Clean Technology Hub
Energy Innovation Centre

Electric Vehicle (EV) Stakeholders Roundtable Dialogue - Outcome Report

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Executive Summary

On November 26, 2025, Clean Technology Hub, in collaboration with the Policy Centre of the Abuja Chamber of Commerce and Industry (ACCI), and with support from the National Automotive Design and Development Council (NADDC) and Surge Africa, hosted the EV Stakeholders Roundtable Dialogue. The event convened 40 high-level stakeholders and marked a significant milestone in Nigeria's effort to establish a scalable electric vehicle (EV) charging infrastructure.

A comprehensive pre-event policy brief, shared with all participants, provided the evidence base for the discussions. Three moderated panel sessions, two goodwill messages, and a tone-setting opening address produced concrete, Nigeria-specific recommendations on policy, financing, and technical standards.

Key outcomes include:

1. Stakeholders reached consensus on the urgent need to strengthen and enact the Electric Vehicle Transition and Green Mobility Bill 2025, particularly its provisions on charging infrastructure.
2. Stakeholders agreed that fleet aggregation, battery swapping, and solar-powered micro-hubs represent the most viable early-stage business models.
3. Stakeholders expressed commitment to adopting international standards and safety measures while ensuring they are tailoring them to local operational realities.
4. The dialogue strengthened a multi-stakeholder coalition that is now positioned to move from discussion to coordinated implementation.

This report captures the key messages, insights, and perspectives shared at the roundtable and presents a cohesive narrative that highlights Nigeria’s challenges while outlining practical, forward-looking strategies for expanding EV charging infrastructure nationwide.

Introduction

The transport sector plays a defining role in Nigeria's energy, environmental, and economic trajectory. According to the International Energy Agency (IEA), it accounts for 57% of Nigeria's energy-related CO_2 emissions[1], making it the largest single source of emissions. Electrifying road transport is therefore central to Nigeria's Long-Term Low Emissions Development Strategy (LT-LEDS)[2], which envisions a 60% renewable energy mix by 2060 and positions e-mobility as a key driver for reducing emissions, boosting local assembly, and strengthening value-chain development. While several policy frameworks already exist, the key challenge now lies in moving from policy intent to large-scale deployment of charging infrastructure.

Global evidence shows that the availability, visibility, and reliability of charging infrastructure are crucial determinants of consumer acceptance of electric vehicles. The IEA's Global EV Outlook notes that dependable public charging significantly reduces range anxiety and accelerates the mass adoption of electric vehicles. Since 2022, the number of public chargers worldwide has more than doubled, reinforcing the strong correlation between infrastructure development and EV uptake. For Nigeria to advance beyond small-scale pilots toward meaningful adoption, similar enabling conditions must be built domestically. In Nigeria, research shows that supporting charging infrastructure will determine whether EV adoption remains niche or evolves into mainstream mobility across urban and peri-urban markets[3].

Nigeria's abundant solar radiation and rapidly expanding distributed energy landscape, supported by more than 100 operational mini-grids, create a strategic opportunity to integrate EV charging with decentralized renewable systems[4]. Co-locating EV chargers with mini-grid hubs and developing solar-powered charging stations can reduce deployment costs, ease pressure on the national grid, and improve energy resilience. Ensuring equitable access across urban and rural areas, supporting both private vehicles and commercial fleets, and expanding local manufacturing and job creation further strengthen the case for investment in EV infrastructure. Consequently, the development of a robust EV charging ecosystem is not simply a technical undertaking; it is a multidimensional challenge requiring policy coherence, regulatory clarity, integrated urban and energy planning, and substantial investment.

[1] https://www.iea.org/countries/nigeria/emissions
[2] https://unfccc.int/sites/default/files/resource/Nigeria_LT-LEDS_01122023the_240425_094617.pdf
[3] https://www.sciencedirect.com/science/article/pii/S1361920924001391
[4] https://punchng.com/nigeria-connects-6m-people-through-mini-locationsgrids-wbank/

As outlined in the pre-event policy brief "Understanding and Strengthening Nigeria's Electric Vehicle Charging Ecosystem,[5]" charging infrastructure remains the most critical bottleneck to EV deployment in Nigeria. The current ecosystem consists of three main segments.

