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MINISTRY OF TRANSPORT & LOGISTICS



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MINISTRY OF INDUSTRY

FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA

E-MOBILITY STRATEGY AND IMPLEMENTATION PLAN

———— (2025-2030) ————



MAKING ETHIOPIA A LEADER IN CLEAN
AND SUSTAINABLE E-MOBILITY



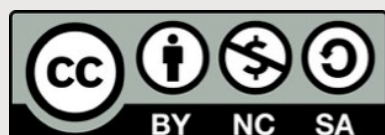
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Acronyms

AAU	Addis Ababa University
CBU	Completely Build Up
CDM	Clean Development Mechanism
CH ₄	Methane
CKD	Completely Knocked Down
Co ₂	Carbon Dioxide
CRGE	Climate Resilient Green Economy
EDB	Development Bank of Ethiopia
EEP	Ethiopia Electric power
EEU	Ethiopia Electric Utility
EIC	Ethiopia Investment Commission
ElH	Ethiopia Investment Holding
EPA	Ethiopia Environmental Authority
EPEA	Ethiopia Petroleum and Energy Authority
ERRS	Emission Reduction Rewarding System
ESI	Ethiopia Standard Institute
EU	European Union
EV	Electric Vehicle
GHG	Green House Gas
GT	Gaga Tone
ICE	Internal Combustion Engine
ITDP	Institute for Transportation and Development Policy
MinT	Ethiopian Innovation and Technology
MoEFCC	Ministry of Environment, Forest and Climate Change
MoF	Ministry of Finance
MoI	Ministry of Industry
MoIT	Ministry of Innovation and Technology
MoLS	Ministry of Labor & Skills
MoPD	Ministry of Planning and Development
MoR	Ministry of Revenue
MoSL	Ministry of Skill and Labor
MoTI	Ministry of Technology and Innovation
MoTL	Ministry of Transport and Logistics
MoTRI	Ministry of Trade and Regional Integration
MoUI	Ministry of Urban and Infrastructure
MoWE	Ministry of Water and Energy
MRVE	Measuring, Reporting and Verification
MtCO ₂ e	Million Tonnes of Carbon Dioxide Equivalent

NBE	National Bank of Ethiopia
NDC	National Determined Contribution
NOx	Nitrogen Oxides
PJ	Petajoule (PJ)
PPP	Public Private Partner
R&D	Research and Development
SKD	Semi-knocked down
WRI	World Resource Institute



Forward Message



In the global context of escalating climate change challenges, the urgency for sustainable solutions has never been more critical. Nations worldwide are facing the impacts of rising temperatures, extreme weather events, and shifting environmental conditions. The Paris Agreement stands as a testament to our collective commitment to limit global warming and transition towards greener economies.

We stand at a pivotal moment in the history of transportation. The convergence of climate imperatives, technological innovation, and evolving consumer expectations has set the stage for the most significant mobility transformation since the dawn of the automotive era. This E-Mobility Strategy for 2025-2030 arrives at a crucial juncture, as EVs evolve from an emerging technology to a mainstream solution, with projections indicating. In alignment with this global movement, the Federal Democratic Republic of Ethiopia is dedicated to making significant strides in sustainable transportation. Our E-Mobility Strategy for 2025-2030 is a pivotal response to these pressing challenges, reflecting our commitment to reducing greenhouse gas emissions and promoting clean mobility solutions.

Ethiopia's unique circumstances present both challenges and opportunities. With a rapidly urbanizing population and an increasing demand for efficient transportation, we are poised to embrace e-mobility as a cornerstone of our future. This strategy has been developed through extensive collaboration with various stakeholders, including government, private sector partners, and civil society, ensuring it aligns with our national aspirations and the needs of our citizens.

Central to our vision is the establishment of a robust e-mobility infrastructure. We will create an extensive network of charging stations, integrated into our urban planning, to facilitate the widespread adoption of EVs. This infrastructure will not only enhance mobility but will also support transit-oriented development, fostering sustainable urban growth that prioritizes the well-being of our communities.

The transition to electric mobility represents more than just a technological shift—it is an opportunity to redefine our relationship with transportation, creating systems that are cleaner, smarter, and more inclusive. The Ethiopian E-Mobility Strategy outlines a roadmap for transforming the transportation landscape, emphasizing the need for strategic investments in infrastructure, research, and workforce development. It calls on regional governments, private sectors, and organizations to collaborate in creating an inclusive transportation system that aligns with national development goals.

While challenges such as supply chain constraints and grid integration exist, the strategy provides a clear direction and momentum for stakeholders to shape a sustainable electric future. Together, we can enhance economic prosperity, environmental sustainability, and community well-being, contributing positively to the global effort against climate change.

H.E. Alemu Semie (PhD)

Minister, Ministry of Transport and Logistics

Forward Message



The Federal Democratic Republic of Ethiopia is dedicated to making a significant contribution toward the goals of the Paris Agreement, specifically in keeping the global average temperature rise below 2°C above pre-industrial levels and striving to limit it to 1.5°C. Given the severe impacts of climate change is already inflicting on our people, environment, and economy, urgent global climate action is essential to enhance resilience and reduce greenhouse gas emissions.

Acknowledging Ethiopia's unique national circumstances and capabilities, this E-mobility strategy and Implementation plan marks a meaningful advancement in our commitment to sustainable transportation.

The Ministry of Transport and Logistics is pleased to announce the E-mobility strategy and Implementation plan for 2025-2030. This strategy is a vital step towards transforming Ethiopia's transportation landscape in response to the urgent need for climate action and clean mobility solutions. Since our initial EV strategy, we have seen significant technological advancements and increased demand for innovative transportation driven by rapid urbanization. In collaboration with key stakeholders and our partners, we have developed this comprehensive strategy, which reflects over a year of dedicated effort. It provides clear guidance on integrating electric mobility into urban environments, aiming to enhance mobility, reduce greenhouse gas emissions, and promote inclusive growth.

A well-developed EV infrastructure is crucial for achieving our vision of livable and sustainable cities. This strategy emphasizes creating a robust network of charging stations and facilities, integrated into our urban planning. We are committed to supporting transit-oriented development that fosters compact urban growth and facilitates the transition to green transport.

The Ethiopia E-mobility strategy and Implementation plan will be an essential resource for all stakeholders involved in planning and deploying E-mobility infrastructure. I encourage city authorities, municipalities, and relevant organizations to use this strategy as a framework for building an inclusive, efficient transportation system that prioritizes people's needs and aligns with our national development goals. Together, let us embark on this transformative journey towards a sustainable and electrified future for Ethiopia.

H. E. Bareo Hassen

State Minister, Ministry of Transport and Logistics

Part 1

E-mobility Strategy



1. Introduction

1.1. Background

Globally, the transportation sector significantly contributes to climate change, emitting 8.5 GT of CO₂ equivalents in 2019, accounting for approximately 24% of total greenhouse gas (GHG) emissions¹. Achieving net-zero emissions is a shared goal among developed and developing nations, requiring technological advancements, a transformation of energy systems, and multi-stakeholder cooperation globally.

In sub-Saharan Africa, transportation accounts for about 23% of CO₂ emissions; in the Middle East and North Africa, it is 26%; in Central and South America, 37%; and in East Asia and the Pacific, 11%. The United Nations reports that the sector represents 27% of global energy consumption, with rising travel demand expected to increase these figures. Decarbonization efforts in transportation are crucial for meeting the 2015 Paris Agreement goals and mitigating climate change effects².

The electric vehicle (EV) market is experiencing rapid growth across multiple transport segments, including electric cars, buses, freight, and two- and three-wheelers. Electric car sales surpassed 17 million worldwide in 2024, increasing by more than 25% year-on-year, with the additional 3.5 million cars sold in 2024 alone exceeding total global EV sales in 2020. The global stock of electric cars displaced over 1 million barrels of oil consumption per day in 2024³, demonstrating their growing energy and climate impact. Electrification is also advancing in public transport, with the global electric bus fleet reaching approximately 780,000 vehicles, supported by annual sales exceeding 70,000 units⁴. Electric freight vehicles, including light and medium-duty trucks and urban delivery fleets, are expanding rapidly as logistics operators adopt zero-emission solutions to reduce operating costs and urban pollution. Meanwhile, electric two and three-wheelers remain the most electrified segment of road transport globally, with around 10 million units sold annually, playing a critical role in affordable mobility, particularly in emerging markets⁵.

EVs are more efficient, emit zero pollutants, and have lower operating costs, making them a sustainable transportation option that can improve air quality and reduce GHG emissions. Ethiopia initiated and developed an electric vehicle program in 2022 as part of its long-term, low-emission development strategy.

This program includes substantial tax exemptions for EVs, aiming to build a carbon emission-free transport system and align with the country's climate obligations and Nationally Determined Contributions (NDCs). This strategic document reflects Ethiopia's commitment to a sustainable future and its efforts to revolutionise the automotive landscape.

¹ IPCC (2022). Climate Change 2022: Mitigation of Climate Change. Contribution of Working Group III to the Sixth Assessment Report of the IPCC. Cambridge University Press.

² IEA (2021), Global CO₂ emissions from transport by subsector, 2000-2030, IEA, Paris

³ Global EV Outlook 2025 – Analysis - IEA

⁴ Bloomberg NEF, Electric Vehicle Outlook 2024

⁵ IEA Global EV Outlook: Two- and Three-Wheelers

1.2. Transport Sector GHG Contribution

Land-based transportation is the primary contributor to Ethiopia's transportation sector emissions, constituting over 90% of the total emissions from the transport sector (MoTL, 2018). Freight vehicles alone contribute more than 50%, while public transport vehicles with over 12 seats contribute over 20% to these emissions. Notably, the nation's capital, Addis Ababa, accounts for 63% of the total road-based emissions. The traffic composition contributing to greenhouse gas (GHG) emissions includes passenger cars, minibuses, 2-wheelers, 3-wheelers, Sport Utility Vehicles (SUV)s, buses, and truck trailers. Ethiopia's major GHG emissions comprise CO₂, CH₄, and NO_x, primarily stemming from fossil fuel-powered vehicles across various transportation sub-sectors.

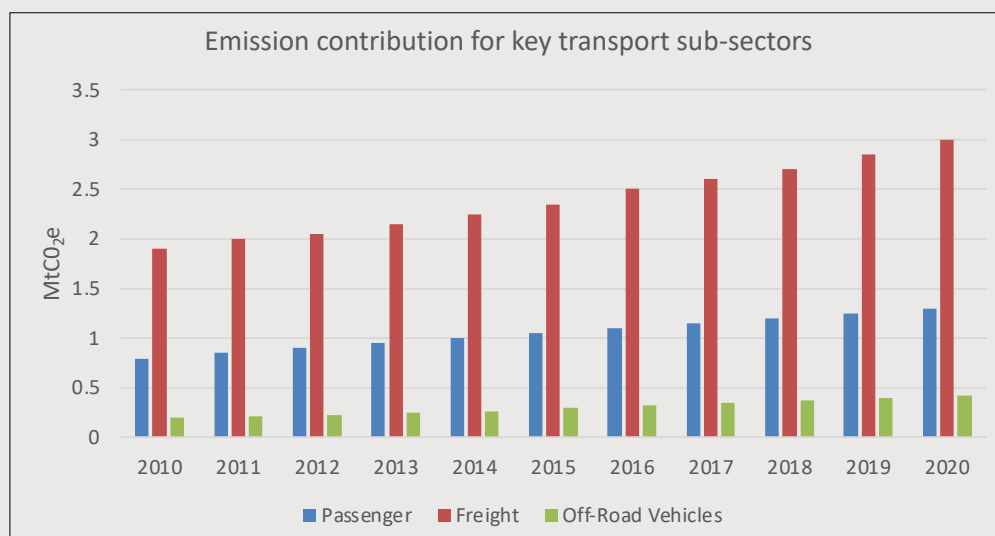


Figure 1. Emission contribution for key transport sub-sectors



Figure 2. Emission breakdown for the passenger sub-sector

Figures 1 and 2 depict historic transportation sector emissions from 2010 to 2020. It's worth noting that passenger and freight emissions depicted in the figures are attributed to road transport, as the rail sector, being electrically powered, does not contribute to emissions. This underscores road transport's dominance in Ethiopia's transport emissions, exceeding 90%. Although domestic water and air transportation make lesser contributions, passenger and freight rail transport exhibit minimal emissions due to their reliance on electricity. These insights can guide the Ethiopian Government in formulating policies to mitigate emissions within the transportation sector.

1.3. Low-Emissions Pathway

In the process of developing a Nationally Determined Contributions (NDC), three net-zero scenarios are considered: the NDC-aligned scenario, maximum ambition, and late action scenarios, each offering different trajectories toward achieving a net-zero transport sector by 2050. The NDC-aligned scenario gradually increases ambition to meet the NDC emissions target by 2030, followed by further increments to attain net-zero emissions by 2050. The maximum ambition scenario sets high ambitions early on, reaching net-zero emissions by around 2032 and sustaining it thereafter. In contrast, the late action scenario defers ambitious actions, with most interventions planned for 2040–2050, potentially missing the NDC 2030 target but aiming for NetZero emissions by 2050.

The results reveal distinct trajectories for each scenario, showcasing varying emissions and energy consumption levels over time. In the maximum ambition scenario, emissions consistently decline from a peak of 5 MtCO₂e at the base year to approximately 1 MtCO₂e by 2050. Conversely, the NDC-aligned scenario initially experiences a peak around 2030–2035, reaching approximately 3.9 MtCO₂e before sharply declining to 1 MtCO₂e by 2050. In contrast, the late action scenario follows a higher emissions pathway, with a peak of 3.6 MtCO₂e around 2040 and a gradual reduction towards 2050. Similarly, the energy mitigation scenarios display distinctive patterns, with the maximum ambition scenario exhibiting the lowest trajectory and the late action scenario showing the highest trajectory. Across all scenarios, the base year energy consumption remains constant at 66.1 PJ, decreasing to 28.1 PJ by the target year. The maximum ambition scenario demonstrates a steady decline and steep slope, while the NDC-aligned and late action scenarios peak around 2035 and 2040, respectively, before declining towards the target year.

