



**MINISTÈRE DES TRANSPORTS
MINISTRY OF TRANSPORT**



Global Electric Two and Three Wheeler Conference Institutional set-up of MRV Systems - Cameroon

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Outlines (2)

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- Overview of the electric 2 and 3 wheelers landscape in Cameroon

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- Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

1. Overview of the electric 2 and 3 wheelers landscape in Cameroon (from China and India mainly, LIFAN NANFANG...)



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1. Overview of the electric 2 and 3 wheelers landscape in Cameroon

- In 2019, 34 electric vehicles have been registered in Cameroon (TotalEnergy Pilot experience)
- Officially no registration of electric 2 and 3 wheelers
- Electric 2 and 3 wheelers are twice as expensive as fuel energy

1. Overview of the electric 2 and 3 wheelers landscape in Cameroon

- Rapid increase of registrations (the have doubled from 2016 to 2019)
- Rapid increase in the two main cities (Douala and Yaoundé) with an constant expansion other cities (Bafoussam, Garoua, Ngaoundere, Maroua)
- More 2 wheelers than 3 wheelers
- Officily, 3 wheelers are prohibited for the transport of persons

Table 78 : New registrations (in figures) per type of motorbikes 2016 in 2020

YEARS	2016	2017	2018	2019	2020
ADAMAWA	3,342	1,688	1,115	1,138	1,513
Motorcycles	3,338	1,624	1,097	1,105	1,478
Tricycles	4	59	18	28	35
CENTRE	12,509	9,609	9,035	9,457	11,356
Motorcycles	12,501	9,564	9,016	9,433	11,336
Tricycles	8	45	19	24	20
EAST	1,812	2,112	1,277	1,889	1,444
Motorcycles	1,804	2,098	1,240	1,819	1,399
Tricycles	8	14	37	70	45
FAR NORTH	5,786	2,512	3,240	3,412	5,385
Motorcycles	5,763	2,495	3,189	3,357	5,327
Tricycles	23	17	51	55	58
LITTORAL	10,810	10,060	8,396	8,479	7,181
Motorcycles	1,0319	9,055	7,652	7,699	6,517
Tricycles	491	1,005	744	780	664
NORTH	6,099	5,163	5,886	6,602	4,523
Motorcycles	5,939	4,984	5,713	6,312	4,364
Tricycles	160	179	173	290	159
NORTH WEST	4,096	4,095	2,862	783	826
Motorcycles	4,095	4,094	2,859	780	825
Tricycles	1	1	3	3	1
WEST	5,345	3,611	3,681	4,120	4,141
Motorcycles	5,342	3,609	3,667	4,090	4,127
Tricycles	3	2	14	30	14
SOUTH WEST	2,724	2,026	1,056	185	489
Motorcycles	2,712	2,019	1,046	180	480
Tricycles	12	7	10	5	9
SOUTH	463	394	340	3,548	3,172
Motorcycles	460	362	334	3,502	3,142
Tricycles	3	32	6	46	30
TOTAL	52,986	41,265	36,888	39,608	40,030

Source: MINT, data provided by the HTT.

1. Overview of the electric 2 and 3 wheelers landscape in Cameroon

- The 3 wheelers are taking hold: for for urban freight, household waste and (courses) collection, staff transport, express delivery
- In rural area, 2 wheelers are the only way to travel
- Factories and artisanal assembly units for 2 and 3 wheelers at Douala, Garoua, and Yaounde
- A pilot projet lunch in 2019 for electric 2 and 3 wheelers at Douala and Kribi (Jengu SARL), before the pandémie pandemic



2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- Not applicable (at the national or local level)
 - Even for non electric 2 and 3 wheelers, the Monitoring, Reporting and Verification system do not exist in Cameroon
 - Even technical Inspection assessing CO₂ and other Green House Gases emissions are not applicable for 2 and 3 wheelers
 - Putting in place a such system should start from identifying actors and pertinent technology options, putting in place methodology and data collection tools

2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- **Some pilot initiatives with the private sector: Electric vehicles with TotalEnergies 2022**
(inauguration of an electric charging station in a classic fuel station)



TotalEnergies Cameroun

Ma station-service

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Football



Rec



2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- **Some pilot initiatives with the private sector : Gas vehicles National Hydrocarbon Society (SNH) in collaboration with Perenco (2014)**

Energie

Cameroun : la SNH et Perenco ont achevé les essais sur les premières voitures fonctionnant au gaz naturel



2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- **The pilot experiences are made from the Energy side without institutional from the Ministry of Transport**
- **Disconnected from the transport private sector**
- **It is difficult to generalize the pilot project**

2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- In 2022, the Ministry of Transport Cameroon started working on Fuel Economy with the support of UNEP



Ngalle Bibehe au sortir d'une réunion le 25 juillet 2023

2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- **Main objectives the study**
- While the vehicle fleet in Cameroon should at least double by 2050, the air quality in our major cities during rush hour is worrying (the levels of polluting substances in the atmosphere exceeding at certain times of the day more than ten times the recommended standards)
- This study aims to make a detailed inventory imported vehicles in Cameroon, draw up the map of the country's energy consumption and estimate the annual averages of CO₂ emissions, with a view to proposing policies aimed at promoting the import of cleaner and more efficient vehicles

2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- **Main results the study**
- Imports are dominated by used vehicles, the majority of which are over 15 years old and some of which have passed their useful life
- Gasoline is the dominant energy source, used by more than 75% of vehicles
- The variables collected in the registration process are insufficient and will need to be improved by integrating vehicle environmental performance attributes such as vehicle emissions certification levels (Euro 4, 5 or 6), CO₂ emissions and fuel consumption
- There are no age limit or other import restrictions on used vehicles
- The fiscal measures in place remain limited to encourage the import of clean vehicles.

2. Institutional setup of the Monitoring, Reporting and Verification system in Cameroon

- Recommendations of the study
 - Implement a vehicle labeling system.
 - Implement directives on imported and/or locally refined fuels (impose a maximum of air pollution as such as sulfur content of 50 ppm in diesel and petrol, limits on other fuel parameters in accordance with Euro 4/IV).
 - **Promote the revision of the regulatory framework to accelerate the transition to renewable energies in order to support the adoption of vehicles using energy sources other than conventional fuels, including in an alternative way.**
 - **Cameroon could rely on international partnerships that support the adoption of less polluting vehicles (gas or electric) mainly for main flexible transport systems as 2 an 3 wheelers**

Thank you for your kind attention