



AFRICA E-MOBILITY WEEK



2026

At a Glance

**From Continental Frameworks
to Regional Action and National
Implementation**

Co-convenors: Africa E-Mobility Alliance (AfEMA) | United Nations Environment Programme (UNEP) | African Union Commission (AUC) | United Nations Economic Commission for Africa (UNECA)

28–30 September 2026
Stellenbosch, South Africa



AEW2026 at a Glance

From continental frameworks to regional action and national implementation

28–30 SEPTEMBER 2026 • STELLENBOSCH, SOUTH AFRICA

5th edition of AEW	320 confirmed Forum participants	42 countries and markets	116 Industry Tour registrations
------------------------------	--	------------------------------------	---

Africa E-Mobility Week & Forum 2026 took place in Stellenbosch, South Africa, from 28–30 September 2026, marking the fifth edition of Africa E-Mobility Week.

Co-convened by the Africa E-Mobility Alliance (AfEMA) and the United Nations Environment Programme (UNEP), with the African Union Commission (AUC) and United Nations Economic Commission for Africa (UNECA), AEW2026 centred on a practical challenge: how to turn Africa’s growing e-mobility ambition into action at the regional and national level.

The Forum brought together 320 participants from 42 countries and markets. Private sector and industry formed the largest group (32%), followed by government and public sector (20%) and investors and financial institutions (13%). The remaining participants represented research and academia, development partners, NGOs, industry associations, media, and the organising and AfEMA teams.

AEW2026 in numbers

5th edition of Africa E-Mobility Week

320 Forum participants

42 countries and markets represented

116 Industry Tour registrations

Co-convenors: AfEMA, UNEP, AUC & UNECA

Why this edition mattered

By 2026, the question was no longer whether e-mobility had a place in Africa’s transport future. The harder questions were about implementation: how markets scale, how investment reaches viable projects, how policy supports deployment, how infrastructure keeps pace, and how the continent creates more value from the transition.

Across plenaries, working sessions, closed-door discussions, partner-led sessions, the exhibition and Industry Tours, delegates examined the transition from several angles: policy and regulation, finance and investment, industrialisation and jobs, charging and energy infrastructure, freight and public transport, battery circularity and the just transition.

The conversations also moved beyond ambition. They surfaced projects already underway, investment and market activity, lessons from deployment, areas where policy is beginning to shift, and the barriers that continue to slow scale.

The pages that follow capture what emerged from AEW2026: what we heard, what is moving, what still needs to happen, and where attention should go next.



AEW2026 delegates • Photograph © Juliette Bisset



What we heard

Signals that kept returning

Across the Forum Stage, different markets and institutions kept returning to five themes.

Policy certainty is part of the investment infrastructure

The continental framework discussion set a shared direction. The next step is translating it into national roadmaps, stable rules and coordinated implementation.

Speakers stressed clear market signals: long-term policy direction, investable targets, common standards and stronger coordination across transport, energy, industry, finance and trade. The aim is not 55 disconnected markets, but national approaches that are harmonised regionally and speak to the continental direction.

Policy should be viewed as part of market-building, not only regulation.

Finance is about risk, not only capital

The finance discussion went beyond a call for more money.

Many e-mobility businesses are still carrying several parts of the ecosystem themselves — vehicles, charging, batteries, maintenance, financing, software and customer acquisition — concentrating capital needs and risk in young companies.

Investors and development finance institutions pointed to blended finance, stronger project pipelines, larger ticket sizes and more predictable policy, alongside financing the wider e-mobility system rather than each component in isolation.

Scaling will require smart risk-sharing across government, financiers, operators and industry.

The opportunity extends beyond vehicle adoption

Sessions framed the transition as an industrial and economic opportunity.

Local assembly, manufacturing, batteries, engineering, skills, servicing and supply chains all sit behind the vehicles. Speakers also stressed that markets will take different routes depending on their industrial base, energy system, vehicle mix and policy priorities.

The opportunity is to retain more value in Africa through jobs, industrial capability, local production and regional value chains.

Charging, energy and freight form one system

Deployment is exposing the gap between putting vehicles on the road and building the infrastructure to support them.

Electric truck corridor discussions brought this into focus: charging capacity, grid reliability, location, interoperability and route planning all affect whether freight electrification works. The same principle applies beyond trucking.

Regional standards matter too. Vehicles, chargers and battery systems need to work across markets if transport and trade corridors are to function across borders.

The transition spans the full value chain and life cycle

Battery systems, circularity, skills and the just transition were treated as one connected question. The continental framework and Day 2 discussions linked vehicle adoption with battery life-cycle management, energy, charging, finance, digital systems, inclusion and local value creation — a reminder that success needs to go beyond vehicle numbers.



What is moving

Evidence of a market taking shape

Across AEW2026, sessions pointed to parts of the market moving beyond pilots. Vehicles are operating, charging networks are expanding, industrial sites are being developed, and investment pipelines are being structured for scale.

Vehicles are operating

Ampersand described electric motorcycle and battery-swapping operations in Rwanda and Kenya. Kabisa reported more than 30 charging stations developed across the region and 15 light- to heavy-duty electric trucks already on the road. Speakers also highlighted South Africa's first roadworthy electric minibus taxi retrofit and the electrification of Golden Arrow's bus fleet.