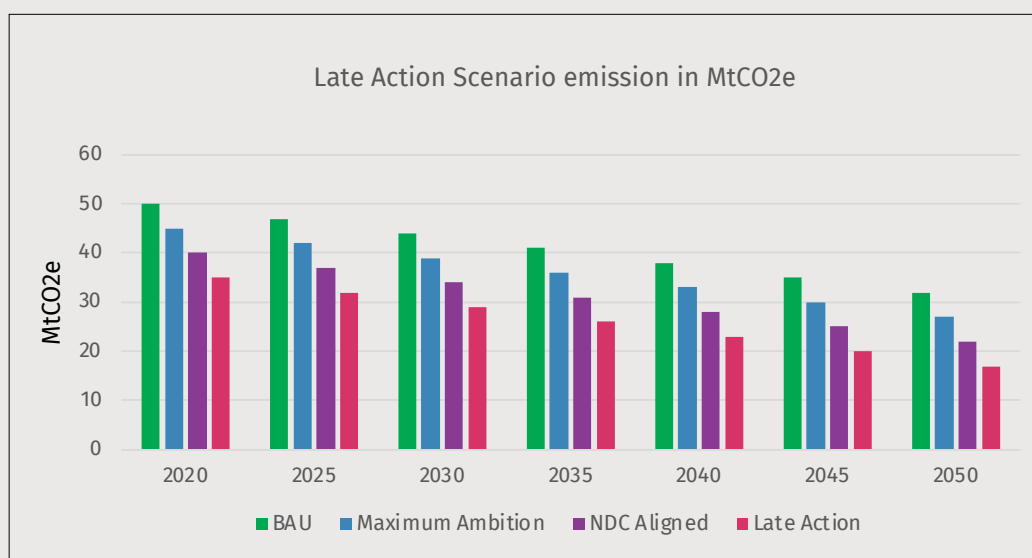
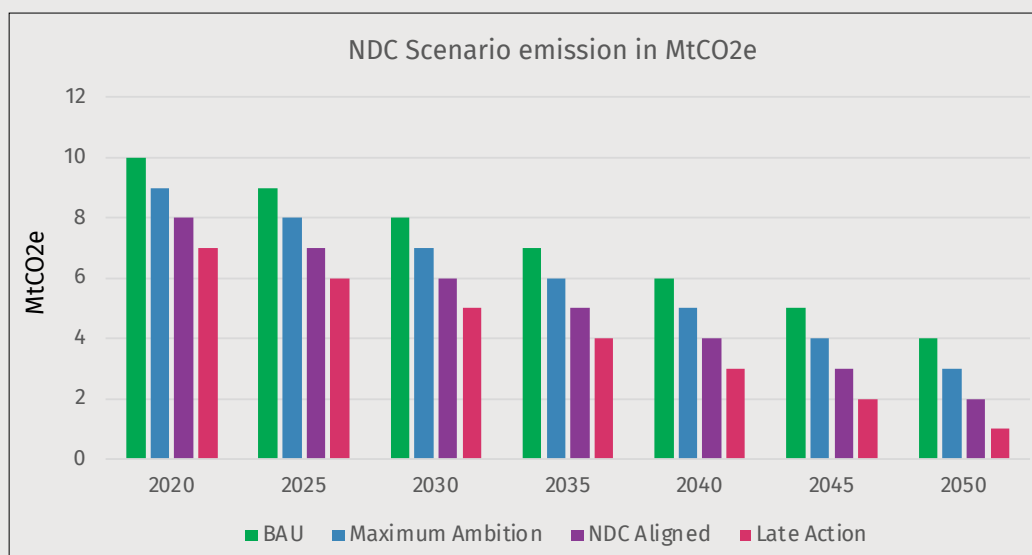


Figure 3. Low emission transport scenarios

2. Assessment of the EV Ecosystem

The adoption of electric vehicles has been steadily increasing in several regions across the globe. Countries such as China, the United States, and several European nations have been leading the way in terms of EV sales and infrastructure development. Many governments have implemented supportive policies and incentives to promote the adoption of electric vehicles. These include tax credits, subsidies, exemptions from certain taxes or fees, and investments in charging infrastructure. Such measures aim to encourage consumers and manufacturers to transition to electric vehicles.

E-vehicle adoption is surging globally, with Norway leading at 80% of passenger vehicle sales in 2022, followed by Sweden, the Netherlands, and China, which accounted for 60% of global EV sales. China's EV share rose to 29%, and Europe saw over 21% of new car registrations as EVs. The U.S registered about 9.6% EV sales in 2025. Despite this growth, challenges like affordability and charging infrastructure hinder faster adoption. Globally, EV sales increased from 1 million in 2017 to 17.1 million in 2024, necessitating a target of 75-95% of sales by 2030 to meet climate goals. In Africa, countries like Rwanda, Uganda, and Kenya are embracing EV technology with supportive policies and incentives, showcasing a commitment to sustainable mobility.

E-vehicle adoption in Ethiopia has grown rapidly in recent years, driven by policy incentives. In 2024, electric vehicles accounted for 60% of new vehicle registrations, up from 7,000 in 2022, and the total number of EVs is expected to reach 115,000 by 2025. Currently, Ethiopia has around 100,000 electric vehicles nationwide, including approximately 396 e-buses in the country, with 110 already in operation in Addis Ababa. The government is in the process of purchasing an additional 200 e-buses for the capital before the year 2028. Secondary cities such as Adama, Dessie, Bahir Dar, and Gondar also started operating e-buses⁶

Charging infrastructure is mainly implemented by Ethio Telecom, with over 100 public charging stations in Addis Ababa, 460+ individual chargers from vehicle assemblers, and hubs capable of serving 48 vehicles simultaneously. Ethiopia has 16 EV assembly plants, with an annual manufacturing capacity of 63,000 two- and three-wheelers, 14,900 automobiles, 1,200 light trucks, and 3,500 minibuses and buses. Current capacity utilization is around 10%, and production is transitioning from SKD to CKD.

Looking ahead, the Ministry of Transport and Logistics plans to add 54 fast-charging stations in Addis Ababa, bringing the total to over 154, and stations are planned every 50–120 km along major roads. Under the national E-Mobility Strategy, Addis Ababa is slated to host 1,176 charging centres, with an additional 1,054 stations planned for regional cities. E-vehicle adoption in Ethiopia has shown a significant increase in recent years, following various policy incentives. E-vehicles account for 60% of new vehicles registered in 2024, representing a significant increase from 7,000 in 2022, reaching 115,000 in 2025.

6 Birr Matrix. (2025, February)

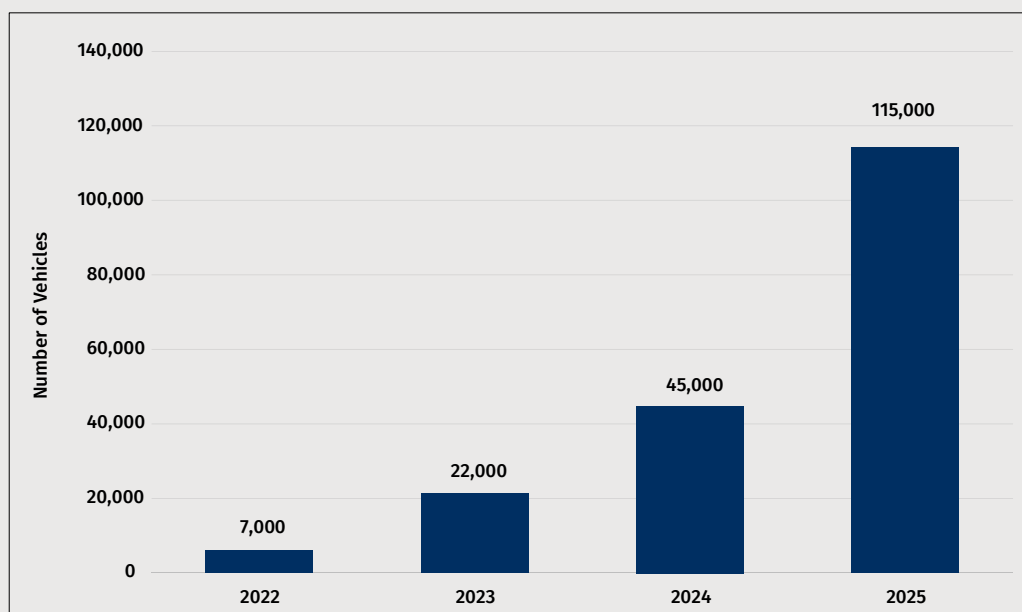


Figure 4. EV Importation for the past 4 years in Ethiopia.

2.1. Rationale of EV in Ethiopia

Ethiopia has become a leader in EV adoption in Africa, driven by ambitious plans for green mobility. The government has introduced various incentives to promote the importation and assembly of EVs. These incentives include tax exemptions on electric vehicles, EV infrastructure, and EV parts, as well as reduced taxes on both partially and fully assembled EVs compared to internal combustion engine (ICE) vehicles. Completely Knocked Down (CKD) electric vehicles are entirely exempt from taxes and customs duties, while Semi Knocked Down (SKD) EVs only incur a 5% customs duty. These tax incentives have significantly shifted consumer interest towards electric vehicles, making them more accessible and appealing to the Ethiopian population. As part of its 10-Year Perspective Development Plan (2021-2030), Ethiopia aims to have 152,855 electric vehicles, including 148,000 electric automobiles and 4,855 electric buses.

Electric Vehicle (EV) development in Ethiopia is driven by the need to reduce greenhouse gas emissions and dependency on imported fossil fuels, particularly gasoline and diesel. The country aims to alleviate financial burdens from fuel imports by transitioning to EVs, leveraging its abundant renewable energy resources, as 90% of electricity is generated from hydropower, wind, and thermal sources. This allows for the potential to power electric vehicles with domestically produced clean energy, enhancing energy security and supporting sustainability goals.

To facilitate this transition, the Ethiopian government has implemented various policy measures, including banning the import and assembly of ICE vehicles, tax incentives and exemptions for electric vehicles, which aim to make EVs more affordable. Domestic manufacturers alongside international players, establishing local electric vehicle assembly plants and promoting knowledge transfer.

The issue of making charging stations easily accessible is considered a major point for improving e-vehicle uptake. Currently, there are over 460 charging stations in Addis Ababa, including 100 ultrafast charging facilities.

The national production and assembling capacity of Two-wheeler and three-wheeler vehicles is 63,900 pcs/yr. Automobiles are 14,900 pcs/yr. and light trucks are 1,200 pcs/year, minibuses and buses are 3,500 pcs/yr. The total annual EV manufacturing capacity is around 84,000 pieces. Despite of this, the current overall capacity utilization is only around 10%, which presents a great opportunity to exponentially increase the local production. Ethiopia is now moving from SKD/CKD (the first step) to TKD (totally knock down) and up cycling.

In general, the statues of EVs in Ethiopia symbolise the country's leadership in sustainable transportation and its vision for a greener future.

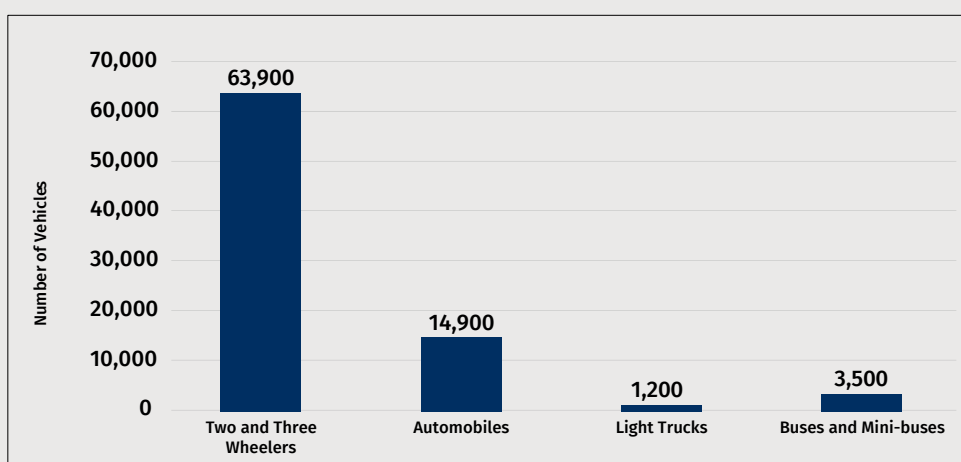


Figure 5. Ethiopian E-vehicle production capacity per year

2.2. Economic and Environmental Opportunities

Ethiopia's transition to electric mobility presents significant economic and environmental benefits that could reshape the country's future. The shift towards EVs not only reduces reliance on fossil fuels, thereby decreasing greenhouse gas emissions, but also fosters a cleaner urban environment by improving air quality and reducing noise pollution. Economically, the development of EV infrastructure can stimulate green job creation in manufacturing, installation, and maintenance sectors, while attracting international investments aimed at sustainable projects. In addition, the use of locally sourced renewable energy for charging stations can enhance energy security and reduce costs over time, leading to greater energy independence. This comprehensive approach not only positions Ethiopia as a forward-thinking leader in sustainable transportation but also aligns with global climate goals, paving the way for long-term economic growth and environmental stewardship.

Economic benefits

In 2023, Ethiopia's fuel import bill was reported to be around \$2.5 billion. This expenditure accounted for approximately 65% of the foreign currency generated through export and represented about 17 % of all imports⁷. This expenditure drains valuable national resources and contributes to foreign currency shortages. As Ethiopia gradually adopts EVs, this massive fuel import expenditure could be significantly reduced and shifted to other critical development needs. Ethiopia can save on foreign currency by reducing reliance on imported fossil fuels. These savings could be reinvested into developing local industries, including EV manufacturing and servicing, creating a multiplier effect for the national economy. With these savings, the country can grow its

⁷ The Observatory of Economic Complexity (OEC)

green economy and boost investment in other sectors such as agriculture, technology, and renewable energy. In addition to the savings from reduced hard currency expenditures on fuel imports, the benefits of lower operating costs for transportation through e-mobility will bring increased access to opportunities for people and a reduction in the high cost of commercial goods due to elevated transportation costs.

Green Job Creation

While Ethiopia's electric mobility sector is still emerging, it can potentially create thousands of jobs across various sectors. Employment opportunities in the electric mobility sector will span EV manufacturing, assembly, battery production, charging infrastructure development, and maintenance services. Ethiopia's investment in its green economy could significantly reduce its youth unemployment, which stood at 27% in urban areas in 2022.

Carbon Finance

Ethiopia holds significant potential for carbon finance, driven by its ambitious climate policies and commitment to sustainable development. Ethiopia's Climate-Resilient Green Economy (CRGE) national strategy aims to establish a climate-resilient and green economy by 2025, aligning with international climate agreements such as the Paris Agreement.

Leveraging its rich renewable energy resources, especially hydropower, wind, geothermal, and solar, Ethiopia is strategically positioned to significantly reduce greenhouse gas emissions, demonstrating its commitment to global climate action and the objectives of the IPCC. By harnessing these resources for energy generation and electrification of transportation, the country can create substantial carbon credits for trading in global carbon markets.

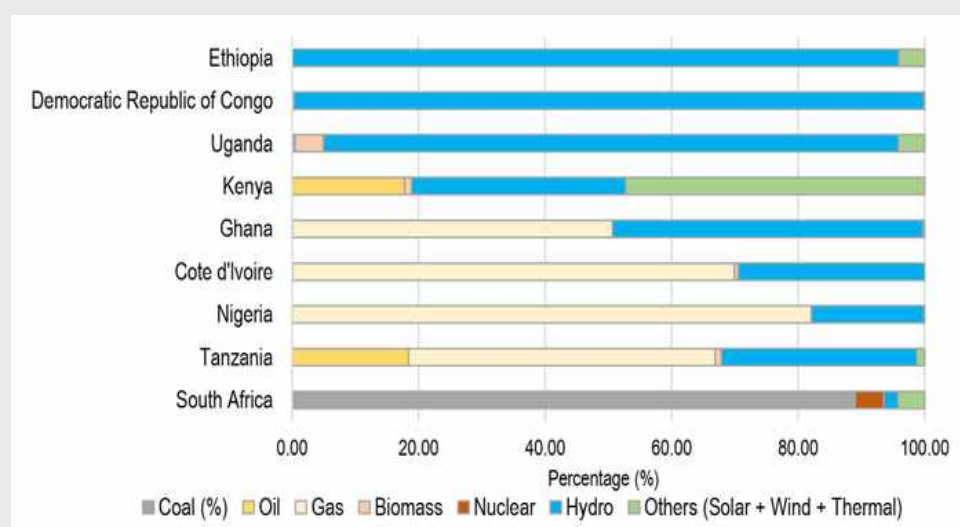


Figure 6. Electricity generation mix in Ethiopia alongside other select African countries.