- Government- and research-led pilot stations such as NADDC stations in Nsuka, Sokoto, Abuja, and the ECN hybrid station
- Fleet and assembler private installations, including those deployed by Qoray, SAGLEV, Jet Motors, Phoenix Renewables, Folti etc.
- Battery-swapping networks for commercial two- and three-wheelers, led by MAX, Spiro, Aarago, Siltech, Zoome, and Nayo.

Spatial mapping from the ConnectVolt platform shows a heavy concentration of charging assets in Lagos and Abuja, with emerging activity in Kano, Nasarawa, and selected institutional locations. However, publicly accessible charging stations remain extremely limited, underscoring a significant gap between demand potential and existing infrastructure.

Although national policy frameworks (Nigeria Agenda 2050, Energy Transition Plan 2022/2025, NAIDP 2023, LT-LEDS 2023) acknowledge EVs, they reference charging infrastructure only marginally. The Electric Vehicle Transition and Green Mobility Bill (2025) is the first legislative framework to dedicate a full section to EV charging infrastructure; however, it contains notable gaps: unrealistic "immediate" mandates for all fuel stations, no phased rollout plan, lack of grid-impact guidance, and unclear licensing procedures.

It was against this backdrop that the EV Stakeholder Roundtable Dialogue was convened, aimed at shifting the conversation from diagnosis to delivery. The roundtable brought together key stakeholders across infrastructure, policy, investment, and technical standards to diagnose the current Nigerian context, exploring actionable solutions, and building partnerships capable of unlocking investment in charging networks nationwide.

[5] https://cleantechnologyhub.com/wp-content/uploads/2025/11/CTH-EV-Roundtable-Discussion-Policy-Brief.pdf

Pre-Event Policy Brief: Key Highlights

The policy brief "Understanding and Strengthening Nigeria's Electric Vehicle Charging Ecosystem" provided an evidence-based assessment of the current EV charging landscape, which served as the analytical foundation for the roundtable discussion. It highlighted the need to transition from isolated pilot projects to a coordinated national charging network, emphasizing regulatory reform, improved institutional alignment, and opportunities for renewable energy integration.

Key insights included:

1. Policy Frameworks Review: A detailed analysis of existing national regulatory frameworks (e.g., Nigeria Agenda 2050, which aims for 100% EV charging in cities by 2050; the Energy Transition Plan's ambitious but revised targets; the NAIDP's emphasis on EV production without commensurate charging goals; and the draft National Action Plan's unapproved measures, such as tax breaks and subsidies for charging stations).
2. EV Transition Bill 2025: The bill introduces several positive measures, including mandatory chargers at fuel stations, grants/tax credits, and provisions for renewable integration. However, it also contains major gaps such as unrealistic immediate mandates, lack of a phased rollout plan, grid planning, and operator licensing. The brief recommended a structured deployment framework, establishment of an EV Transition Fund, and clearer incentive design.
3. Current Landscape: Nigeria's EV charging infrastructure is developing in three distinct but complementary streams: government/research pilots (e.g., NADDC stations in Sokoto and Abuja), fleet-led deployments (e.g., Qoray, SAGLEV, Folti), and battery swapping networks for commercial 2/3-wheelers (e.g., MAX, Spiro). The current landscape is heavily concentrated in Lagos and Abuja, with limited presence in other regions.
4. Gaps: Absence of national standards, fragmented institutions, grid/tariff uncertainty, limited incentives, skills shortages, and data limitations.
5. Opportunities: Solar/hybrid solutions, local manufacturing, dedicated financing (e.g., green bonds), priority corridors (e.g., Lagos-Ibadan), and capacity building.
6. Guiding Questions: The brief outlined key guiding questions that shaped the roundtable sessions, e.g., immediate priorities for scaling, regulatory levers, and business models.

This brief underscored Nigeria's potential to leapfrog through renewable energy integration and local innovation, setting a practical and solutions-oriented tone for the dialogue.

