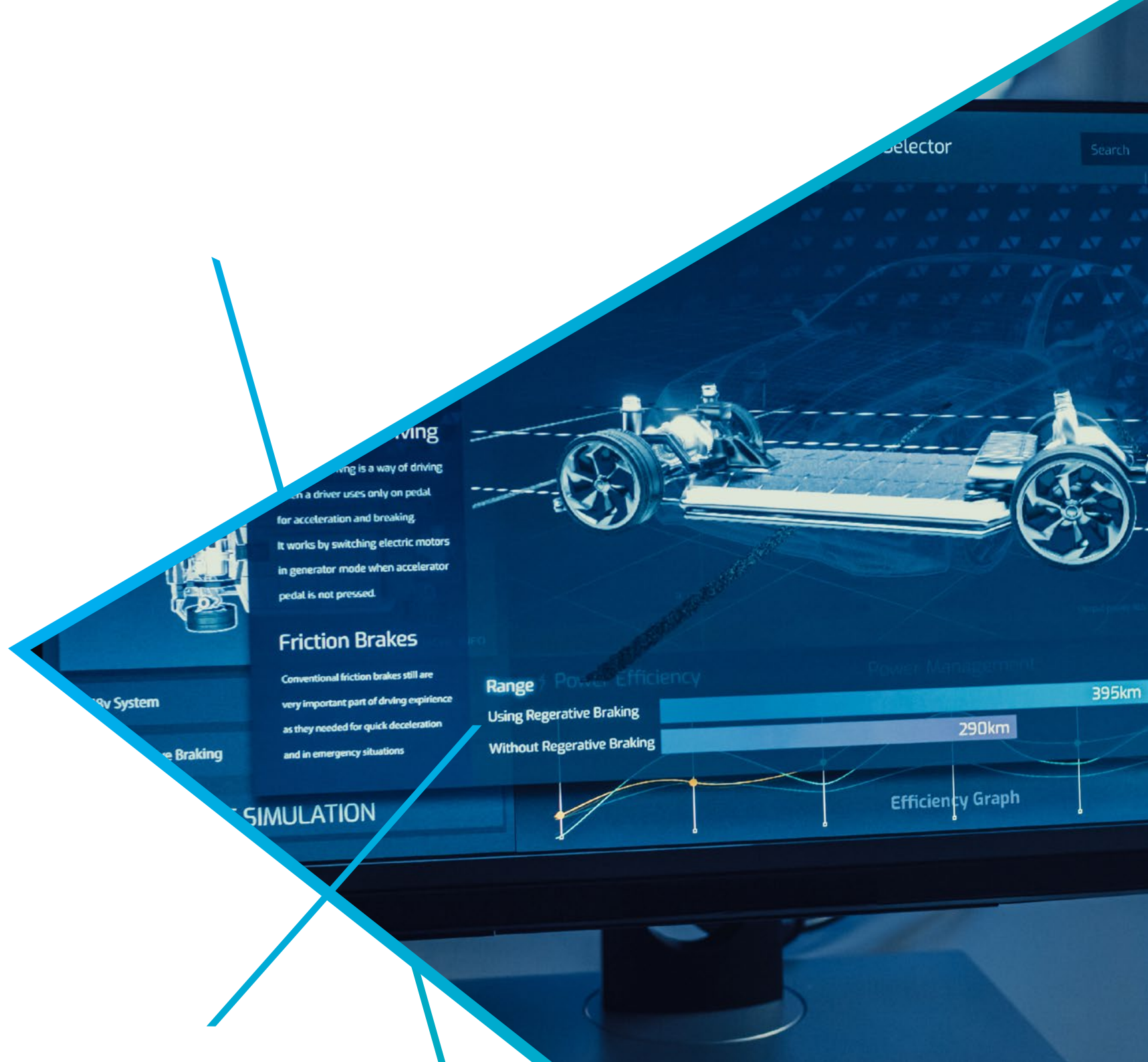


E-MOBILITY IN AFRICA

Critical for Africa's
industrialisation



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Electric vehicle policies in Rwanda

Rwanda's e-mobility programme plans for the phased adoption of electric buses, passenger vehicles (cars) and motorcycles from 2020 onward, resulting in displaced conventional vehicle sales, transport fuel imports and associated greenhouse gas (GHG) emissions.

Rwanda's former Director General for Transport, Alfred Byiringiro stated that Rwanda's Government approved a new set of incentives that will help meet Rwanda's objective to demonstrate the power and potential of sustainable transport to create jobs, grow the economy and improve health outcomes for all.

He also mentioned that Rwanda's updated nationally determined contribution (NDC) outlines the importance of electric vehicles and the enforcement of vehicle emission standards as key mitigation measures on the path to reduce GHG emissions. The incentives are expected to serve Rwanda's long-term goal to be a carbon-neutral nation, as articulated in its Vision 2050.

Rwanda is actively encouraging investment in the e-mobility sector. The Rwandan Development Board outlined some of the initiatives to encourage investment of this kind, including a preferential corporate income tax rate of 15% for investors operating in e-mobility.



Speaking at the E-Mobility Technology Showcase in Kigali, Janvier Twagirimana, Transport External Link and Donor Co-ordinator at the Ministry of Infrastructure, gave a summary of these incentives in his presentation on "Status of e-mobility in Rwanda". The incentives are:

Fiscal Incentives:



Electricity tariffs for charging stations to be capped at the industrial tariff. This means that charge point operators will be billed at close to USD 10 cents/kWh instead of around 20 cents/kWh.



Electric vehicles will also benefit from reduced tariffs during off-peak periods.



Electric vehicles, spare parts, batteries, and charging station equipment will all be exempted from import and excise duties. All of these would also be treated as zero-rated value-added tax (VAT) products and will also be exempt from withholding tax.

Non-Fiscal Incentives:



Rent free land for charging stations on land owned by the Government.



Provisions for EV charging stations in the building code and city planning rules.



Green license plates to allow preferential parking for EVs and free entry into any future congestion zones.



Access to dedicated bus lanes.



Preference given to electric vehicles for government-hired vehicles.



Regulation of the importation of used vehicles by imposing an age limit.



Establishment of restricted zones to which only green vehicles have access.



Enforcement of existing emission standards to discourage the purchasing of polluting vehicles.

There are already several firms in the EV space in Rwanda and the new incentives should give them a major boost. Some of the firms that were exhibiting at the E-Mobility Technology Showcase in Kigali include Guraride, Volkswagen, Victoria Motors, Rwanda Electric Motorcycles, and Ampersand. Ampersand has just secured a \$3,5 million investment from the Ecosystem Integrity Fund. The deal is the largest ever e-mobility investment by a venture capital fund in Sub-Saharan Africa and marks a turning point in global electric transport.

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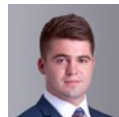
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Our BBBEE verification is one of several components of our transformation strategy and we continue to seek ways of improving it in a meaningful manner.

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