Source: IEA

The expansion of EV infrastructure enhances Ethiopia's carbon finance potential, as developing a robust network of charging stations and promoting EV adoption contribute to emissions reductions and sustainable transportation. Integrating EV projects into carbon finance mechanisms can attract international investments and facilitate an Emission Reduction Reward System (ERRS) that incentivises emission reductions. This financial support can accelerate the transition to a low-carbon transportation system, reinforcing Ethiopia's commitment to the Paris Agreement while positioning the country as a leader in carbon finance in the region, ultimately contributing to global climate mitigation efforts.

Environmental benefits

The environmental impact of adopting electric mobility in Ethiopia cannot be overstated. The shift to EVs will significantly reduce tailpipe emissions, a major source of urban air pollution. Inventories conducted in Addis Ababa shows that the transport sector was identified as the highest emitting sector, accounting for 78% of total emissions, with 51% of total emissions coming from road transport.

As the transport sector is among the four major contributors of annual PM_{2.5} concentration, the environmental benefit of shifting to e-mobility is significant. For instance, Premature death due to air pollution in Addis Ababa is estimated to be 935 in 2016 and projected to be 1531 and 1351 with and without intervention by 2030⁸.

2.3. SWOT Analysis

Strength

- Ethiopia's strong side of EV adoption lies in encouraging government policies and strategies, including the removal of significant tax burdens on electric vehicles, a ban on ICE vehicle import and assembly and increasing the number of local EV automotive industries.
- High potential of renewable energy sources (hydro, solar, geothermal), positioning the country for a rapid transition to EVs.
- The presence of a vast, educated, and young workforce can easily enhance the manufacturing, assembly, and maintenance of e-vehicles with minimal tailored training.
- Ethiopia's status as a transport hub in Africa and a pioneer in the transition to e-mobility can help position it as an e-vehicle manufacturing hub serving the African market.
- Presence of some of the minerals for battery manufacturing.
- Strong/growing automotive assembly history.
- Successful operation of the electric light rail in Addis Ababa, the Ethio-Djibouti railway system and roll out of Africa's largest e-bus fleet.

8 Addis Ababa Climate Action Plan

Weakness

- Government incentives and supportive policies primarily focus on tax benefits, while untapped financial and non-financial incentives hinder the accelerated adoption of EVs. Public scepticism and misinformation hinder trust in EV technology.
- Inadequate infrastructure (charging stations, maintenance centers) poses challenges.
- Weak vehicle financing options and shipping costs limit accessibility to EVs.
- Low private sector investment due to the newness of the EV sector and foreign currency needs.
- Lack of trained technicians limits maintenance capabilities and industry development.
- Inadequate coordination among government offices creates bureaucratic hurdles.

Opportunity

- The electric vehicle sector is currently experiencing a surge in growth and development, presenting promising opportunities for investors and stakeholders.
- The low motorization rate (approximately 10 vehicles/ 1000people) provides Ethiopia an opportunity for a clean transport transition through Evs.
- The opportunity to move the automotive assembly capacity utilization from 10% to 100% through positioning Ethiopia as a hub for regional production of Evs.
- Government support and incentives create possibility of attracting E-mobility investors who could take advantage of the incentives to support the transition.
- Technical institutions are available to develop skilled and semi- skilled manpower. Positioning Ethiopia as a country with a trainable, productive workforce.
- Ethiopia is rich in EV raw materials and mineral sources that can significantly reduce EV components costs.
- With the increasing demand for electric vehicles, there has been a significant expansion in electricity supply capacity to support the charging infrastructure needed for these vehicles.
- The growing economy of our country has led to an increase in the per capita income of citizens, making electric vehicles more affordable and accessible to a wider range of consumers.

Threat

- Political, peace and security instability and unpredictability around the world.
- Cyber security issues such as unauthorised access, data breach and remote hacking. Lack of consumer confidence in EVs, such as battery performance, range anxiety, the increased probability of road crashes due to the EV battery weight and the misjudgment of faster acceleration, could lead to more serious injuries or fatalities.
- The absence of established systems for battery recycling and disposal presents environmental and logistical challenges. Improper disposal of EV batteries can lead to environmental hazards.
- Despite efforts to expand electricity access, Ethiopia still experiences frequent power outages and has limited grid capacity. This unreliable power supply can hinder the effective use and charging of EVs.
- The initial purchase price of EVs is generally higher than that of conventional vehicles. Given the economic constraints and lower purchasing power of many Ethiopians, this can be a significant deterrent.
- The automotive market in Ethiopia is still developing, with a dominant presence of used conventional vehicles. Transitioning to EVs requires a shift in consumer preferences and market readiness, which can be slow.
- The availability of cheaper, more familiar conventional vehicles creates stiff competition for EVs. Without significant incentives or price parity, consumers might prefer sticking to traditional vehicles.

3. E-mobility Framework

3.1. Vision

Transform Ethiopia into a leader in sustainable transportation by fostering an innovative e-mobility ecosystem that minimizes carbon emissions, empowers communities with accessible electric mobility solutions, and maximizes the use of renewable energy, thereby enhancing the quality of life for all Ethiopians by 2030.

This vision aligns with Ethiopia's national climate commitments, including the Paris Agreement and the country's Nationally Determined Contributions (NDCs), while also supporting broader urban development and transport modernization priorities. It further contributes to the country's industrial development and green growth objectives by promoting innovation, local value creation, and sustainable economic opportunities within the emerging electric mobility sector.

3.2. General Objective

To develop a comprehensive e-mobility strategy and implementation plan for 2025-2030 that prioritizes the electrification of public transport, e-two and three-wheelers, and freight vehicles, while establishing a robust charging infrastructure across Ethiopia. This strategy aims to enhance accessibility to clean transportation options, reduce greenhouse gas emissions, improve operational efficiency, and promote sustainable economic development, ensuring that all modes of transport contribute to a greener and more resilient urban mobility ecosystem."

The strategy adopts an end-to-end perspective to guide Ethiopia's transition toward electric mobility. It includes a comprehensive ecosystem assessment and SWOT analysis, the definition of a clear vision and strategic objectives, and the establishment of governance arrangements to support coordinated implementation. In addition, the strategy emphasizes the development of charging infrastructure and local industrial capacity, while also outlining budget considerations and a monitoring and evaluation (M&E) framework to track progress and ensure accountability. This structured approach reflects a strong conceptual foundation for advancing Ethiopia's electric mobility transition.

3.3. Specific Objectives

The Ethiopia Electric Mobility Strategy aims to support the transition toward a sustainable, low-carbon, and efficient transport system. The following specific objectives guide the implementation of the strategy and ensure that electric mobility development aligns with national climate, energy, and urban development priorities.

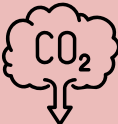
- **Reduce the current fossil fuel dependency of the transport sector** and facilitate the transition to a clean and low-carbon transport system.
- **Increase the uptake of electric vehicles (EVs)** in order to reduce emissions and air pollution from the transport sector.
- **Increase the availability of affordable and accessible EVs** while encouraging market demand through supportive policies and incentives.
- **Develop skills and human capital across the e-mobility value chain**, including vehicle assembly, maintenance, charging infrastructure management, and system operations.

- **Strengthen capacity and awareness on end-of-life management of EV components**, including battery recycling, disposal systems, and environmental safeguards.
- **Expand and strengthen EV charging infrastructure**, including the development of accessible public charging networks in cities, along major transport corridors, and at key activity centers such as public transport terminals, logistics hubs, and commercial areas.
- **Align electric mobility development with urban planning and land-use policies**, including the integration of e-mobility considerations into the preparation and implementation of **urban master plans, mobility plans, and corridor development plans** in Ethiopian cities. This should promote **transit-oriented development (TOD)** by encouraging compact, mixed-use development around public transport corridors and stations.
- **Prioritize the electrification of public transport systems**, particularly buses and other high-capacity modes, to maximize environmental benefits, improve service quality, and support sustainable urban mobility.

3.4. Strategic Targets

- **Reduce carbon emissions by 13.9 MtCO₂e** by providing electric vehicles for transportation services.
- **Increase the share of electric vehicles in the total number of new vehicles registered in the country from 40% to 80%**, with priority given to vehicle segments where electrification can deliver the greatest benefits:
 - Mandate that all two- and three-wheeled vehicles be 100% electric powered.
 - Maintain that new government vehicles are 100% electric-powered.
 - Maintain that new public transport vehicles are 100% electric powered.
 - Ensure 5% of freight vehicles are e-vehicles.
 - Ensure 60% of bicycles for bike sharing programs are E-bikes.
 - Provide 1,176 reliable electric charging centres in Addis Ababa and 1,054 in the regions.
- **Ensure 30 % of new e-vehicles registered in the country are locally produced or assembled by 2030.**

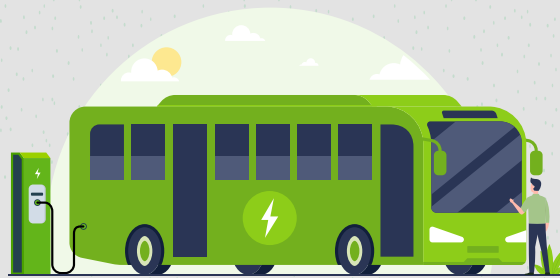
Table 1. Strategic Targets

Category	Details			
Vision	Enable smooth transition of e-mobility to reduce transport emissions, utilize resilient energy sources, ensure access to clean public transport, and improve the well-being of Ethiopians by 2030.			
General Objective	The general objective of this implementing strategy is to achieve sustainable mobility by promoting safe, reliable, environmentally friendly, cost-effective, inclusive, accessible, and affordable production and supply of electric vehicles, along with the necessary charging infrastructure.			
Specific Objectives	• Reduce the current fossil fuel dependency of the transport sector and facilitate the transition to clean /low carbon/ transport system • Increase the uptake of EVs to reduce the emission from the transport sector • Increase the availability of affordable and accessible EVs, and encourage EV demand • Develop skills and capabilities for human capital across e-mobility value chains/actors. • Increase Capacity/ awareness and skilling End of life management of EVs			
Targets	 Reduce carbon emissions by 13.9 MtCo2e by providing electric vehicles for transportation services	 Increase the share of electric vehicles in the total number of new vehicles registered in the country from 40% to 80%.	 Make sure reliable electric infrastructure charging centers are available and accessible at reasonable intervals	 Ensure 30 % of new e-vehicles registered in the country are locally produced or assembled by 2030
Intervention Areas	• Develop policy and regulatory frameworks, to create enabling environment for transition to e-mobility • Transitioning existing ICE vehicles • Improve affordability and accessibility of EV through incentive mechanisms to accelerate EV adoption • Develop information technology to manage overall EV development • Setting standard and testing procedure for electric vehicles and batteries • Partnering with industry, TVET schools and training providers to explore skills development needs for EV maintenance and charging infrastructure • Ensure battery life cycle management covering recycling, re-use and repurposing and safe disposal to align with environment regulations and producer responsibility. • Improve public awareness and address major constrain for e-vehicle adoption including cost, range, charging time, lifespan and maintenance • Establish measures to ensure equity and inclusion in the e-mobility strategy aimed towards eco-friendly transportation that provides safe, affordable, convenient and reliable mobility for all members of society, regardless of income, race or gender.		• Develop conducive environment for active participation of the private sectors for EV charging infrastructure deployment, to avail 1,176 reliable electric charging centers in Addis Ababa and 1,054 in the regions. • Improve grid capacity and reliability to support charging stations.	• Increase the capacity of local EV assemblers and manufacturers to improve and expand EV assembly and battery manufacturing infrastructure • Trade facilitation • Access to finance • Developing supply chain and value addition
Cross-Cutting Issues	Policy and regulation *** Digitalization *** Collaboration and Partnerships ***Capacity Building*** Gender Social Equity			

Strategic Targets

80%

of new vehicle
registrations
are electric



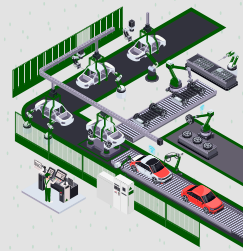
2,230

charging stations
operational nationwide

13.9

MtCO₂e

reduction in transport sector emissions



30%

of EVs locally produced or assembled

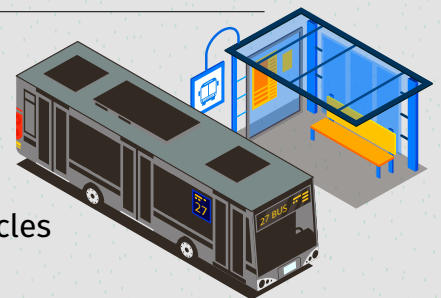
100%

of new government fleet vehicles are electric



100%

of new public
transport vehicles
are electric



3.5. Intervention Areas

Ethiopia has taken a decisive step toward a clean transport future through its policy restricting the importation of new ICE vehicles. Building on this landmark policy direction, the Government will now focus on accelerating implementation and scaling electrification across priority transport segments through clear national targets, procurement reforms, and coordinated investment in enabling infrastructure. The following intervention areas constitute an integrated framework for accelerated implementation.

Intervention Area 1: Policy And Regulatory Frameworks

Well-designed policy and regulatory frameworks provide an attractive package of incentives for EV development in Ethiopia in the long-term and participate in an efficiently regulated EV development program. The following are some of the policies, strategies & incentives for EV development

- **Develop a National Automotive and E-Mobility Development Policy** to guide the growth of Ethiopia's electric vehicle industry, including manufacturing, assembly, standards, and market development.
- **Establish Regulatory Frameworks for Electricity Supply and EV Charging Infrastructure** to guide the deployment, licensing, operation, and technical standards of EV charging systems while ensuring reliable grid integration.
- **Develop a Targeted Electrification Strategy for Public Transport and Freight Vehicles**, focusing on buses, minibuses, taxis, and urban freight fleets where electrification can deliver the largest environmental and economic benefits.
- **Develop an EV Insurance Framework to create appropriate insurance products** for electric vehicles, batteries, and charging equipment, thereby improving consumer confidence and reducing financial risks for buyers and operators.

