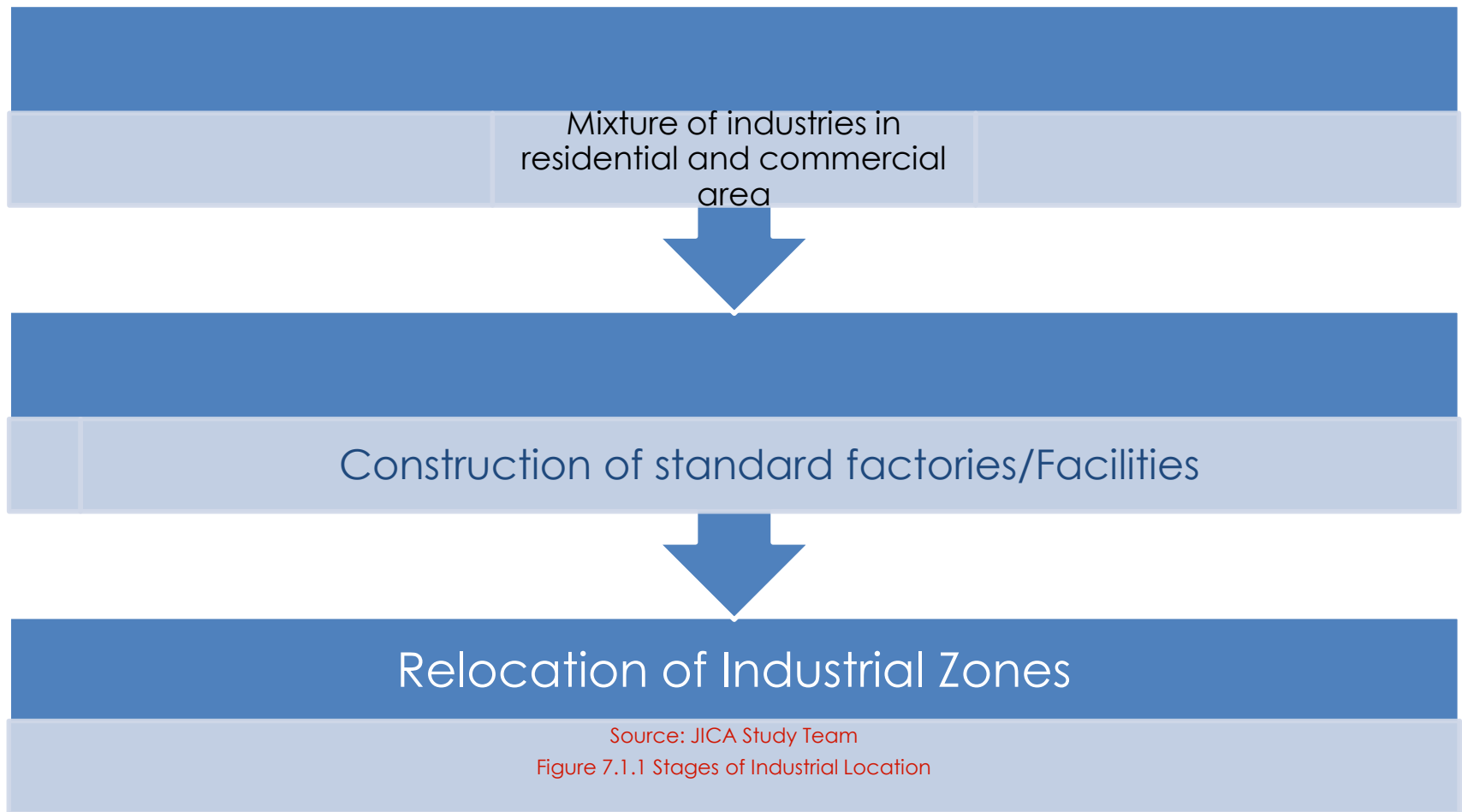


- The growing demand for individual mobility in Senegal, in particular in urban areas in Dakar, increases environmental pressures and authorities should develop innovative solutions.
- E-mobility has been identified in developed countries as one of the possible answer to the issues of mobility.
- At the transport level Senegal can through the program of renewing its automobile fleet start focusing on importing vehicles that meet the requirements for environmental friendly need such as E-buses, low-speed Evs, etc.

