



Creating an optimal operating environment to enhance the uptake of EVs

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Case Study: Ampersand Rwanda



- Improving livelihoods while reducing emissions
- Designing electric motorcycles (motos) for underrepresented populations in the transport industry: women
- 35 women trained, 24 e-motos handed to the women
- Principles:
 - Understand the success and failures of gender inclusive e-mobility projects: worked with Flone Initiative
 - Provide conducive training environment: training run by GIZ and Ampersand
 - Build a safe environment for the women to use the vehicles: All project partners Ampersand, UEMI, UN-Habitat, Jali Finance, GIZ
 - Evaluate and track the perceptions of the women drivers and their customers
 - Encourage peer learning between cities, companies and the women



Case Study: County of Kisumu



- The City of Kisumu is experiencing rapid economic and population growth, resulting in high rates of urbanization and motorization.
- Integration of land use and transport planning is fundamental to improving the quality of life for Kisumu residents.
- The KSMP has the provision for better public transport and NMT facilities, all public transport vehicles are Euro 4 or better, introduction of electric vehicles within its 1—year goals for mobility.
- In the Kenya Living Lab, our partner WeTu is implementing solar-powered hubs in Kisumu and Homa Bay offering e-motorbikes for rental, working very closely with the County governments of Kisumu and Homabay
- Things to consider when implementing successful community-based E-mobility projects with government: Community Sensitization Stakeholder Engagement and co creation, System Sizing and Technology Selection, Permits and approvals, Project Planning, Innovative Business models, Operation and maintenance