Intervention Area 2: Strengthen Incentives To Transition Existing ICE Vehicles

While Ethiopia has taken a decisive step by restricting the importation of internal combustion engine (ICE) vehicles, the existing vehicle fleet will continue to operate for many years and remains a major driver of fuel imports, foreign exchange demand, and urban air pollution. Transport fuel consumption represents a significant share of national import expenditure and places sustained pressure on scarce foreign currency reserves. Transitioning existing ICE vehicles to low-carbon alternatives requires the following actions:

- **Introduce Fleet Transition Incentives:** Establish targeted financial incentives and concessional financing mechanisms to support the replacement of ageing internal combustion engine vehicles with electric alternatives. Priority will be given to high-utilisation vehicle segments such as buses, minibuses, taxis, and urban freight fleets.
- **Implement a National Vehicle Scrappage and Replacement Program:** Develop a structured program to gradually retire the oldest and most polluting vehicles. Operators scrapping ageing ICE vehicles will receive financial incentives or financing support to replace them with electric vehicles, particularly in public transport and commercial fleets.
- **Establish National Standards for Vehicle Retrofitting:** Develop technical standards and certification frameworks to enable safe and reliable retrofitting of existing vehicles with electric drivetrains where technically feasible. These standards will support private-sector participation while ensuring vehicle safety and operational reliability.

- **Provide Incentives for Manufacturing or Importing Parts:** Offer incentives to produce the parts needed to convert existing ICE vehicles into electric or low-carbon options at more affordable prices. This should include components for both personal vehicles and public transport fleets.
- **Strengthen Emissions and Efficiency Standards for the Existing Fleet:** Introduce progressively stricter emissions and efficiency standards for vehicles already in operation to discourage the continued use of high-polluting vehicles and encourage gradual fleet modernization.
- **Introduce an Emission Tax to impose charges on high-emitting vehicles** and fuels, thereby discouraging the use of polluting technologies, incentivising cleaner alternatives such as electric vehicles, and generating revenue to support sustainable transport initiatives.

Intervention Area 3: Improve Affordability And Accessibility Of EV Through Incentive Mechanisms

Given that the transition to electric vehicles (EVs) is a new endeavor, it is essential to establish incentive mechanisms to encourage consumer preference for EVs. The following actions are expected to enhance the affordability and accessibility of EVs:

- **Establish Concessional Financing Mechanisms for EV Adoption:** Develop financing facilities in partnership with national development banks, commercial banks, and international partners to provide low-interest loans, leasing schemes, and credit guarantees for EV purchases.
- **Support Fleet Electrification Programs for Public Transport:** Create dedicated financing programmes to support the electrification of buses, minibuses, and regulated taxi fleets. These programs will combine concessional financing, operational subsidies where necessary, and infrastructure support such as depot charging systems to enable operators to transition their fleets.
- **Introduce Fiscal Incentives for EVs:** Provide targeted fiscal incentives to reduce the purchase price of EVs. These may include exemptions or reductions in import duties, value-added tax, and registration fees for electric vehicles, batteries, and charging equipment. Implement the following tax incentives:
 - **Federal Tax Credits:** Implement direct reductions in federal taxes for purchasing EVs, batteries, spare parts, and charging stations, making these options more attractive to all consumers.
 - **Rebates:** Provide cash rebates at the point of sale to lower the purchase price of an EV, with additional incentives for trading in an older vehicle for an electric model, particularly focusing on taxis and commercial vehicles.
 - **Low-Interest Loans:** Financing Programs such as loans with reduced interest rates specifically for installing charging stations or purchasing EVs specifically tailored to taxis, public transport and freight service.
 - **Insurance Discounts:** Some insurers offer lower rates for EVs due to their safety features and lower risk profiles.
 - **Promote Innovative Ownership and Business Models:** Encourage new business models that reduce the upfront costs of EV ownership, such as battery leasing, vehicle leasing, pay-as-you-drive models, and fleet-as-a-service arrangements. These models can significantly lower entry barriers for operators and small businesses.
 - **Bulk Purchase Programs:** Encourage businesses and organizations, including public transport agencies and taxi operators, to participate in bulk purchase programs for EVs. This can lead to significant discounts and lower prices.

Intervention Area 4: Develop Information Technology To Manage Overall EV Development

The transition to e-mobility, particularly in public transport and the electric two- and three-wheeler sectors, requires a modern management approach that leverages information technology. An IT-supported management system tailored for these segments will ensure transparency and provide accessible data for all stakeholders, facilitating a smoother transition to clean transportation. This approach will foster collaboration, encourage informed decision-making, and improve policy formulation.

- **Develop a comprehensive dashboard** that offers a variety of data sets, such as the number and types of electric vehicles available in the country, the location and availability of charging stations, and profiles of maintenance facilities and personnel, will be crucial for EV users, policymakers, and other interested parties.
- **Publish an Annual EV Market Report** to provide regular insights on market growth, technology trends, investment flows, and policy impacts, supporting transparency and investor confidence.
- **Develop Consumer Information Platforms** to provide clear and accessible information on EV benefits, costs, range, charging times, lifecycle, and maintenance, enhancing public awareness and adoption.
- **Enabling communication between vehicles (V2V) and infrastructure (V2I)** for enhanced traffic management and safety.
- **Support Integration of IT systems with Charging Infrastructure:** Ensure that the IT management system integrates seamlessly with charging networks, allowing EV owners to access real-time information on charging station availability and wait times.
- **Implement GHG Emissions Reduction Tracking Systems** to monitor and quantify emissions reductions from EV adoption, supporting national climate reporting and evidence-based policy adjustments.
- **Conduct Mid-Term Strategy Reviews** to assess progress against targets, identify implementation gaps, and update policy measures to ensure alignment with evolving market and technology conditions.

Intervention Area 5: Setting Standard And Testing Procedure For Electric Vehicles And Batteries

Ethiopia's vehicle fleet, dominated by vehicles with varying and unregulated standards, requires compulsory vehicle standards for electric vehicles to ensure all components meet international criteria, thereby transforming it into a safe, modern, and environmentally efficient fleet.

Proper assembly and testing need to be confirmed before vehicle homologation by the Ethiopian Standards Institute (ESI) based on test reports from the OEM's or an accredited test facility. This will benefit the auto value chain, enabling asset-based vehicle finance and insurance, an efficient distribution and aftermarket service network that will benefit all market players. It will over time help phase out older vehicles that are not energy efficient and environmentally friendly. Government should intervene in the following key areas.

- **Establish Charging Homologation Standards** to harmonise technical standards, certifications, and interoperability protocols for EV charging infrastructure.

- **Establish EV Homologation Standards** to define clear testing, certification, and approval requirements for electric vehicles, particularly for public transport and electric two- and three-wheelers.
- **Introduce obligatory vehicle standards on emissions** for all new vehicles, irrespective of being locally assembled or imported.
- **Develop sustainable battery manufacturing processes**, focusing on batteries used in public transport vehicles and electric two- and three-wheelers, while establishing robust recycling infrastructure.
- **Strengthen Technical Capacity for Quality Control and Assurance of Institutions** to enhance the capabilities of organizations responsible for testing, inspection, and certification.

Intervention Area 6: Partnering With Industry, TVET Schools And Training Providers To Explore Skills Development

The EV sector is an advanced manufacturing sector that requires a highly skilled workforce and a wide range of supportive engineering and technological development services to be in place. Ethiopia has several institutions offering automotive-related courses. This will be enhanced further with the setting up of a Centre of Excellence (CoE) for EV industry-specific training and advanced skills and technology training. Existing operators in the auto-trade, repair and maintenance services sub-sector will also benefit from skills training and technology capacity upgrading to enable them to integrate their activities seamlessly with the EV Auto Program. The CoE in vocational skills will prepare the labor force that is required for the sector. Government and CoE should be :-

- **Benchmark** on EV developments from abroad.
- **Evaluate and revise universities' curriculum and TVET occupational standards** to incorporate relevant content of EV sector, with strong involvement of the private sector, industry research and development centers and provide practical training opportunities.
- **Promote and design a program to implement practical training**, internships and externships with manufacturers to provide hands-on experience, skill development for EV technology and experience sharing.
- **Establish a Centre of Excellence (CoE) for EV industry-specific training**, focusing on skills related to public transport operations and electric two- and three-wheelers.
- **Collaborate with existing auto-trade operators to provide skills training** for maintaining electric public transport vehicles and two- and three-wheelers.
- **Promote hands-on experience through internships** with manufacturers specifically for public transport and the two- and three-wheeler sector.
- **Ensure the sustainability of the skills training center (CoE)** as a critical enabler for the sector.
- **Strengthen research institutes** with the appropriate laboratories, technology, and equipment.
- **Research and development efforts to advance EV technology**, battery technology, charging infrastructure, vehicle design, energy management systems and other related areas.
- **Demonstration projects to showcase the feasibility** and benefits of electric vehicles.

- **Facilitate the transfer of technology** from the laboratory to the marketplace through licensing agreements, spin-off companies, and incubation programs.
- **Establish innovation hubs, test beds, and demonstration projects** focused on EVs and related technologies.

Intervention Area 7: Strengthen Battery Value Chain And Life Cycle Management

Battery systems represent the highest-value component of EVs and are central to both cost competitiveness and energy system integration. At the same time, reliable charging infrastructure and structured end-of-life management are critical to ensuring operational performance and minimising environmental risks. These elements must be developed in parallel to create a functional and resilient ecosystem. Government will pursue the following actions:

- **Localise battery manufacturing and assembly systems:** Promote the development of domestic battery pack and module assembly to reduce reliance on imports and build local industrial capacity. This will include feasibility studies for a vertically integrated battery value chain, targeted incentives for local assembly, and strategic partnerships with global battery technology providers.
- **Establish battery life-cycle management and circular-economy systems:** Develop comprehensive regulatory frameworks for battery collection, safe storage, repurposing, recycling, and disposal across all EV segments. Introduce Extended Producer Responsibility (EPR) mechanisms to ensure accountability across the value chain and support second-life applications such as stationary energy storage systems.
- **Strengthen partnerships for end-of-life battery management:** Develop partnerships with companies specialising in end-of-life battery management, tailored to the needs of public transport fleets and small vehicle operators.
- **Enable private-sector participation and investment:** Establish a supportive regulatory and financing framework to attract private-sector investment across battery manufacturing, charging infrastructure, and recycling.
- **Maintenance and Repair Facilities:** Establish the service centers equipped to handle the repair and maintenance of electric vehicles and their components.

Intervention Area 8: Develop Conducive Environment For Active Participation Of The Private Sectors in EV Charging Infrastructure Deployment

Improving the accessibility of charging stations is a critical intervention area that can significantly boost electric vehicle (EV) adoption. The development of charging infrastructure requires active participation from the private sector to ensure its success. To create a favorable environment that encourages active involvement from private entities in deploying EV charging infrastructure, the following actions are recommended:

- **Tax Incentives:** Implement tax breaks or credits for businesses that invest in EV charging stations, making it financially attractive for them to contribute to the charging network.
- **Facilitate Land Access:** Streamline processes for acquiring land designated for large charging facilities, ensuring that businesses can easily establish the necessary infrastructure in strategic locations.

- **Legal Requirements in Building Codes:** Introduce regulations that mandate the inclusion of EV charging stations in new and existing buildings. This will ensure that residential and commercial developments are equipped with charging capabilities from the outset.
- **Mandatory Charging Stations at Fuel Stations:** Require existing fuel stations to install EV charging stations, facilitating a seamless transition for consumers and providing convenient charging options alongside traditional fuel services.
- **Provide charging stations at existing and new parking areas:** provide EV charging stations on existing parking areas and establish a requirement to include charging stations as part of a parking area development.
- **Integration with Public Transportation:** Incorporate EV charging stations into public transportation hubs to facilitate seamless transitions between different modes of transport.
- **Mobile Charging Solutions:** Explore the implementation of mobile charging units that can be deployed in high-demand areas or during events to provide temporary charging options.
- **Ensure collaboration with all stakeholders:** Coordination among actors of EV ecosystems is critical to set EV charging standards and principles, including developing charging guidelines for businesses and large projects, including car parks, workplaces, shopping centers and residential buildings.
- **Smart Grids:** Electrical grids that incorporate digital technology to manage the distribution of electricity efficiently, supporting the increased demand from EV charging.
- **Battery Swapping Stations:** Encourage private sectors to establish a battery swapping service which facilitates where depleted EV batteries can be quickly exchanged for fully charged ones, reducing downtime for EV users.
- **Information and Navigation Systems:** Develop different information systems (Apps and platforms) that provide real-time information about charging station locations, availability, and charging speeds, helping users plan their journeys.

Intervention Area 9: Develop A National EV Charging Infrastructure Deployment Plan

To enable large-scale electrification of Ethiopia's transport sector, the Government will support the progressive rollout of a reliable, accessible, and financially sustainable national EV charging network. Charging infrastructure is a critical enabler of electric mobility and must expand in parallel with vehicle adoption to ensure operational reliability for public transport and private EV users. Government will pursue the following actions:

- **Establish national technical standards for charging systems:** Develop and adopt national standards governing EV chargers, connectors, safety requirements, payment systems, and interoperability to ensure reliability, compatibility, and safe operation across Ethiopia's charging network.
- **Develop a national charging infrastructure master plan:** Prepare and adopt a national charging infrastructure roadmap that identifies priority deployment locations, technical standards, grid requirements, and investment needs. The plan will prioritise major urban areas, public transport depots, logistics hubs, and inter-city transport corridors.

- **Deploy charging networks in major cities:** Establish accessible charging networks in major urban centres, beginning with 1,176 Addis Ababa and expanding to 1,054 secondary cities. Charging deployment will prioritise public transport depots, taxi parks, freight logistics hubs, commercial centres, and high-demand urban mobility corridors.
- **Support depot-based charging for public transport fleets:** Develop charging infrastructure at bus depots and fleet operating centres to support the electrification of buses, minibuses, and regulated taxi fleets. Depot-based charging will enable reliable operations and reduce pressure on public charging infrastructure.
- **Develop charging infrastructure along strategic transport corridors:** Deploy fast-charging infrastructure along key national transport corridors connecting major cities and economic centres to enable long-distance EV travel and support electrified freight and passenger transport.
- **Enable private-sector participation in charging infrastructure:** Establish a supportive regulatory and investment framework to accelerate private-sector deployment of EV charging infrastructure. This will include clear licensing procedures, appropriate tariff structures, and fiscal incentives such as tax breaks for businesses investing in charging stations. The Government will also streamline access to land for large charging facilities, require the integration of EV charging infrastructure in new buildings and selected existing developments, and encourage existing fuel stations to incorporate EV chargers to support a gradual transition. In addition, policies will support private investment in battery-swapping services and digital platforms that provide real-time information on charging-station locations, availability, and charging speeds, thereby improving convenience and reliability for EV users.