These examples shifted the discussion toward what it will take to scale.

Charging is becoming planned infrastructure

In Kenya, GIZ, KenGen, Kenya Power and the Ministry of Energy and Petroleum have worked on a charging infrastructure feasibility study covering demand, grid requirements, business models, financing and deployment. Freight discussions also pointed to work around the Northern and Central corridors in East Africa. The focus is moving from individual chargers to the full system: location, grid capacity, interoperability and the infrastructure required to support commercial fleets across routes and borders.

Industrial capacity is taking shape

Atlantis Special Economic Zone is developing serviced industrial land and factory capacity for green-tech manufacturing, including micro-mobility. Across AEW2026, the industrialisation conversation extended to vehicle assembly, batteries, charging equipment, components, testing, certification, engineering and skills.

For speakers, the industrial question was how growing demand can support jobs, production capability and stronger regional value chains.

Capital is organising around projects

South Africa's JET New Energy Vehicle programme is building a project pipeline across public transport, infrastructure, batteries, mobility and logistics, and the automotive value chain, with projects prepared and connected to potential funders.

Financing discussions focused on matching different forms of capital to different stages — from proof of concept to fleet expansion, infrastructure and manufacturing.

Seen on the Industry Tours

The final AEW2026 Industry Tour programme connected delegates with The Green Cab, Everlectric, Balancell, STROOM Cargo and MellowVans across Cape Town and Stellenbosch, with three buses operating across the two departure points.

The visits brought the wider AEW2026 conversation into view: electric fleets, batteries, freight and vehicle manufacturing were not abstract concepts, but businesses and technologies operating in the market.

Taken together, these examples show parts of the ecosystem already operating in market. The task now is to connect them, finance them and scale what works.



What still needs to happen

The shift from pilots to scale

Across sessions, the same implementation gaps resurfaced: the conditions that keep viable projects from moving from pilot to scale.

Frameworks to national implementation

Continental direction now needs to become national roadmaps, regulations, incentives, procurement signals and clear institutional ownership. Peer exchange showed that countries are moving at different speeds; coordination between transport, energy, industry, finance and standards bodies will determine how quickly ambition becomes market activity.

Pilots to investable project pipelines

Speakers described a recurring gap between pilot-stage businesses and capital for scale. Discussions pointed to project preparation, clearer graduation pathways, blended finance, guarantees and local-currency instruments as ways to move projects into fleets, infrastructure and manufacturing.

Matching the right capital to the right stage matters as much as raising more capital.

Individual chargers to planned networks

Freight and fleet deployment are exposing infrastructure constraints early. Utilities, cities and transport planners need to anticipate where demand will emerge, map grid capacity, and plan sites, tariffs and high-power charging before vehicle numbers outgrow the network.

Corridor electrification requires coordination across jurisdictions, not isolated chargers.

National approaches to regional interoperability

Harmonised charging and vehicle standards can reduce fragmentation and give industry clearer investment signals. But standards need to be reflected in regulation, backed by testing and accredited laboratories, and coordinated across transport and energy systems.

Regional interoperability will matter if vehicles and fleets are expected to move across borders.

Assembly to full value-chain capability

Localisation requires more than assembly. Skills, engineering, testing, certification, component supply, battery management and circularity all need to develop alongside vehicle adoption.

Battery discussions argued for end-of-life systems and producer responsibility to be developed before higher volumes create a larger waste challenge.

Across these discussions, the priority was implementation: fewer disconnected pilots and more coordinated systems that can scale across markets.



What comes next

What changes by the next edition?

The closing sessions focused on what should happen between AEW2026 and 2027: stronger national implementation, better regional coordination and more projects moving into delivery.

Country action

The African Union framework provides a shared reference point. The next 12–14 months were framed as a window to translate it into national roadmaps, policy measures, standards, procurement decisions and investable projects, while using peer exchange to share lessons between markets.

Regional coordination

At AEW2026, e-mobility associations from 11 countries signed an MOU committing to share priorities, barriers and progress, broaden representation to all five AU regions, and build a common Road to COP32, with Addis as a continental demonstration moment.

The MOU provides a practical platform for coordinated advocacy, knowledge exchange and stronger regional market signals.

Projects into transactions

Progress can be tracked in concrete terms: projects reaching financial close, fleets expanding, chargers being built and factories moving from plan to production. Sessions linked that progress to stronger project preparation, local-currency finance, guarantees, better data and closer matching between operators and funders.

AEW2027 and the Road to COP32

AEW2027 will move west, providing a checkpoint for what has changed between editions: policies implemented, projects financed, infrastructure built, partnerships activated and regional commitments advanced.

But the horizon extends beyond the next AEW. The Road to COP32 in Addis offers a shared demonstration moment for the continent — a point at which Africa can show not only ambition, but evidence of implementation across markets.

The work between now and then should be structured around that opportunity: translating continental frameworks into national action, advancing investable projects, strengthening regional coordination and demonstrating tangible progress in Africa's e-mobility transition.

By COP32, the measure of progress should be what Africa can show is already moving.



United Nations
Economic Commission for Africa