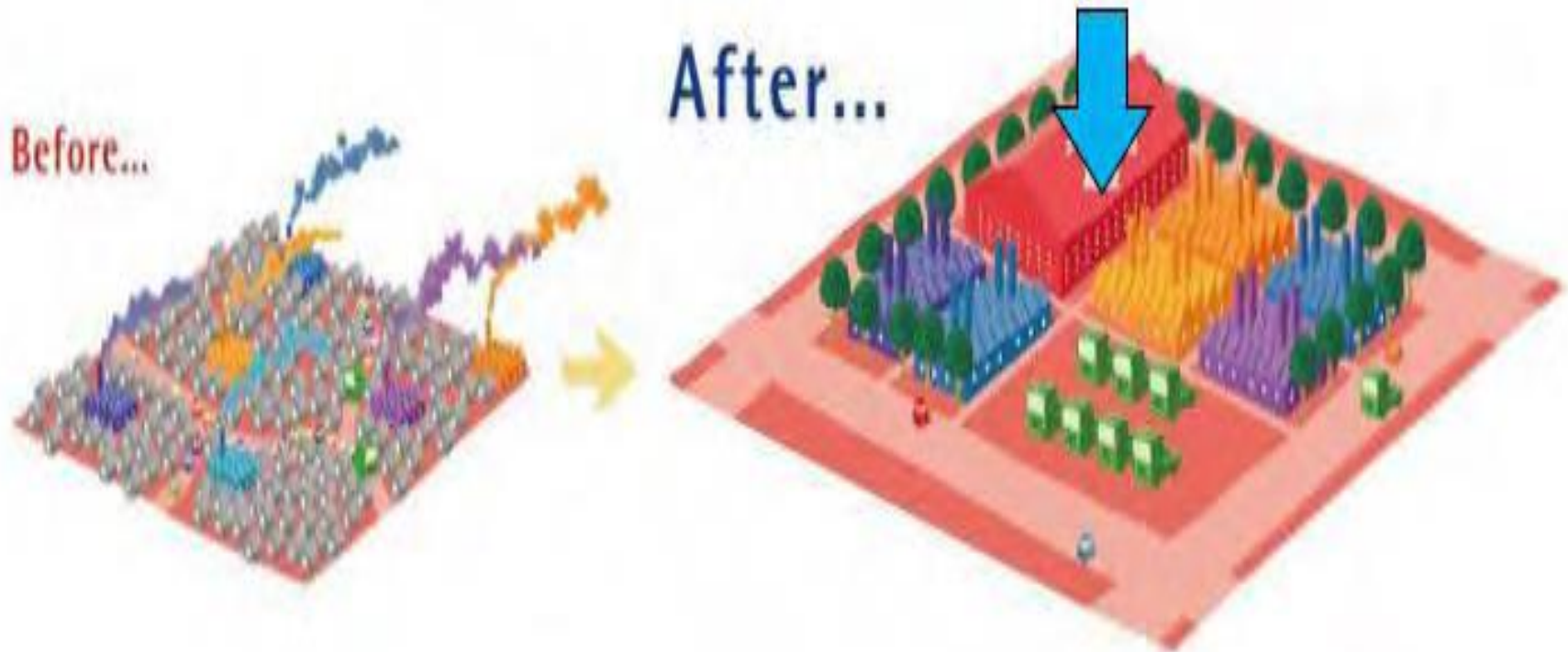
- This can be done through importing also other means of transport such as E-scooters, charging with solar energy, solar plants in rural areas.
- in October 2016, Senegal has already inaugurated Bokhol photovoltaic plant, raising renewable-energy production share in West Africa.
- The Bokhol photovoltaic plant covers a 40-hectare site. The 75,000 solar panels deployed here produce 20 MW of electricity, making Bokhol the largest solar plant in West Africa.



- Another way of establishing e-mobility in Senegal can be through policy, regulations such as the one concerning the limitation of vehicles age limitation of 8 years. This regulation could be a concern of the import of e-vehicles to Senegal with some incentives such as free tax treatments, facilitating the import at the stage of customer.



New urban structure



- The insecurity of energy security and dependence on foreign oil at the moment would be some of the challenges in establishing e-mobility in Senegal.
- The most relevant challenges would be also the high cost of e-mobility
- The diffusion of a recharging station network; the cost of batteries; the user-friendliness of new technologies, practicality, etc

- There is potential for the development of renewable energy.
 - Discoveries of substantial offshore oil and gas reserves have been found in Senegalese waters and on the border with Mauritania including the largest gas reserve of West Africa. In this respect.
 - The political stability which constantly attracts foreign investors.
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Conclusion



- The deployment of e-Mobility, in fact, will depend not only on specific technologies that will be adopted, but on the ability to organize and manage operations of a complex landscape of players: car manufacturers, battery producers, mobility service providers, energy suppliers and distributors, and institutions (Fédération Internationale de l'Automobile).

Thank you for your attention

**YOUR QUESTIONS, CRITICS
AND SUGGESTION ARE
WELCOME**