Event Overview

- Event Title: EV Stakeholders Roundtable Dialogue
- Theme: Advancing E-mobility Infrastructure in Nigeria: Unlocking Policy, Financing, and Technical Pathways for Scalable EV Charging
- Date: November 26, 2025
- Venue: BEST Center, Abuja Chamber of Commerce and Industry, KM 8 Umaru Musa Yar'Adua Road, Abuja
- Format: In-person discussions
- Organizers and Partners: Clean Technology Hub (lead organizer); Strategic partners: Policy Centre, Abuja Chamber of Commerce and Industry; supporting organizations: NADDC and Surge Africa
- Participants: 40 physically present, including representatives from government (e.g., NADDC, NESREA, SON, NASENI, and Federal Ministry of Power), private sector (SAGLEV, Qoray Mobility, Torchmark, Fairmont, CFAO), Investment companies, academia, think tanks, media, and civil society

The agenda focused on three core pillars: policy and regulation, financing and investment, and technical pathways. Discussions were moderated to ensure practical Nigeria-specific insights. A pre-event policy brief functioned as an important pre-read to help attendees align.

Objectives of the EV Roundtable

1. Assess the current state of EV charging infrastructure in Nigeria, mapping installations, identifying gaps, and highlighting opportunities.
2. Identify policy and regulatory measures that can create an enabling environment to scale infrastructure deployment.
3. Explore financing and business models suited to Nigeria's context, including PPPs, concessional financing, and fleet aggregation.
4. Discuss technical solutions and standards for reliable, renewable, and grid-integrated charging infrastructure in Nigeria.

Expected Outcomes

1. A clear diagnostic overview of Nigeria's EV charging infrastructure landscape will be established.
2. Policy and regulatory recommendations will be developed to guide government actions.
3. Practical financing models and investment opportunities tailored to Nigeria will be identified.
4. Technical standards, renewable integration options, and innovation pathways will be highlighted.
5. A published outcome report will capture insights, recommendations, and next steps.

Knowledge Products

1. Pre-Event Policy Brief: Short knowledge note on Nigeria's EV charging landscape.
2. Post-Event Report: A detailed documentation of discussions and recommendations
3. A white paper that serves as a national roadmap for scaling charging infrastructure.

Goodwill Messages

1. **NESREA (Delivered by Chukwura Nnamdi-Okagbue, Assistant Chief Scientific Officer)**

   NESREA's goodwill message reaffirmed the agency's central role in strengthening the environmental governance required for Nigeria's electric mobility transition. Speaking on behalf of the Director General, Mr Nnamdi emphasized the importance of emissions reduction, air quality protection, and public health as Nigeria expands its EV ecosystem. He highlighted three core responsibilities that NESREA brings to the transition. First, ensuring environmental quality through clear compliance and monitoring protocols for charging stations. Second, regulating hazardous substances and waste under the National Environmental (Battery Control) Regulations and the Extended Producer Responsibility (EPR) framework. Third, strengthening regulatory coordination with institutions such as NADDC and SON to create a cohesive oversight ecosystem.

   The message called for tangible outcomes, including a harmonized framework for charging station siting, robust national battery standards, effective data-sharing mechanisms, and integrated environmental–economic planning. Collectively, these actions will help to position Nigeria as a regional leader in clean, safe, and sustainable transportation.

2. **Surge Africa (Delivered by Joan Bishio, Network Coordinator - Youth Climate Collective)**

   Surge Africa's message aligned the roundtable with the organisation's #DriveTheFuture campaign, which advocates for a government-enabled shift toward clean, smart, and accessible mobility solutions. Ms Bishio applauded the event's focus on policy, financing, and technical pathways, describing these pillars as essential for developing a scalable and inclusive EV charging ecosystem. She expressed confidence that the strong collaborative spirit demonstrated by stakeholders at the forum will accelerate Nigeria's progress from vision to practical, transformative implementation.

Tone Setting

Clean Technology Hub (Delivered by Mr Daramfon Bassey, Head of Programs, Energy Access)

In a forward-looking address delivered in recognition of World Sustainable Transport Day, Mr Daramfon framed the dialogue as a pivotal moment in Nigeria's clean mobility transition. He emphasised that, given the transport sector's substantial contribution to national emissions, scalable charging infrastructure must match the ambition of emerging policies such as the EV Transition Bill.