Figure 7. Charging infrastructure in Addis Ababa

Intervention Area 10: Improve Grid Capacity And Reliability To Support Charging Stations

Ethiopia possesses a significant advantage in its abundant renewable energy resources. Over 90% of the country's energy is generated from hydropower, with the remainder sourced from thermal and wind energy. Despite this substantial power generation potential and the large quantities of electricity already produced, more than 30% of Ethiopians still lack access to electricity. Additionally, limitations in grid capacity present ongoing challenges in ensuring a reliable power supply. To address these issues and enhance the reliability of power supply, thereby supporting increased charging capacity for electric vehicles (EVs) and promoting their adoption, the following actions are essential:

- **Integrate Electric Mobility into National Power Planning:** Ensure that EV charging demand is incorporated into national electricity planning processes, including generation expansion, transmission upgrades, and urban distribution network development. Coordination between transport authorities and power utilities will ensure that infrastructure investments anticipate future charging needs.
- **Upgrade Distribution Networks in Priority Urban Areas:** Strengthen local electricity distribution networks in cities and transport corridors where EV adoption is expected to grow rapidly. Targeted upgrades will support the deployment of charging infrastructure at bus depots, logistics hubs, commercial centres, and residential areas.
- **Establish Competitive and Predictable Electricity Tariffs for EV Charging:** Develop clear electricity tariff structures that make EV charging economically viable for operators and affordable for users. This may include time-of-use tariffs that encourage off-peak charging, dedicated EV charging tariffs for fleet operators, and preferential rates for high-utilisation public transport charging depots.
- **Promote Smart Charging and Load Management:** Encourage the adoption of smart charging technologies including grid and off-grid methods that optimise electricity demand and reduce peak load pressures on the grid. Time-of-use tariffs, managed charging systems, and digital monitoring tools will allow EV charging to occur during periods of lower electricity demand.
- **Strengthen Cybersecurity and Digital Resilience of Charging Infrastructure:** Ensure that EV charging infrastructure systems are designed with robust cybersecurity protections to safeguard digital platforms, payment systems, and grid-connected charging networks.

Intervention Area 11: Increase The Capacity Of Local Electric Vehicle And Battery Assemblers And Manufacturers

The growth of local manufacturing capabilities for electric vehicles, along with their associated parts, components, and systems, will enhance value addition throughout the mobility value chain. This initiative will generate jobs, promote human capital development, decrease the country's dependence on imports, and open up opportunities for exports. To strengthen the local manufacturing capacity of electric vehicles and batteries, the following actions are necessary:

Legislative Measures: EV Auto Assemblers require a degree of policy stability and certainty to make long-term investments and build partners in developing an ecosystem of competitive local component manufacturing and supply.

- **Introduce compulsory EV vehicle standards** and a homologation process for Ethiopia based on best practice.
- **Developing and enforcing regulations related to EVs**, including vehicle registration, licensing, taxation, customs clearance, bonded warehouse, road use charges, road infrastructure, number plates for two wheeled EVs, aged conventional cars, and electric cell battery disposal. These regulations should be designed to encourage EV uptake while ensuring safety, fairness, and compliance with environmental standards.
- **Industrial infrastructure:** To foster the growth of the electric vehicle (EV) sector, it is essential to enhance industrial infrastructure through the following initiatives:
- **Establish a Dedicated EV Technology and Industrial Park:** Create a specialized technology park focused on electric vehicle innovation and development, serving as a hub for research, prototyping, and commercialization of EV technologies. Collaborate with the private sector to set up industrial parks or economic zones that provide a conducive environment for manufacturing and related activities, including incentives such as tax breaks and streamlined regulatory processes, while facilitating access to existing industrial parks to integrate EV businesses into established networks.
- **Cluster EV Maintenance Shops and Component Manufacturers:** Encourage the formation of clusters that bring together EV maintenance shops, component manufacturers, and parts suppliers. This clustering will promote collaboration, reduce logistical costs, and enhance efficiency in production and service delivery. It will also create a localized ecosystem that can rapidly respond to the needs of the EV market.
- **Attracting and de-risking private sector and foreign investment:** Low private sector investment due to the newness of the EV sector and foreign currency needs is a common challenge with E-mobility. Specific mechanisms to de-risk private sector involvement can be highlighted.
 - **Developing attractive public-private partnership (PPP)** models with clear benefit-sharing and risk mitigation frameworks.
 - **Proactive engagement with international investors and development partners** to secure financial and capacity-building assistance. E.g. Climate funds, MAF, World Bank's GFDT, etc. In addition to the carbon financing mentioned.

Intervention Area 12: Developing Supply Chain And Value Addition

The government's strategic objective is to support registered assemblers in achieving economies of scale necessary for transitioning to Completely Knocked Down (CKD) assembly and manufacturing of electric vehicles (EVs). This involves enhancing backwards and forward supply chain linkages through a comprehensive support program focused on local supply chain upgrades, particularly in parts, accessories, and component manufacturing, as well as logistics and support services.

This transition will be implemented through a phased approach to progressively increase local value addition across vehicle segments, as outlined below:

Table 2. Year-by-Year Local Content Targets

Period	Phase	Target Local Content (%)	Focus Vehicle Segments
2024–2025	SKD (Semi-Knocked Down)	5% – 10%	2/3 Wheelers & Micro-mobility (Bicycles/Scooters)
2026–2027	CKD (Completely Knocked Down)	15% – 20%	Passenger EVs and Public Transport (Buses)
2028–2030	Value Chain Integration	30%+	Freight vehicles and high-value components

Building on this phased pathway, key initiatives include:

- **Accelerating local raw material value addition:** One of the opportunities is that Ethiopia is rich in EV raw materials and mineral sources. While the strategy highlights studying local raw material potential to establish linkages, this could be elevated to a strategic objective with specific initiatives and timelines. It can include
 - **Fast-tracking geological surveys and resource assessment** for critical EV minerals (lithium, sodium ion, etc.).
 - **Developing a strong framework to attract investment** in the exploration, extraction, and processing of these minerals.
 - **Strengthening backward linkages from EV assembly/manufacturing** to local mineral processing, reducing reliance on imported components and enhancing economic benefits of this.
 - **Facilitate a matchmaking program for global component manufacturers** and local manufacturers to substitute the parts and components.
- **Promote Investment and Business Environment:** Create an enabling environment to attract local and foreign investments by streamlining administrative processes and offering incentives like tax exemptions, financing access, and technical support. The government will also promote the electrification of public transportation fleets and develop integrated value chains for diversified EV production.
- **Collaboration and Partnerships:** Facilitate partnerships between government, private companies, research institutions, and non-profits to collaborate on EV-related projects. This includes fostering technology transfer, knowledge sharing, and joint ventures to accelerate EV adoption and infrastructure development. The government will also coordinate efforts among stakeholders to ensure a sustainable and impactful approach to resource mobilization.
- **Export Competitiveness and Regional Market Integration:** Position Ethiopia as a competitive regional hub for EV manufacturing and components by leveraging regional trade frameworks. This will include developing cost-competitive production systems, aligning standards with regional markets, and supporting export-oriented manufacturing to access African and global EV value chains.

Intervention Area 13: Trade Facilitation

The expansion of the EV market is crucial for promoting sustainable transportation and reducing reliance on fossil fuels. Trade facilitation plays a pivotal role in this growth by streamlining import and export processes, reducing tariffs, and enhancing cross-border cooperation. As Ethiopia invests in EV infrastructure and technology, opening markets to international EV manufacturers and suppliers can boost competition, drive down costs, and accelerate the adoption of electric vehicles. Additionally, facilitating trade in EV components and raw materials is essential for local manufacturers to scale production and improve supply chains. Fostering an enabling environment for both domestic and international stakeholders, the EV market can expand rapidly, contributing to economic growth while addressing climate change challenges.

The government will introduce a Preferential Procurement policy aimed at supporting local economic growth by prioritizing products from registered assemblers in Ethiopia. This policy will ensure that public sector purchases favour locally assembled goods, promoting domestic manufacturing.

- **Revise public procurement procedures** to enforce mandatory procurement of EVs and prioritize local manufacturing.
- **Develop a value chain alliance for market linkage** between suppliers and buyers to encourage the purchase of local EV products.
- **Policy intervention and control mechanism** for contraband issues.
- **Develop national, regional, and city-wide campaign programs** to aware the general communities, Prepare exhibitions and trade fairs to promote EV products; encourage local buyers to use local EV products.
- **Dedicated direct port delivery procedure for clearance** of SKD, CKD and CBU consignments imported by registered assemblers.
- **Negotiate for streamlined processes** (dedicated quay) at the port to speedily and efficiently clear containers with Complete Build-Up (CBU) and SKD, CKD and imports.

Intervention Area 14: Access To Finance

The private sector needs access to a diverse range of financing options to effectively contribute to the transition to e-mobility. Initiatives such as manufacturing and assembling electric vehicles (EVs) and batteries, establishing charging stations, conducting research and development, and creating large-scale maintenance facilities are capital-intensive endeavors that require intentional financial incentives to facilitate access to funding. To support these efforts, the following actions are essential:

- **Provide Project Financing:** Offer targeted project financing specifically for local manufacturing of EVs and the development of EV charging infrastructure. This access to financial support shall prioritize incentive packages for public transport (buses, minibuses) or freight vehicles to enable businesses to initiate and sustain their projects effectively. Attract investment to bolster local assembly of EVs tailored for public transport fleets and small vehicles.
- **Offer Loans to EV Users and Assemblers:** Extend loan facilities tailored for transitioning the public transport sector and businesses involved in the assembly of electric vehicles. Accessible financing will encourage more consumers to adopt EVs and support local assembly operations.

- **Implement Lease Financing for Infrastructure Investments:** Develop lease financing options for investments in EV infrastructure. This approach can lower the initial capital burden on businesses and encourage investment in essential charging stations and other facilities.
- **Establish Transparent Currency Allocation Procedures:** Regulate and create clear procedures for the allocation and monitoring of foreign currency across all commercial banks involved in EV developments. Transparency in this process will enhance trust and facilitate smoother transactions for businesses seeking to import necessary technologies and components. Foster partnerships that facilitate technology transfer and strengthen supply chain linkages for public transport and two- and three-wheeler components.

Intervention Area 15: Improve Public Awareness And Address Major Constraints For E-Vehicle Adoption

E-vehicle adoption often faces challenges related to cost, range, charging time, lifespan, and maintenance. Enhancing public awareness through targeted actions such as:

- **Educational Campaigns:** Organising workshops and informational sessions to educate consumers to address common myths and highlight practical benefits (e.g., lower operating costs, environmental advantages) focused on public transport operators, as well as users of two- and three-wheelers and e-bikes, promoting their use as complementary modes within the public transport system.
- **Community Demonstrations:** Hosting events where potential buyers can test drive e-vehicles and experience their performance firsthand, alleviating concerns about range and charging.
- **Partnerships with Influencers:** Collaborating with local influencers and community leaders to advocate for e-vehicle adoption and share personal experiences to build trust.
- **Information Portals:** Creating online platforms with comprehensive resources about e-vehicle options, charging infrastructure, and available incentives to simplify the decision-making process.
- **Incentive Awareness Programs:** Promoting government incentives and subsidies available for purchasing e-vehicles, making potential buyers more aware of financial support.
- **Customer Support Initiatives:** Establishing dedicated customer service lines or help centers to assist individuals with inquiries about e-vehicle ownership, maintenance, and charging.

Intervention Area 16: Equity And Inclusion

The transition to electric mobility must ensure that the benefits of cleaner transport, reduced pollution, and new economic opportunities are shared by all segments of society. As Ethiopia advances its e-mobility transition, it is essential that policies and investments are designed to reduce mobility inequalities rather than reinforce them. Electric mobility initiatives should improve access to transport for underserved communities, expand economic opportunities, and ensure that vulnerable groups are able to participate fully in the emerging e-mobility ecosystem. The Government will therefore implement the following actions:

- **Integrate equity considerations into EV policy and planning:** Ensure that all e-mobility policies and programs assess who benefits from the intervention and whether it improves access to safe, affordable, and reliable transport for low-income households, rural populations, and underserved urban communities.
- **Promote equitable access to charging infrastructure:** Plan and deploy public EV charging stations in locations that serve a broad range of users, including residential areas with limited private charging options, public housing developments, and peri-urban settlements.
- **Improve access to affordable electric mobility options:** Encourage financing mechanisms, shared mobility systems, and public transport electrification programs that make electric mobility accessible to individuals and communities that may not have the financial capacity to purchase private EVs.
- **Support inclusive workforce development:** Develop training programs through Technical and Vocational Education and Training (TVET) institutions and other capacity-building initiatives to equip youth, women, and other underrepresented groups with skills related to EV maintenance, charging infrastructure, and battery technologies.
- **Ensure accessibility for vulnerable populations:** Design electric mobility systems, including electric buses, charging stations, and shared mobility services, to accommodate the needs of people with disabilities, older adults, women, and children.
- **Promote equitable economic participation in the EV sector:** Encourage participation of small enterprises, informal transport operators, and local businesses in EV deployment, maintenance, charging infrastructure operations, and other areas of the e-mobility value chain.
- **Improve mobility access to essential services:** Ensure that e-mobility investments contribute to better connectivity for underserved communities by improving access to employment, education, healthcare, childcare, and other essential services.

3.6. Priority intervention areas

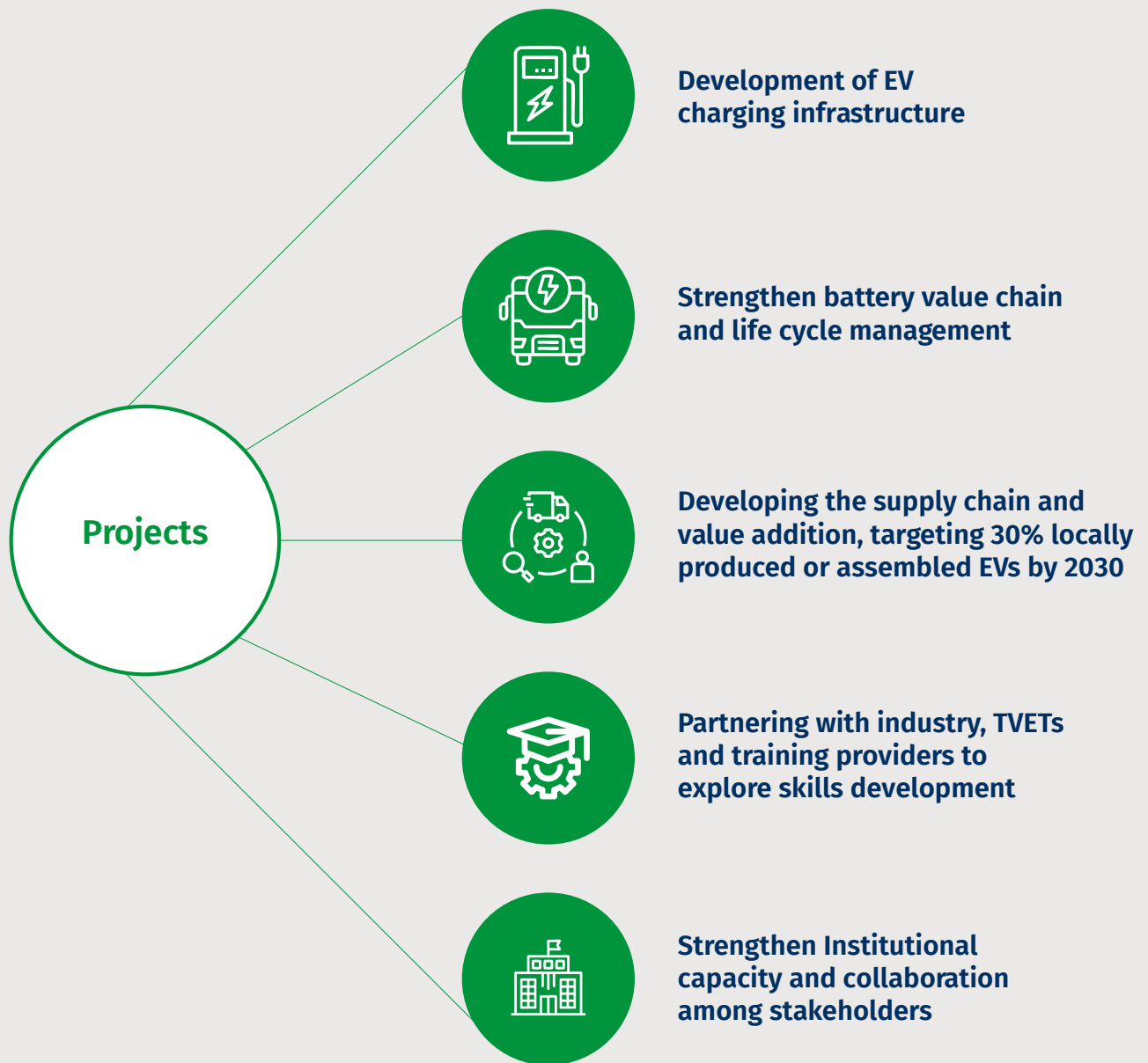


Figure 8. Priority intervention areas

Part 2

Implementation Plan



4. Governance and Institutional Alignment

The implementation of the Ethiopia E-Mobility Strategy will be guided through a coordinated institutional framework led by the Ministry of Transport and Logistics, which serves as the central coordinating authority for the transition to electric mobility. A high-level Steering Committee chaired by the Ministry will provide strategic oversight, policy direction, and inter-ministerial coordination, ensuring that the strategy is implemented in alignment with national development priorities, including the ClimateResilient Green Economy and the country’s Paris Agreement commitments.

