Electric vehicle safety bamako

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Yes. Electric 2& 3W offer a tremendous opportunity to tackle CO2 emissions and air pollution in Sahelian cities. Today, 2& 3W that run on an internal combustion engine contribute to more than 50 percent of total CO2 vehicle emissions and 60-75 percent of harmful air pollutants emitted by vehicles in Ouagadougou and Bamako. In 2016, ambient (outdoor) air pollution was responsible for the loss of 357,039 years of "healthy" life in Burkina Faso and another 396,308 and years of "healthy" life in Mali.

[In current conditions?] The transition from ICE to electric 2& 3W in Sahelian cities could reduce CO2 equivalent emissions per km by around 30 percent over the life cycle of a motorcycle, and around 50 percent for a scooter. These environmental gains will be even higher as the electricity mix gets greener, which Mali and Burkina Faso have been actively pushing for. This is especially relevant for Ouagadougou, where renewable sources account for only 17 percent of total electricity production right now, compared to 47 percent in Mali.

To make this transition as green as possible, it is important that Sahelian countries develop programs to dispose of and recycle batteries appropriately. This is mainly because the batteries of electric vehicles contain a number of different metals that require a more complicated recycling process.

Yes, there is a clear business case for the transition of electric two and three-wheelers today if we take into account the total long-term cost. If we compare the total cost of ownership (that includes purchase, operation, and maintenance of vehicles over their lifetime), we observe that, even today, electric 2& 3W offer either similar or better value in the long run compared to ICE 2& 3W in Bamako and Ouagadougou. Importantly, electric 2& 3W are expected to become more and more competitive in the coming years.

Unfortunately, the higher purchase price of these vehicles is a significant deterrent -- especially in a context where few consumers have access to financing -- and remains the main obstacle to the large-scale adoption of electrical 2& 3W in the Sahel.

To address this, exploring new financing solutions and business models will be key, including by developing subscription or rental options for vehicles and batteries. Vehicle leasing could be particularly promising in Bamako and Ouagadougou, as it would help familiarize riders with electric 2& 3W and alleviate negative perceptions related to their range and reliability. Green financing options should be also explored. Finally, the expected reduction in the purchase cost of batteries in the coming years will make electric 2& 3W more affordable.

Sahelian countries are working hard to increase electricity production. However, under existing energy conditions, if 70 percent of the current 2& 3W fleet was converted to electric, it would consume 19.5 percent of the total electricity production in Mali and 82 percent in Burkina Faso. This shows that cities in the Sahel

are not prepared for a big-bang transition to electric vehicles. Instead, the eMobility transition needs to happen gradually, and calls for a sustained effort to increase energy production, enhance the reliability of the grid, and green the energy supply matrix.

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The study also focuses on the analysis of the following aspects at present and in perspective: private sector involvement; fiscal implications; political economy impacts; impacts in terms of job creation/destruction.

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