

STATUS OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE IN CÔTE D'IVOIRE

Overview • Electrical safety • Regulatory framework • Outlook

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Where do we stand? → What are the risks? → How can development be made safe?

Context: electric mobility and EVCI

Cleaner mobility

Electric vehicles help reduce dependence on fossil fuels and transport-related emissions.

Essential infrastructure

Electric mobility cannot grow without charging infrastructure in homes, businesses, car parks and public spaces.

Safety challenge

Power demand calls for adequate protection arrangements and appropriate verifications.

EVCI development must combine deployment, performance and control of electrical risks.

Objectives of the presentation

1

CURRENT STATUS

Present the current development of EVCI in Côte d'Ivoire.

2

VISION

Recall the national orientations for electric mobility.

3

SAFETY

Highlight the essential electrical safety requirements.

4

RECOMMENDATIONS

Identify the conditions for reliable, safe and sustainable development.

NOTE: support the growth of EVCI without compromising user safety.

What is EV charging infrastructure (EVCI)?

EVCI is the set of equipment and installations used to charge the batteries of electric or plug-in hybrid cars.



A charging station is therefore not a simple accessory: it is an electrical installation forming part of a complete infrastructure.

Charging types and power levels

AC charging – slow / normal

3.7 kW • 7.4 kW • 11 kW • 22 kW

Typical uses: homes, hotels, offices, car parks, co-owned buildings and shopping centres.

DC fast charging

30 kW • 60 kW • 120 kW

Up to 160 kW announced by some new operators.

The higher the power, the greater the constraints on connection, protection and maintenance.

Charging power directly influences the sizing of the installation and the safety requirements.

Current situation: key figures

+1000

electric vehicles in 2026

≈60

charging stations in Abidjan

+3

extension to Yamoussoukro,
Bouaké and Korhogo

Gradual rollout

Existing networks and some deployment players

Péto Ivoire

As of June 2026: a national network of 17 charging stations and 25 charging points.

ElectIvoire

DC network project of up to 160 kW, still in the configuration phase and not yet open to the public.

Digital platforms

NEO, ARNIO, JSA, etc.: geolocation and tracking of charging stations.

Finding: a real network exists, mainly in Abidjan, but it remains too limited to support widespread adoption of electric vehicles.

Decree No. 2024-326 of 22 May 2024

Legal framework for the promotion of electric transport and charging infrastructure in Côte d'Ivoire.

Operators

Approved private operators to build and operate EVCI.

Design

Electrical design studies and certification by qualified bodies.

Specifications

Drawn up by the ministry in charge of Energy.

Approval

Ministerial approval for developers and managers.

Service economics

Charging service prices and development / operating fees.

The sector is gradually moving from an experimental phase to a structuring phase.

Order No. 00451 of 13 April 2026

Specifications: defining the applicable requirements

Developers

Installation

Design, plan, develop and set up EVCI.

- At least one station every 500 m
- Fast charging point (DC)
- Slow charging point (AC)
- Standard NFC 15-100-7-722

Managers

Operation

Manage, operate and maintain.

- Quality of service: availability rate $\geq 90\%$
- Provision of a mobility platform
- Secure payment method

Service providers

EVCI service

Provide simplified access to charging.

- Offer access through the mobility platform
- Connect all stations to the said platform

Technical requirements to harmonize

Connection

Earthing

**Residual current
protection**

Overvoltage

Overcurrent

Cables

Connectors

**Vehicle–station
communication**

Fire safety

Accessibility

Metering

Supervision

These requirements must form a coherent whole: electrical installation, charging station, vehicle, communication and operation.

Inspection and commissioning: an essential step

1

DESIGN

Sizing, diagram,
choice of
protections.

2

INSTALLATION

Compliant
implementation
and quality of
connections.

3

VERIFICATION

Earth, continuity,
insulation,
protections and
functional tests.

4

COMMISSIONING

Validation before
use by the public
or the operator.

5

MAINTENANCE

Inspections,
servicing and
traceability over
time.

Main problems to solve

Profitability

With a still-limited fleet, the immediate profitability of a station can be difficult.

Coverage

The network remains heavily concentrated in Greater Abidjan.

Skills

Fast chargers combine power, electronics, communication, supervision, payment and maintenance.

Maintenance

Capacity building and maintenance are identified as major challenges.

Standardization

Technical rules must be harmonized and made operational.

National vision and 2030 horizon

10%

of electric vehicles in the
vehicle fleet by 2030

Pilot sites Identify priority locations

Renewables Integrate renewable energy sources

Standards Harmonize standards and regulations

Financing Structure deployment financing

Maintenance & training Strengthen national capacities

The ambition is shifting from a mainly Abidjan-based network to a national network approach.

Six pilot zones targeted in 2026

Greater Abidjan

Pilot zone identified in the initial document

Bouaké

Pilot zone identified in the initial document

Yamoussoukro

Pilot zone identified in the initial document

Korhogo

Pilot zone identified in the initial document

Odienné

Pilot zone identified in the initial document

San Pedro

Pilot zone identified in the initial document

Funding mentioned: Global Environment Facility (GEF): USD 1.607 million, with the support of UNIDO and ECREEE.

Proposed roadmap

1

STANDARDIZE

Clear and harmonized technical requirements.

2

QUALIFY

Train installers, maintainers and inspectors.

3

CONTROL

Verify before commissioning and during operation.

4

MONITOR

Maintenance, traceability, data and lessons learned.

Objective: a progressive, reliable, interoperable and secure rollout.

CONCLUSION

Côte d'Ivoire has a real opportunity to develop electric mobility.

The challenge is not just to install more charging stations, but to ensure that every infrastructure is properly designed, protected, inspected and maintained.

“More electric mobility, always with more electrical safety.”

THANK YOU

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