The Steering Committee will bring together key government institutions including the Ministry of Finance, Ministry of Industry, Ministry of Water and Energy, Ministry of Trade and Regional Integration, and the Ministry of Urban and Infrastructure. These institutions will collectively ensure that policies related to vehicle standards, infrastructure development, energy supply, trade facilitation, and industrial development are aligned with the national e-mobility agenda. Supporting the Steering Committee, an EV Development Technical Committee will coordinate technical implementation, including the development of standards, infrastructure planning, data management systems, and capacity-building initiatives.

Regional governments, city administrations, and transport bureaus will play a critical role in operational implementation by allocating land for EV charging infrastructure, facilitating local investments, and integrating electric mobility into urban transport plans. The private sector will also serve as a central implementation partner, particularly in EV manufacturing, charging infrastructure deployment, vehicle assembly, and technology innovation. This multi-stakeholder governance structure is designed to ensure strong coordination across institutions and enable the effective implementation of the strategy’s intervention areas.

4.1. Steering committee

A steering committee led by the Ministry of Transport and Logistics will be responsible for coordinating stakeholders, evaluating the progress of the strategy implementation and tackling any bottlenecks that threaten the realization of the strategy. It is the responsibility of the committee to ensure the sector is kept up to date by monitoring the proper implementation of legal frameworks, policies, strategies, programs, and projects that have been issued or are yet to be issued in the sector. This includes overseeing the adherence to regulations and guidelines to promote the growth and development of the electric vehicle industry.

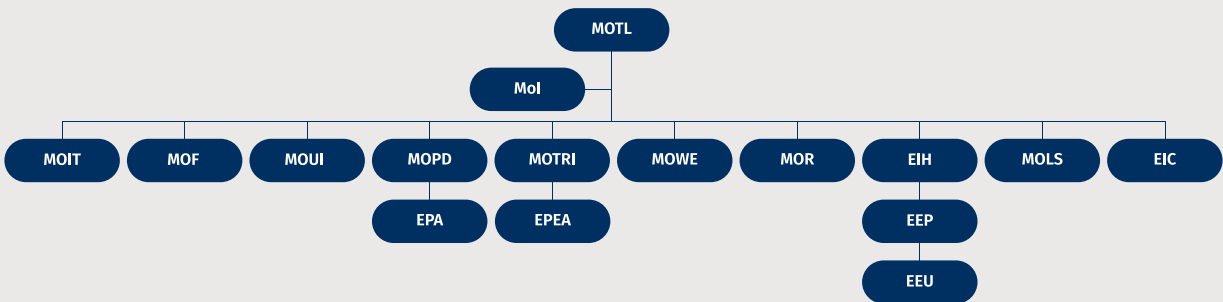


Figure 9. Steering Committee organogram

The Steering Committee will include the following institutions: Ministry of Transport and Logistics (MoTL), Ministry of Industry (MoI), Ministry of Finance (MoF), Ministry of Urban and Infrastructure (MoUI), Ministry of Planning and Development (MoPD), Ministry of Trade and Regional Integration (MoTRI), Ministry of Water and Energy (MoWE), Ministry of Revenue (MoR), Ethiopian Investment Holdings (EIH), Ministry of Labour and Skills (MoLS), Ethiopian Investment Commission (EIC), Ministry of Innovation and Technology (MoIT), Environmental Protection Authority (EPA), Ethiopian Petroleum and Energy Authority (EPEA), Ethiopian Electric Power (EEP), and Ethiopian Electric Utility (EEU).

4.2. EV Development Technical Committee

The EV Technical Committee plays a crucial role in the development, standardization, and implementation of electric vehicle (EV) technologies and infrastructure. Its primary responsibilities include setting technical standards and guidelines for EV performance, safety, and interoperability; facilitating collaboration among stakeholders such as manufacturers, regulators, and researchers; and promoting best practices in EV charging systems and energy management. In addition, the committee works to address challenges in the EV ecosystem, such as battery technology, grid integration, and environmental impact, ensuring that advancements align with regulatory frameworks and sustainability goals.

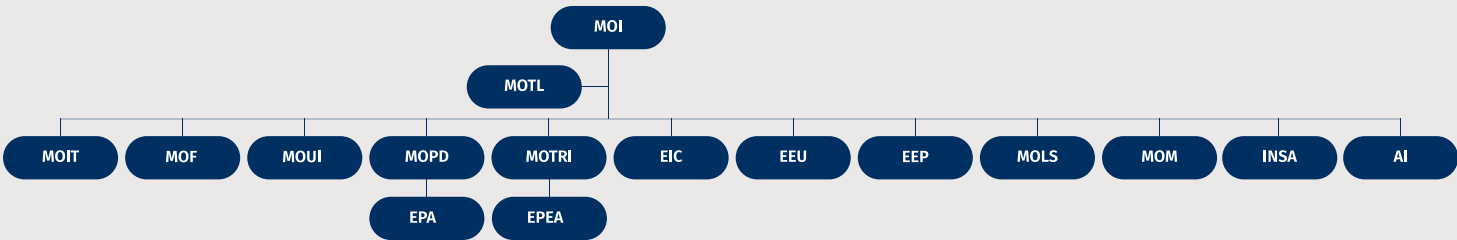


Figure 10. Technical Committee organogram

Institutional role for the implementation of E-mobility initiatives

Table 3. Institutional role for the implementation of E-mobility initiatives.

Category	Institutions	Key Responsibilities
Policy and strategy development	Ministry of Transport and Logistics (MoTL)	Lead implementation of the EV strategy; coordinate stakeholders; develop national EV policies and regulations; issue licenses for EV assembly, import, and retrofitting; promote investment and research; oversee electrification of public transport and two- and three-wheelers.
	Ministry of Planning and Development (MoPD)	Align EV strategy with national development plans; conduct economic analysis and research; appraise and supervise EV projects; coordinate cross-sector collaboration; manage GHG measurement, reporting, and verification (MRV).
	Ministry of Finance (MoF)	Develop fiscal incentives and tax policies for EVs; introduce emission taxes for fossil-fuel vehicles; mobilize international financing and development partner support for EV programs.
	Ministry of Trade and Regional Integration (MoTRI)	Develop trade policies to support EV sector growth; facilitate EV value chains; license EV investors; regulate EV market pricing; support export of EV components and technologies.
	Ministry of Industry (Moi)	Develop EV manufacturing policy and strategy; support EV manufacturers; promote technology transfer, innovation, and capacity building in EV manufacturing.
	Ministry of Innovation and Technology (MoIT)	Promote innovation in EV technologies and charging systems; develop digital monitoring systems for EV adoption and charging infrastructure; support research and innovation programs.
	Ethiopian Customs Commission	Monitor compliance with EV import standards and incentives; develop integrated data systems for tracking EV and EV technology imports and exports.
	Environmental Protection Authority (EPA)	Regulate environmental standards for EV manufacturing; monitor EV battery lifecycle management; oversee GHG emission monitoring; support capacity building on EV environmental management.
	Ministry of Mines	Develop policies for responsible mining of EV critical minerals; attract investment in EV-related mineral extraction; align mining sector development with EV industrialization strategies.
Energy System	Ministry of Water and Energy (MoWE)	Develop energy policies supporting EV adoption; expand renewable electricity supply; coordinate EV charging infrastructure development and electrification programs.
	Ethiopian Electric Power (EEP)	Integrate EV demand into national generation and transmission planning; expand grid infrastructure; supply electricity to EV charging networks; invest in charging infrastructure where appropriate.
	Ethiopian Electric Utility (EEU)	Expand and rehabilitate distribution networks; provide reliable electricity supply to EV charging infrastructure; develop electricity tariffs for EV charging services; integrate charging systems with distribution grid standards.
	Ethiopian Petroleum and Energy Authority (EPEA)	Develop regulatory frameworks for EV charging services; regulate electricity tariffs and licensing; oversee technical standards and service quality for EV charging infrastructure.
Transport system management	Ministry of Transport and Logistics (MoTL)	Lead EV policy implementation in the transport sector; coordinate public transport electrification; regulate EV fleet operations and retrofitting.
	Regional and City Administration Transport Bureaus	Allocate land for EV charging and manufacturing facilities; support EV adoption in cities; coordinate local incentives and EV infrastructure deployment.
Manufacturers & Industrial Development	Ministry of Industry (Moi)	Support EV manufacturing and industrial development; coordinate technology transfer and industrial capacity building.
	Ethiopian Investment Commission (EIC)	Promote investment in EV manufacturing and infrastructure; issue investment licenses; provide tax incentives and investment facilitation for EV sector projects.
	Ministry of Mines	Develop policies for responsible mining of EV critical minerals; attract investment in EV-related mineral extraction; align mining sector development with EV industrialization strategies.
Private Operators & Charging Providers	Private Investors and Fleet Operators	Invest in EV manufacturing, fleets, and charging infrastructure; operate EV transport services; participate in public-private partnerships to expand EV deployment.
	Charging Service Providers	Deploy and operate EV charging infrastructure; provide charging services for public and private EV users; support digital charging platforms and energy management systems.

Category	Institutions	Key Responsibilities
Financing & Investment	Ministry of Finance (MoF)	Develop financial incentives and financing programs for EV adoption and infrastructure.
	National Bank of Ethiopia (NBE)	Support financial sector participation in EV financing; regulate financing instruments for EV investments.
	Development Finance Institutions and Climate Funds	Provide concessional financing and technical assistance for EV infrastructure, fleet electrification, and industry development.
	Private Investors	Invest capital in EV manufacturing, fleet operations, charging infrastructure, and technology development.
Research, Innovation & Skills Development	Ministry of Education and Research Institutes	Conduct EV research and innovation; develop EV training programs; revise university and TVET curricula to support EV technologies and workforce development.
	Technical and Vocational Education and Training (TVET) Institutions	Provide technical training for EV maintenance, manufacturing, and charging infrastructure operation.
	Ethiopian Artificial Intelligence Institute	Support AI applications in EV systems, data analytics, and smart mobility technologies; develop guidelines for ethical use of AI in EV systems.
Digitisation and Cybersecurity	Information Network Security Administration (INSA)	Protect EV digital infrastructure and smart grid systems from cyber threats; enforce cybersecurity standards for EV platforms; provide training on EV cybersecurity.
Development Partners	International Development Organizations, Multilateral Development Banks, and Climate Finance Institutions	Provide technical assistance, concessional finance, and capacity building; support EV infrastructure projects and sustainable mobility programs; facilitate international cooperation and technology transfer.



5. Implementation phasing

The transition to electric mobility will follow a phased implementation plan from 2025 to 2030 to ensure a structured, manageable transformation of Ethiopia's transport sector. This phased approach allows the government to build the institutional and technical foundations required for large-scale electrification while gradually scaling investments and market adoption.

Phase I – Enabling (2025–2026) will focus on strengthening the regulatory and institutional framework necessary for the transition. Key activities during this phase will include strengthening governance arrangements, developing national standards for EVs and charging infrastructure, preparing the national charging infrastructure deployment plan, and launching pilot projects for electric buses, two- and three-wheelers, and urban fleet electrification. Early investments will also focus on building technical capacity, developing EV data systems, and initiating public awareness campaigns to build market confidence.

Phase II – Acceleration (2027–2028) will prioritise scaling up EV adoption and expanding charging infrastructure across major urban centres and transport corridors. During this period, the government will intensify investment in charging networks, introduce concessional financing mechanisms for EV purchases, expand local EV assembly capacity, and strengthen the electricity distribution network to support increased charging demand. Public transport electrification programs and fleet transition initiatives for taxis, buses, and freight operators will also be expanded.

Phase III – Scale-up and Consolidation (2029–2030) will focus on large-scale deployment of electric vehicles across the national transport system while consolidating domestic manufacturing capacity and strengthening supply chains. By this phase, the strategy aims to achieve widespread availability of charging infrastructure, increased local manufacturing and assembly of EVs, and full integration of electric mobility within Ethiopia's urban transport systems. Monitoring systems and data platforms will also be fully operational to support long-term sector planning and policy refinement.



Figure 11. The Grand Ethiopian Renaissance Dam.

Credits: Environmental Change Institute



6. Resource Mobilization

The successful implementation of the e-mobility strategy will require significant investment in vehicles, charging infrastructure, grid upgrades, manufacturing capacity, and institutional systems. Financing will therefore rely on a blended approach combining public funding, private sector investment, and international climate finance.

Public investment will play a catalytic role in establishing enabling infrastructure, including charging networks, research facilities, and training centres. The Ministry of Finance will lead the development of fiscal incentives designed to accelerate EV adoption, including tax exemptions for electric vehicles and charging equipment, concessional financing schemes for vehicle purchases, and targeted subsidies for electrifying public transport fleets.

Private sector investment will be mobilised through public-private partnership (PPP) frameworks that enable businesses to invest in EV assembly plants, charging infrastructure, battery services, and fleet electrification programs. The Ethiopian Investment Commission will support the creation of a favourable investment environment by offering incentives such as tax holidays, streamlined licensing procedures, and access to industrial parks dedicated to EV manufacturing and technology development.

