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Nasreddin, D.; El Hafdaoui, H.; Jelti, F.; Boumelha, A.; Khallaayoun, A. Inhibitors of Battery Electric Vehicle Adoption in Morocco. *World Electr. Veh. J.* 2024, 15, 6. <https://doi/10.3390/wevj15010006>

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Nasreddin, Dalal, Hamza El Hafdaoui, Faissal Jelti, Aya Boumelha, and Ahmed Khallaayoun. 2024. "Inhibitors of Battery Electric Vehicle Adoption in Morocco" *World Electric Vehicle Journal* 15, no. 1: 6. <https://doi/10.3390/wevj15010006>

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The researchers set out to analyse the public charging infrastructure in Morocco by examining a 2-year historical dataset from July 2019 to July 2021, which included 2835 charging events. The study proposed a methodology to analyse electric vehicle supply equipment (EVSE) usage in terms of time evolution, energy delivery, and user behaviour. This comprehensive approach allowed the researchers to identify trends and provide actionable recommendations for the future of EV charging infrastructure in Morocco.

The study highlights the importance of promoting EV adoption and the corresponding charging infrastructure for sustainable development in Morocco. The proposed methodology and recommendations can serve as a

roadmap for other countries in Africa looking to develop their own EV ecosystems.

As the electric vehicle revolution continues to gain momentum, Morocco has the opportunity to lead the way in Africa towards a sustainable and greener future. It's an exciting time for investors, entrepreneurs, and policymakers to seize the opportunity and create a lasting impact on the continent.

If Faouzi Annajah has his way, the first hydrogen-powered SUV will roll off a Moroccan production line sometime in 2027. And the fact that a French-Moroccan entrepreneur, still just 30, can even contemplate such a feat shows how far the Moroccan car industry has come in a short time.

In 2010, when Annajah, co-founder of carmaker NamX, was still at school, Morocco produced fewer than 60,000 cars. Last year, despite interruptions to the supply chain during the Covid pandemic, production reached a record 465,000 -- neck and neck with Poland, according to CEIC, a data company. Eventually, the government aims to produce up to 1mn cars a year.

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