He acknowledged Nigeria's unique challenges, including grid instability, rapid urbanisation, and limited public charging assets, while highlighting the country's considerable strengths: abundant solar resources, expanding mini-grid solutions, and an active community of local innovators. He anchored his remarks around three guiding questions: What policy reforms are needed to attract investment? Which financing models can withstand market volatility? And what technical frameworks will ensure long-term sustainability?

He further outlined the core objectives of the dialogue: to build alignment around a shared ecosystem vision, to generate actionable policy and regulatory recommendations, to explore viable deployment models, and to strengthen a multi-stakeholder coalition committed to implementation. Mr Bassey called for candid, solutions-driven dialogue that prioritises collective progress over individual interests. His remarks reinforced the central message of the pre-event policy briefs: Nigeria must transition from isolated pilot projects to a coordinated, scalable, and sustainable EV charging ecosystem.

Panel Sessions

The event featured three panel sessions, each addressing a distinct thematic area within Nigeria's emerging electric mobility landscape. The sessions brought together industry leaders, technical experts, and ecosystem enablers. The speakers on the panel sessions were

1. Dr. Sam Faleye (Chairman and CEO, SAGLEV Incorporated)
2. Mr. Akinkunmi Akingbogun (VP, Qoray Mobility)
3. Dr. Lawal Y Gada (CEO, Greenado - Climate Finance, Clean Energy and E-Mobility Specialist)
4. Engr. John Bature Francis (Group Head, Electrical/Electronics)
5. Ms. Theodora Ogharanduku (Founder and CEO, Bristlecone THP)

The panel sessions were moderated by:

1. Ms. Chisom Ihebuzo Nwankwo, Founder, TSWINI (The Skilled Woman Initiative), and
2. Mr. Kolade Kolawole, Deputy Manager, Energy Access, Clean Technology Hub

Panel session highlights

Panel Session 1: Policy & Regulation for Scalable EV Charging Infrastructure.

This 45-minute session explored immediate policy actions, institutional roles, and refinements to the EV Transition Bill to unlock investments, reduce risk investments, and clarify stakeholder responsibilities, building on insights from the pre-event brief, particularly gaps in mandates, phased targets, and grid planning.

Dr. Lawal Gada: Dr. Lawal Gada, drawing similarities from the telecom and renewable sectors, advocated for the EV Bill to be passed by Q1 2026, empowering NADDC as a coordinating organization, and developing a detailed EV roadmap with KPIs for short-, medium-, and long-term milestones, including targeted charging stations. He highlighted catalytic financing from development banks such as the BOI, DBN, and AFDB, incentives such as soft loans and tax breaks, business models for producers and consumers, government fleet adoption as advocates, and public-private partnerships (PPPs) for enabling environments, licensing, and funding. He also provided an implementation strategy plan.

Ms Theodora Ogharanduku: Ms. Theodora emphasized shifting from policy speak to execution through a streamlined roadmap encompassing the government, private sector, and partners, outlining duties, rollout plans, and finance sources. She advocated for domestic manufacturing of charging components to reduce reliance on imports, as well as a centralized data repository for standards and frameworks to improve access and avoid duplication.

Panel Session 2: Unlocking Charging Infrastructure & Investment.

This 45-minute session examined financial barriers, viable models, and risk mitigation strategies for commercially sustainable EV charging deployment.

Dr. Sam Faleye: Dr. Faleye highlighted the high capital costs associated with charging infrastructure, ranging from $500–$700 for Level-2 chargers to a minimum of ₦40 million for a 60 kWh fast charger and double for a 120 kwh charger, coupled with slow EV uptake, which limits revenue and dampens investor interest. He emphasized the need for patient capital, including grants, green bonds, performance-based incentives, and concessional loans, alongside strong partnerships with development finance institutions. He advocated for demand-anchored deployment models based on predictable use clusters such as logistics hubs, workplaces, academic institutions, and religious centers, which can drive faster investment recovery and ecosystem growth.