International financing sources will also play a critical role in supporting Ethiopia's transition to electric mobility. These may include concessional loans, grants, and technical assistance from multilateral development banks, climate finance facilities, and bilateral development partners. Carbon finance mechanisms may further provide an opportunity to monetise emissions reductions resulting from EV adoption, particularly through programs aligned with Ethiopia's national climate commitments. This blended financing approach is intended to reduce investment risks, accelerate private sector participation, and ensure that the transition to electric mobility remains financially sustainable.

Overall, allocating a budget for the e-mobility transition and infrastructure deployment is necessary to achieve the Ethiopian Government's ambition to promote sustainable transportation, strengthen energy security, reduce fuel imports, and combat climate change. A comprehensive budget allocation framework should prioritize investments that enable system-wide electrification while also supporting market development, industry growth, and institutional capacity. The following is a breakdown of how a budget allocation plan might be developed:

- **Electrification of Public Transport Systems:** Electrifying high-utilisation transport modes such as buses, minibuses, and taxis should be the highest priority for public investment due to their significant contribution to emissions and fuel consumption. Government financing should support fleet replacement programs, concessional financing mechanisms, and depot charging infrastructure to accelerate the transition of public transport systems to electric mobility.
- **Charging Infrastructure:** While the major role of government in expanding charging infrastructure lies in creating a conducive environment and providing incentives for private sector investment, the initial stages of charging infrastructure development require public investment. Government should fund strategic charging networks in urban areas, transport corridors, and public transport depots. Additionally, government may intervene in locations where private sector investment is limited. These interventions should align with national and city-level charging infrastructure master plans.

- **Local Manufacturing of Electric Vehicles and Components:** Public investment should support the development of domestic manufacturing capacity for electric buses, motorcycles, passenger vehicles, and associated parts, components, and systems. Funding may support industrial parks, supplier development programs, technology transfer partnerships, and incentives that strengthen Ethiopia's EV manufacturing ecosystem and reduce reliance on imports.
- **Local Manufacturing of EV Batteries and Energy Storage Systems:** Developing local battery manufacturing and energy storage capacity is critical to strengthening the EV value chain and ensuring long-term cost reductions. Budget allocations may support battery assembly facilities, research into battery technologies, recycling systems, and partnerships with international technology providers.
- **Fleet Electrification (Public Sector Vehicles):** Government should allocate funding to electrify its own vehicle fleets, including public service vehicles, municipal fleets, and state-owned transport operators. Public sector fleet electrification demonstrates leadership, creates early market demand for EVs, and supports local industry growth.
- **Incentives for Consumers and Market Demand:** Financial and non-financial incentives should be introduced to increase demand for electric vehicles. These may include tax credits, rebates, subsidies, reduced registration fees, and scrappage incentives for replacing older high-emission vehicles. These incentives help reduce the upfront cost barrier for EV adoption.
- **Research and Development:** Budget allocations should support research and development in EV technology, including battery technologies, charging systems, smart grid integration, vehicle efficiency, and innovative business models. This can include grants for universities, research institutions, and private companies working on EV-related projects.
- **Research Grants and Innovation Programs:** Dedicated research grants should be provided to support innovation in areas such as battery recycling, vehicle-to-grid integration, smart charging technologies, and sustainable manufacturing processes. These programs help build Ethiopia's technological capacity in the EV sector.
- **Training and Workforce Development:** Investment in training programs is essential to develop the skilled workforce required for the EV transition. Funding should support vocational training for technicians, mechanics, electricians, and engineers working in EV manufacturing, charging infrastructure installation, maintenance, and repair.
- **Education and Public Awareness:** Budget allocations should support public awareness campaigns to promote understanding of EV benefits and address common concerns related to cost, charging, and performance. Public education programs may include information campaigns, demonstration projects, workshops, and consumer information platforms.
- **International Cooperation and Partnerships:** Allocating funding for international cooperation will support technology transfer, best-practice sharing, and joint research initiatives. Collaboration with international organisations, development partners, and regional institutions can accelerate Ethiopia's EV transition.
- **Monitoring and Evaluation Systems:** Effective monitoring and evaluation systems require dedicated funding to track EV adoption, charging infrastructure deployment, emissions reductions, and program effectiveness. Data collection and analytics will support evidence-based policy adjustments and ensure accountability in implementation.



7. Monitoring and Evaluation System

Effective implementation of the Ethiopia E-Mobility Strategy requires a structured and results-driven Monitoring, Reporting and Evaluation (MRE) system to track progress, ensure accountability, and enable timely course correction. The MRE framework will provide a transparent mechanism for measuring progress against national electrification targets, assessing the effectiveness of policy and investment interventions, and ensuring that implementation remains aligned with Ethiopia's broader transport, energy, and climate objectives.

The MRE system will be coordinated by the Ministry of Transport and Logistics (MoTL), which will serve as the central reporting authority for the strategy. The Ministry will consolidate implementation data from relevant institutions, prepare periodic progress reports, and present strategic updates to the National Electric Vehicle Steering Committee, the Council of Ministers, and the House of Peoples' Representatives. This reporting structure ensures that progress toward electrification targets remains visible at the highest levels of government decision-making.

7.1. Institutional Oversight and Coordination

The **National Electric Vehicle Steering Committee**, chaired by the Ministry of Transport and Logistics, will provide high-level oversight of the strategy's implementation. The Committee will review progress against national targets, address institutional coordination challenges, and approve major adjustments to implementation priorities where necessary.

Supporting the Steering Committee, the **National Electric Vehicle Technical Committee** will review technical implementation issues, assess policy effectiveness, and provide evidence-based recommendations for improving program delivery. The Technical Committee will also support the development of technical standards, operational guidelines, and data management protocols required for the monitoring system.

Regional governments and city administrations will play a critical role in implementing and monitoring electric mobility initiatives. Regional Transport and Logistics Bureaus will track local EV deployment, infrastructure development, and fleet electrification programs. These institutions will receive technical support from the Ministry of Transport and Logistics through capacity-building programs, training workshops, and knowledge-sharing platforms.

7.2. Implementation Clusters

To ensure effective coordination across sectors, implementation will be organised through four thematic clusters led by the Ministry of Transport and Logistics:

- **Infrastructure Cluster:** Responsible for monitoring the deployment of EV charging infrastructure, grid integration, and corridor charging development.
- **EV Development and Trade Cluster:** Responsible for tracking EV adoption, local manufacturing development, vehicle imports and standards, and market growth.
- **Finance and Customs Cluster:** Responsible for monitoring fiscal incentives, EV financing programs, customs compliance, and investment flows into the EV sector.

- **Research and Innovation Cluster:** Responsible for monitoring research initiatives, workforce development programs, technology innovation, and digital systems supporting EV deployment.

Each cluster will prepare periodic progress updates and submit implementation reports to the Ministry of Transport and Logistics for consolidation into national monitoring reports.

Monitoring and Evaluation Cluster

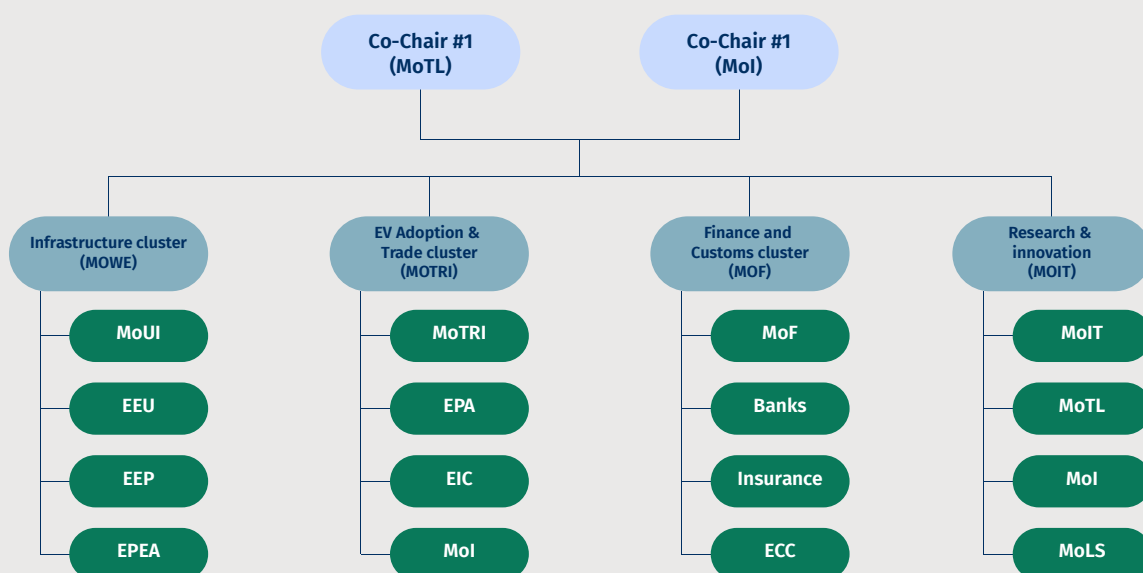


Figure 12. Monitoring and Evaluation Cluster

7.3. Monitoring and Data Systems

To support evidence-based policy implementation, the Government will establish a national EV data and monitoring platform that consolidates information from relevant agencies, including vehicle registration systems, charging infrastructure operators, electricity utilities, and customs authorities. This platform will enable real-time tracking of key indicators such as EV fleet growth, charging infrastructure deployment, electricity demand, and emissions reductions.

The monitoring system will integrate with Ethiopia's Greenhouse Gas Measuring, Reporting and Verification (MRV) framework, ensuring that emissions reductions achieved through electrification are accurately captured and reported within national climate commitments.

7.4. Reporting and Review Process

Implementation progress will be monitored through a structured reporting cycle:

- **Quarterly implementation reviews** are conducted by cluster coordination teams.
- **Annual national progress reports** are prepared by the Ministry of Transport and Logistics.
- **Mid-term implementation review (2027)** to assess policy effectiveness and adjust implementation priorities if required.
- **Final evaluation (2030)** to assess the overall impact of the strategy and inform the next phase of Ethiopia's electric mobility transition.

Independent technical audits and expert evaluations will be conducted periodically to assess the performance, transparency, and effectiveness of strategy implementation.

7.5. Key Performance Indicators (2030)

The following indicators will be used to track national progress toward the strategy's objectives:

Table 4. Key performance Indicators (2030)

Indicator	2030 Target
Share of new government fleet vehicles that are electric	100%
Share of new public transport vehicles that are electric	100%
Share of all new vehicle registrations that are electric	80%
All new registered electric vehicles	500,000 Vehicles
Share of e-bicycles in the bicycle share system	60%
Share of EVs locally assembled or manufactured	30%
Share of freight vehicles that are electric	5%
Public EV charging stations installed nationwide	2,230 stations
Reduction in transport sector emissions	13.9 MtCO ₂ e

8. Conclusion

The E-Mobility Strategy (2025–2030) positions Ethiopia to take a decisive step forward in advancing electric mobility. It brings together climate ambition, economic transformation, and urban development into a coherent national agenda, framing electric mobility not merely as a transport solution but as a catalyst for broader structural and industrial change. The Strategy aligns strongly with Ethiopia's national priorities and global commitments, while setting out a comprehensive framework spanning infrastructure development, industrial growth, institutional coordination, and market expansion.

The Strategy recognises that success will depend on coordinated action across sectors. It links transport, energy, industry, and finance into an integrated system, ensuring alignment across the full e-mobility ecosystem. The proposed institutional setup, anchored by a high-level steering committee, technical coordination mechanisms, and thematic implementation clusters, provides a strong foundation for effective cross-sector coordination.

The Implementation Plan outlines a structured progression through enabling (2025–2026), acceleration (2027–2028), and scale-up (2029–2030) phases. To strengthen implementation, the plan requires further development into a fully costed action framework, supported by robust resource mobilisation and financing mechanisms to realise the Strategy's interventions. Given the scale of investment required, a blended financing model combining public funding, private sector participation through PPPs, and international climate finance will be essential to de-risk investments and accelerate deployment.

The Strategy is grounded in a strong emphasis on local manufacturing, supply chain development, and skills creation. This reflects a clear commitment to retaining economic value domestically and translating the transition into jobs, investment, and long-term competitiveness.

With this foundation, the strategy marks a decisive shift from a strong policy base, a renewable energy advantage, and a growing industrial sector to large-scale EV deployment and the development of a competitive domestic industry. It is firmly anchored in delivery at scale, focusing on aligning institutions, mobilising finance, and translating ambition into visible, on-the-ground transformation. In doing so, it aims to deliver tangible climate, economic, and social outcomes, reducing emissions, strengthening energy security, creating green jobs, and improving urban mobility while positioning Ethiopia more broadly as a leading force in Africa's e-mobility transition.

9. Annexes

9.1. Annex 1. Action plan

Table 6. Action Plan

No	Intervention areas	Specific activities	Lead agency	Supporting agencies	Timeline					
					2025	2026	2027	2028	2029	2030
1	Policy and Regulatory Frameworks	Develop a National Automotive and E-Mobility Development Policy	MoTL	MoI, MoF						
		Strategy and regulatory frameworks for energy supply, EV charging infrastructure deployment and operation	MoWE	MoUI, EPEA, EEU and EEP						
		Develop a specific strategy for public transport and freight vehicle transition.	MoTL	MoF						
		Develop an EV Insurance Framework	MoF	MoTL						
		Establish EV Homologation Standards	ESI	MoI						
2	Strengthen Incentives to Transition Existing ICE Vehicles	Introduce Fleet Transition Incentives	MoTL	MoI						
		Implement a National Vehicle Scrappage and Replacement Program:	MoI	MoTL, MoPD, EPA, MoF						
		Establish National Standards for Vehicle Retrofitting	MoI	MoTL, MoF						
		Provide Incentives for Manufacturing or Importing Parts	MoI	MoTL						
		Strengthen Emissions and Efficiency Standards for the Existing Fleet	MoEFCC	MoTL						
		Introduce an Emission Tax	MoF	MoR						
3	Improve affordability and accessibility of EV through incentive mechanisms	Establish Concessional Financing Mechanisms for EV Adoption	MoTL	MoF						
		Support Fleet Electrification Programs for Public Transport:	MoTL	MoF						
		Introduce Fiscal Incentives for EVs	MoTL	MoF						
		Promote Innovative Ownership and Business Models	MoTL	MoF						
		Bulk Purchase Programs	MoTL	MoF						
4	Develop information technology to manage overall EV development	Develop a comprehensive dashboard	MoIT	INSA						
		Publish an Annual EV Market Report	MoTL	MoGCS and MoPD						
		Collecting and analyzing data on vehicle performance, battery health, and user behavior to improve efficiency and safety.	MoTL	MOTI and EPA						
		Develop Consumer Information Platforms	MoI	MoTL, MoIT and EPEA						
		Enabling communication between vehicles (V2V) and infrastructure (V2I) for enhanced traffic management and safety.	MoTL	EPEA						
		Support Integration of IT systems with Charging Infrastructure:	MoTL	EPEA						
		Implement GHG Emissions Reduction Tracking Systems	MoTL	MoWE, EPA, and MoPD						
5	Setting standard and testing procedure for electric vehicles and batteries	Establish Charging Homologation Standards	MoTL	MoI, MoTRI and EPEA						
		Establish EV Homologation Standards	MoTL	MoI						
		Introduce obligatory vehicle standards on emissions for all new vehicles	MoTL	MoI, MoF						
		Develop sustainable battery manufacturing processes	MoTL	MoI and EPEA						
		Strengthen Technical Capacity for Quality Control and Assurance of Institutions	MoTL	MoI, MoTRI and EPEA						