Mr. Akinkunmi Akingbogun: Akingbogun emphasized capex obstacles, perceived high risks owing to decentralized data, and the necessity for consolidated utilization insights. He expanded the financing conversation by explaining why most commercial banks in Nigeria remain reluctant to invest in transport systems, insights that directly influence EV infrastructure financing. He identified three core reasons: First, the transport sector is a highly cash-based system, which increases leakages and reduces transparency, making revenue streams difficult to verify; second, it is a largely informal and unstructured industry, where fewer than 10% of transport operations such as BRT and rail have predictable, traceable revenue models that banks can underwrite; and third, there are complex ownership structures, where assets are often informally financed and privately controlled, making due diligence and collateralization difficult. These structural weaknesses, he noted, increase perceived risk for lenders and intensify the need for consolidated data,

standardized reporting, and clear value-chain visibility. He emphasized the potential of battery-swapping systems for micro-mobility, solar-powered charging hubs, and pay-as-you-go models that lower upfront costs for operators. He also recommended developing priority corridors, for example, the Lagos–Ibadan route, to demonstrate commercial viability at scale. Finally, he underscored the critical role of NGOs and intermediary organizations in conducting research, developing bankable business models, and advocating for legislative frameworks that protect investors and encourage transparent data-sharing across the ecosystem.

Panel Session 3: Technical Pathways, Standards & Safety.

This 30-minute session examined the adoption of technical standards, safety protocols, and renewable integration to support a resilient EV charging ecosystem in Nigeria.

Engr. John Bature: Engr. Bature clarified that Sthe tandard Organisation of Nigeria (SON)'s job is to facilitate stakeholder consensus on standards rather than create them from scratch, with a focus on adopting internationally accepted standards from the IEC and ISO. He explained that SON has set up a committee, and they are working closely with stakeholders to consolidate standards for connector types, etc. SON is also working with NEMSA and NERC for unified systems and the incorporation of solar standards. He assured that although SON will be adopting already accepted standards with the buy-in of stakeholders, the approved guidelines will be contextualized for Nigeria, ensuring compatibility with local infrastructure, environmental conditions, and market realities.

Key Outcomes and Recommendations

The dialogue achieved its objectives, producing:

1. Diagnostic Overview: Mapped current pilots (e.g., government projects, battery swapping for two-wheelers) and gaps (e.g., grid dependency, urban-centric focus), aligning with the pre-event brief's landscape analysis.
2. Policy Recommendations: Refine the EV Transition Bill for realism (e.g., phased mandates, grid assessments as per the brief); establish NADDC-led roadmap with KPIs; activate subnational incentives; and create consumer protections and local supply chain support.
3. Financing Models: Prioritize fleet aggregation, PPPs, blended finance, and performance-based grants; mitigate FX risks via domestic manufacturing; pilot corridors like Lagos-Ibadan.
4. Technical Pathways: Adopt IEC/ISO standards for connectors and swapping; enforce safety via SON-NEMSA coordination; integrate renewables for grid resilience; establish data/reporting norms and battery lifecycle management.

Proposed Strategic Implementation Plan

Nigeria needs a clear, implementable regulatory package to attract private capital, protect grid reliability and other off-grid sustainable energy supplies, ensure safety, and harmonize technical standards for EV chargers. Key actions to achieve this include:

1. Adopt national technical standards and mandatory interoperability.
2. Create simple licensing and tariff pathways for charge-point operators (CPOs) and aggregators.
3. Enable grid connection & demand management rules,
4. Deploy targeted fiscal incentives and public-private pilot sites, and
5. Establish monitoring, safety, & enforcement responsibilities across ministries and agencies.

Recent reviews show Nigeria currently lacks EV-specific regulations and relies on international standards in an informal way; this package bridges that gap.

Inter-Agency institutional Roles (who does what)

1. National Automotive Design and Development Council (NADDC): to coordinate the overall policy implementation for scalable EV charging infrastructure across Nigeria while liaising with other relevant Ministries, Departments, and Agencies (MDAs) at Federal and State levels.
2. Federal Ministry of Power: to lead coordination on grid integration and national charging rollout targets.