No	Intervention areas	Specific activities	Lead agency	Supporting agencies	Timeline					
					2025	2026	2027	2028	2029	2030
6	Partnering with industry, TVET schools and training providers to explore skills development	Benchmark on EV developments from abroad.	MoTL	MoI						
		Evaluate and revise universities curriculum and TVET occupational standard to incorporate with relevant content of EV sector with strong involvement of the private sector and the industry research and development centres and provide practical training opportunities.	MOE	MoLS, MoI and MoTL						
		Promote and design a program to implement practical training, internships and externships with manufacturers to provide hands-on experience, skill development for EV technology and experience sharing	MoI	MoTL						
		Ensure the sustainability of the skills training center (CoE) as a critical enabler for the sector.	MoI	Private, Development partners and MoLS						
		Strengthen research institutes with the appropriate laboratories, technology, and equipment.	MoI	MoIT						
		Research and development efforts to advance EV technology, battery technology, charging infrastructure, vehicle design, energy management systems and other related areas.	MoI	MoIT, MoLS and MoIT						
		Demonstration projects to showcase the feasibility and benefits of electric vehicles	MoI	MoTL, MoIT						
		Facilitate the transfer of technology from the laboratory to the marketplace through licensing agreements, spin-off companies, and incubation programs	MoI	MoTL, MoLS and MoIT						
		Establish innovation hubs, test beds, and demonstration projects focused on EVs and related technologies.	MoI	MoTL, MoLS and MoIT						
7	Strengthen Battery value chain and life Cycle Management	Localise battery manufacturing and assembly systems	MoI	MoTL, MoLS, MoIT, Universities and Development partner						
		Establish battery life-cycle management and circular-economy systems	MoI	MoTL and EEA						
		Strengthen partnerships for end-of-life battery management	MoI	Universities and Development partner						
		Enable private-sector participation and investment	MoI	MoTL, MoPD						
8	Develop conducive environment for active participation of the private sectors for EV charging infrastructure deployment	Tax Incentives	MoTL	MoF						
		Facilitate Land Access	MoTL	Regional government						
		Legal Requirements in Building Codes:	MoTL	Regional government						
		Mandatory Charging Stations at Fuel Stations:	MoTL	MoF						
		Provide charging stations at existing and new parking areas	MoTL	MoUL						
		Public-Private Partnerships (PPP)	MoTL	MoF						
		Integration with Public Transportation	MoTL							
		Mobile Charging Solutions	MoTL							
		Smart Grids	MoTL	EEP, EEU						
		Battery Swapping Stations	MoTL	MoF						
		Information and Navigation Systems	MoTL							

No	Intervention areas	Specific activities	Lead agency	Supporting agencies	Timeline					
					2025	2026	2027	2028	2029	2030
9	Develop a National EV Charging Infrastructure Deployment Plan	Establish national technical standards for charging systems	MoWE	EPEA,EEP and EEU						
		Develop a national charging infrastructure master plan:	MoWE	EEU, EEP						
		Deploy charging networks in major cities beginning with 1,176 Addis Ababa and expanding to 1,054 secondary cities	EEU	MoTL, Private Sector						
		Support depot-based charging for public transport fleets:	MoTL							
		Develop charging infrastructure along strategic transport corridors	MoTL							
		Enable private-sector participation in charging infrastructure	MoTL							
		EV Load Forecast and Distribution Upgrade Program	EEP	EEU, MoWE						
		Rural and urban planning-development of EV charging infrastructure nationwide.	MoTL	MoUI, EPEA, EEP, and EEU						
10	Improve Grid Capacity and Reliability to Support Charging Stations	Integrate Electric Mobility into National Power Planning	EEP	MoTL, EEP						
		Upgrade Distribution Networks in Priority Urban Areas	EEP	MOTL						
		Establish Competitive and Predictable Electricity Tariffs for EV Charging	EEP	MoTL						
		Promote Smart Charging and Load Management	MoI	EEU, MOTL						
		Strengthen Cybersecurity and Digital Resilience of Charging Infrastructure	MoP	MoIT, MoTL						
11	Increase the capacity of local Electric Vehicle and Battery Assemblers and Manufacturers	Establish a Dedicated EV Technology and Industrial Park	MoI	MoTL						
		Cluster EV Maintenance Shops and Component Manufacturers	MoI	MoTL						
		Attracting and de-risking private sector and foreign investment	MoF	DBE, MoTL						
12	Developing supply chain and value addition	Accelerating local raw material value addition	MoI	Development partners, and Private wing (MFG)						
		Promote Investment and Business Environment:	MoI	EV Manufacturers, MoTL and EIC, Development partners						
		Collaboration and Partnerships	MoI	MoTL, Development partners and Private wing (MFG)						
		Export Competitiveness and Regional Market Integration	MoI	MoTL, Development partners and Private wing (MFG)						
13	Trade facilitation	Revise public procurement procedures to enforce mandatory procurement EV and prioritize local manufacturers,	MoI	MoF						
		Develop a value chain alliance for market linkage between suppliers and buyers to encourage the purchase of local EV products,	MoI	MoTRI and MoTL						
		Policy intervention and control mechanism for contraband issues	MoTRI							
		Develop national, regional, and city -wide campaign programs to aware the general communities,	MoI	MoTL and MoTRI						
		Streamlined port processes	MoI	MoF and MoTRI						

No	Intervention areas	Specific activities	Lead agency	Supporting agencies	Timeline					
					2025	2026	2027	2028	2029	2030
14	Access to finance	Provide project financing for EV local manufacturing and development of EV charging infrastructure	EDB	MoTL						
		Offering loans EV users and assemblers,	Local and National Banks	MoTL						
		Lease financing to EV infrastructure investment,	EDB	MoTL						
		Regulate and establish a transparent procedure	NBE	MoTL						
		Establish EV Credit Line	MoF	NBE						
		Low-interest Loans for Public Transport	MoF							
		PPP Framework for Charging	MoF							
		Carbon Finance Registration	MoPD							
15	Improve Public Awareness and Address Major Constraints for E-Vehicle Adoption	Educational Campaigns: Organising workshops and informational sessions to educate consumers	MoTL	AAU, Media						
		Community Demonstrations: Hosting events where potential buyers can test drive e-vehicles and experience their performance	MoTL	MInT, MoLS, Media						
		Incentive Awareness Programs: Promoting government incentives and subsidies available for purchasing e-vehicles	MoTL	MInT, MoLS						
		Customer Support Initiatives: Establishing dedicated customer service lines	MoTL	MInT, MoLS						
16	Equity and Inclusion	Equity Considerations in Policy Development	MoTL							
		Affordability Initiatives	MoTRI							
		Training and Employment Opportunities	MoTL	MoLS						

9.2. Annex 2: Definition of words and concepts

The Ministry of Transport and Logistics oversees transportation policies and regulations, while the Minister is responsible for implementing these initiatives.

- **Renewable energy:** refers to energy derived from clean sources like hydro, solar, wind, and geothermal.
- **Electric vehicle:** A vehicle that operates using renewable energy (electricity, hydrogen gas, compressed natural gas (CNG), or biofuel) as its primary source of power.
- **A hybrid vehicle:** Combines electricity and fuel to power its engine, offering a more efficient and environmentally friendly option for transportation.
- **An Electric Vehicle Assembler:** is an entity that assembles vehicle parts into a complete vehicle by importing and putting together the necessary components.
- **Electric vehicle manufacturer:** Involves the construction of a complete vehicle using raw materials specifically designed for vehicles.
- **Charging Station:** A charging station is a facility equipped with one or more charging machines designed to recharge electric vehicles.
- **Electric Vehicle Charging Machine (Charging Machine):** An electric vehicle charging machine consists of one or more electric power receiving sockets used to charge electric vehicles.
- **Hydrogen Filling Machine:** A hydrogen filling machine is a device that refills a vehicle's tank with hydrogen in either liquid or gas form, at either low or high pressure.
- **Connector:** A connector refers to the electric power or hydrogen transmission line that links an electric vehicle to the charging machine or hydrogen filling machine.

Charging station and services

- **“Electric Vehicle (EV)”** means any vehicle propelled by an electric motor drawing current from a rechargeable battery (i.e. energy storage system), intended primarily for use on public streets, roads, or highways etc.
- **“Electric Vehicle Charging System”** means complete system including the EV supply equipment and the EV functions that are required to supply electric energy to an EV for the purpose of charging.
- **“Facilities”** all real property (including all buildings, fixtures or other improvements located thereon), leased, operated, or used by company or any of its subsidiaries or any of their respective predecessors or affiliates.
- **“Charging speed”** means, charging power, which determines the time, required charging a vehicle, and it can vary by orders of magnitude across charge points.
- **“Fast charging”** means rapid charging or quick charging to recharge EV batteries within a short period of time.
- **“AC Slow charging”** means charging with home private charging system with single phase 230/380V can be either mode 1 or mode 2.

- **“DC Fast charging”** means DC current is sent to the electric car’s battery directly via the charge port.
- **“At Home EV Charging”** means an EV charging where owner of an electric vehicle can charge his own vehicle by installing a charger in his house.
- **“Public EV charging Services (PCS)”** means an EV charging station where any electric vehicle can get its battery charged.
- **“Captive charging Services (CpCS)”** means an electric vehicle charging station exclusively for the electric vehicles owned or under the control of the owner of the charging station e.g. Government offices, corporate houses, bus depots, charging stations owned by the fleet owners etc. and shall not be used for commercial purpose of charging other vehicles on paid basis.
- **“Charging types”** means that refers to the shape and design of the plug that connects the charger to the vehicle.
- **“Charging levels”** means the maximum power output of the charger, which affects the charging speed and range.
- **“Charging Modes”** means that how the charger communicates with the charging point and the vehicle.

Electric Vehicle Charging Services

1. Possible EV charging services are:
 - a) **At home EV charging.**
 - b) **Public EV charging Station (PCS) services**
 - c) **Captive charging Station (CpCS) Services**
2. EV charging modes shall be as explained in the four different modes of electric vehicle conductive charging specified in the IEC 61851 or to be specified in IES.
 - a. **Mode 1:** This is the slowest and simplest mode, using a standard household plug and socket. It does not support any communication or safety features between the EV and the charger. It can deliver up to 16 A and 250 V single-phase or 480 V three-phase. It takes around 8 -12 hours to fully charge an EV with this mode.
 - b. **Mode 2:** This is like Mode 1, but with a special cable that has an in-cable control and protection device (IC-CPD) to prevent overheating and electric shocks. It can deliver up to 32 A and 250 V single-phase or 480 V three-phase. It is also slow mode, but more convenient and safer than Mode 1.
 - c. **Mode 3:** This is a semi-fast mode that uses a dedicated wall box or charging station that communicates with the EV and adjusts the current and voltage accordingly. It can deliver up to 40 A and 250 V single-phase or 480 V-phase. It is a popular mode for home and public charging, as it offers faster and more reliable charging than Mode 1 and 2.
 - d. **Mode 4:** This is the fastest mode, using a Direct Current (DC) charging station that bypasses the EV’s on-board charger and directly charges the battery. It can deliver up to 400 A and 1000 V Direct Current (DC). It is mainly used for public charging, as it can provide 80% charge in less than 30 minutes.

Location of Public Charging Stations

1. In case of public charging stations, the following minimum requirements are laid down regarding density/distance between two charging points:
 - a) One charging station shall be set up at every 50km on both sides of highways/roads.
 - b) For long EVs and heavy duty EVs like buses/trucks etc., there should be at least one fast charging station at every 120km, one on each side of the highways/road located preferably within/alongside the stations.
2. Additional public charging stations shall be set up in any area only after meeting the above requirements.
3. Any deviation from the above norms shall be admissible only after specific reason to be justified by the Authority is approved after application is submitted.

9.3. Annex 3: Legal frameworks

The legal frameworks necessary to achieve the strategy includes a number of key proclamations and decrees in Ethiopia. These include

1. Proclamation No. 1263/2014, which outlines the duties and responsibilities of executive bodies,
2. Road Transport Proclamation 1274/2014,
3. Ethiopian Investment Decree 769/2012,
4. Decree 808/2006 which re-establishes the Information Network Security Agency,
5. Commercial Competition and Consumer Protection Decree 813/1996,
6. Vehicle Identification and Registration
7. Decree No. 681/2002,
8. Proclamation No. 1074/2010 on driver qualification,
9. Ethiopian Investment Regulation 474/2012,
10. Road Fund Office Establishment Regulation and Toll Road Enterprise Establishment Regulation. These legal instruments are essential for the effective implementation of the strategy and ensuring compliance with relevant laws and regulations.
11. Establishment Regulation for the Road Fund Office and Toll Road Enterprises
12. Regulation No. 489/2014 for the Establishment of Public Service Transport Services
13. Regulation No. 493/2014 for the Establishment of the Road Safety and Insurance Fund Services
14. Traffic Control Regulation No. 208-2003
15. Amendment Regulation No. 395-2009 for Traffic Control
16. Regulation No. 206-2003 for Vehicle Identification and Registration Fees
17. Regulation No. 492/2014 for Motor Vehicle Speed Limits
18. Regulation No. 491/2014 for Vehicle Weight and Size Limits
19. Service Fee Regulation No. 450-2011 for Driver Qualification Licenses
20. Regulation No. 494/2014 for Drivers Qualification Verification Licenses

21. Regulation for Vehicle Age Limits and Ethiopian Roads Management Establishment
22. Decree for Environmental Protection
23. Proclamation 1074/2010 and Regulation for Government-Private Partnerships
24. Regulations governing public service transport, road safety, insurance funds, traffic control, vehicle identification, registration fees, speed limits, vehicle weight and size limits, driver qualification licenses, driver qualification verification licenses, vehicle age limits, environmental protection, and government-private partnerships have been established in Ethiopia. These regulations aim to ensure the safety and efficiency of the transportation system in the country.
25. The Ethiopian Roads Management Establishment Regulation, which includes regulations on vehicle age limits and environmental protection, plays a crucial role in maintaining the quality of the road network and protecting the environment.
26. Additionally, the Government-Private Partnership Proclamation 1074/2010 and its accompanying regulations provide a framework for collaboration between the government and private sector in the development and management of transportation infrastructure.
27. Investment Proclamation No 1180/2020
28. Investment Incentive Regulation No. 517/2022
29. Directive on Duty-free import of motor Vehicles No. 942/2015 (E.C)
30. Industrial Parks Proclamation No. 886/2015
31. Industrial Parks Regulation, No. 417/2017
32. Commercial Registration and Business Licensing Proclamation No. 980/2016
33. Labor Proclamation No. 1156/2019
34. Customs Proclamation No. 859/2014 and Customs amendment proclamation No. 1160/2019



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