3. Rural Electrification Agency (REA): to lead coordination on off-grid integration and national charging rollout targets.
4. Federal Ministry of Transportation / Ministry of Works: require chargers on highways and public transport hubs.
5. Nigerian Electricity Regulatory Commission (NERC): establish licensing, connection, metering, tariff, and revenue-protection rules for CPOs and large charging sites. (NERC regulations on eligibility, mini-grids, and metering are relevant starting points.)
6. Standards Organizations (SON / NEMSA): adopt/codify IEC/ISO standards (IEC 62196, IEC 61851, ISO 15118) and implement product/installation certification and periodic inspection.
7. Local Government / FMDA: planning approvals, land use facilitation for public chargers.
8. Distribution Companies (DisCos): interconnection, demand aggregation, and outage management.
9. Finance Ministries/Investment Agencies: fiscal incentives, concessional financing and guarantees

Core and Specific Regulatory Actions

1. Adopt national technical & interoperability standards (Immediate – 3 months):
    - Formally adopt IEC 62196 (plugs), IEC 61851 (conductive charging), and ISO 15118 (communication & smart charging) as national standards and require compliance for imported and locally manufactured chargers. Include protocols for payment/authentication (e.g., roaming, RFID, QR).
    - Mandate universal connectors for public fast and standard chargers (type definitions and minimum power levels for slow/AC, fast/AC, and DC fast) to avoid connector fragmentation.

    Why: To prevent stranded assets and simplify the consumer experience.

2. Create a simple, graded licensing framework (0–6 months):
    - Micro/Residential installers: registration + certified training.
    - Public/Commercial CPOs (small): simple registration and technical certificate; permitted to sell energy at posted prices.
    - Large charging parks/highway fast-charge operators: full license or special permit from NERC with pre-agreed tariff modalities and network impact assessment.
    - Align with NERC "eligible customer" and mini-grid rules where applicable to allow direct bilateral offtake/embedded generation.

3. Grid connection & demand management rules (3–9 months):
    - Require mandatory network impact assessments for sites with peak loads above a defined threshold (e.g., >100 kW). DisCos must publish standard interconnection timelines and cost allocation rules for charging sites.
    - Define smart charging and demand response protocols, allow Time-of-Use (ToU) tariffs, and direct load control for fleet/CPOs through aggregator contracts. Incentivize V2G pilot projects where feasible.
    - Standardize metering (remote reading) and settlement rules for commercial charging to enable clear revenue flows.
4. Tariff & consumer protection (3–6 months):
    - Allow CPOs to choose between (a) regulated cost-plus tariffs for large/critical sites or (b) market-based pricing for competitive urban sites, but require clear posted prices per kWh and per-minute waiting charges.
    - Publish consumer rights: dispute resolution process, uptime targets for public chargers, warranty/certification
5. Fiscal & non-fiscal incentives (6–18 months):
    - Tax: import duty exemptions for EV chargers and critical components for an initial 3–5-year period (phased).
    - Investment incentives: capital grants or matching grants for charging along highways and underserved areas (rural viability gap).
    - Tariff support: capped initial feed-in or concessional power supply contracts for pilot fast-charge corridors.
    - Local content: preferential procurement for certified local assemblers to build AC cables, crane mounts, and charge-point housing; tie incentives to meeting SON standards. (Government support for local assemblers is already being signalled.)
6. Land use & highway obligations (6–12 months): Amend fuel station regulation or highway concessions to require at least one public charging point per X km on major highways and electrified bus depots in all capital cities. Recent bills in the Senate propose mandating chargers at fuel outlets; use that momentum to legislate implementation and minimum standards.
7. Safety, certification & testing (Immediate → ongoing): SON/NEMSA to set sample testing; mandatory lab certification for chargers and installers; implement random compliance inspections. Public chargers should display a visible certification tag and test date.

Rollout PPP & pilot programs (0–12 months): Launch public-private pilot corridors (Lagos–Abuja, Lagos–Benin/Port Harcourt) with blended finance (DFIs + concessional gov't grants) and performance-based payments to CPOs for uptime/availability. Use solar + storage for off-grid or weak grid sites (examples exist in Nigerian pilots).

Financing & bankability (practical measures investors want)

1. The Bank of Industry (BOI), Development Bank of Nigeria (DBN), Infrastructure Bank, Rural Electrification Agency (REA), and other donor agencies should provide the necessary concessional medium- and long-term financing for the rollout of EV charging infrastructure in Nigeria.
2. NADDC should create an EV Value Chain Business Development Unit under the Electric Vehicle Department to facilitate access to finance and other business development requirements for the scale-up of EV charging infrastructure in Nigeria.
3. There should be a standardized Power Purchase Agreement (PPA) / Charging Service Agreement template (short, tested by PPP units) to reduce negotiation time.
4. There should be uptake guarantees or first-loss facilities from development partners for pilot corridors to de-risk early adopters.
5. Asset financing should be allowed: permit import duty holidays and VAT exemptions tied to compliance certificates — improves project IRR.
6. Municipal land leases should be used for long-term, low-cost sites (bus depots, malls, schools). This will ease the issue of difficulties for CoOs requirements.

Key Performance Indicators (KPIs) & M&E Strategies (what to measure)

1. Number of public chargers installed (AC & DC) per state / per 100 km of highway.
2. Number of public chargers at fuel filling stations across the country
3. Number of private chargers at homes and other private locations
4. Average uptime of public chargers (%).
5. Average price per kWh charged to consumers (transparency).
6. % of chargers certified by SON/NEMSA.
7. Peak demand added to DisCo networks and the number of sites requiring reinforcement.

Risks & mitigation

1. Grid stress/blackouts: require smart charging, storage buffers, ToU pricing, and mandatory aggregators.
2. Standards fragmentation: rapid SON adoption of IEC/ISO and enforcement.
3. Investor uncertainty: provide standardized contracts and limited time fiscal incentives; use DFI guarantees.
4. Safety incidents: strict certification + public education campaigns.

Recommended Quick Implementation Roadmap & Timeline

S/N	Action/Activity	Agency	Timeline
1	Quick Passage of EV Transition and Green Mobility Bill 2025	NASS	0 - 3 months
2	Issue interim technical guidance (adopt IEC standards)	NADDC	0 - 3 months
3	Register pilot projects	NADDC	0 - 3 months
4	Begins certification process	SON	0 - 3 months
5	Issues licensing framework & interconnection rules; DisCos publish interconnection timeline templates	NERC	3 - 6 months
6	Launch first PPP pilot corridors and fiscal incentive package; implement public procurement rules for local content.	NADDC, NOPMAN, Investors, governments, IPMAN, private state	6 - 12 months
7	Scale up nationwide rollout, mandate chargers at fuel stations/highways, expand local manufacturing support	NADDC, NOPMAN, Investors, governments, IPMAN, private state	12 - 24 months

Conclusion

The EV Stakeholders Roundtable Dialogue represented a collective shift toward action, alignment, and shared responsibility in shaping Nigeria's electric mobility future. It became clear that the event was more than an exchange of ideas; it marked a turning point. By the end of the day, it was evident that while our national aspirations are bold, they are also entirely achievable when anchored in collaboration, evidence, and a practical understanding of Nigeria's context. Participants across government, the private sector, finance, standards bodies, academia, and civil society demonstrated a readiness to move from isolated initiatives to a coordinated national transition. The depth of expertise shared, from refining the EV Transition and Green Mobility Bill to structuring financing models that genuinely de-risk investment to advancing the urgent adoption of technical standards, reflected a maturing ecosystem that increasingly understands both the scale of the challenge and the immense economic and environmental opportunities at hand.

A recurring point throughout the discussion was that Nigeria's EV transition is more than just a technical exercise; it is a nation-building opportunity. Nigeria has the potential to accelerate its transition to a resilient, inclusive, and low-carbon mobility future by harnessing its enormous solar resources, developing mini-grid capabilities, and dynamic technology and manufacturing skills. The discussions highlighted how a well-designed charging ecosystem can boost local manufacturing, accelerate green jobs, power new business models, and improve energy security, all while contributing to cleaner air, healthier communities, and a more competitive economy.

This report's recommendations and implementation roadmap demonstrate that Nigeria is well-positioned to put these ideas into action through progressive standards adoption, structured licensing, blended funding, targeted corridor pilots, and unified institutional coordination. If Nigeria is successful in developing a scalable, reliable, and inclusive charging infrastructure network, it will not only transform mobility but will also redefine our economic landscape, strengthen our energy systems, and put the country on track for a cleaner, more prosperous, and globally competitive future. The job ahead is significant, but the united determination shown at this roundtable demonstrates that the journey has already begun.