Ghana Chamber of Clean Energy

www.cleanenergyghana.org

GCCE E-Mobility Working Group

Inaugural Meeting on EV Import Duty Waiver/Reduction Advocacy

SUMMARY REPORT

INTRODUCTION

On Thursday, July 9, 2026, the Ghana Chamber of Clean Energy (GCCE) convened the inaugural meeting of its **E-Mobility Working Group** at its offices in Accra, to begin developing an industry-led position on electric vehicle (EV) import duty waivers, reductions, and related fiscal incentives.

The Working Group comprises GCCE Members and other industry stakeholders tasked with examining policy options for EV import duty waivers and reductions across different market segments, assessing their commercial and fiscal implications, identifying measures to support Ghana's EV assembly and manufacturing industry, and developing recommendations to guide the Working Group's engagement with the Government of Ghana (GoG).

This report summarises the key outcomes of the meeting and highlights the areas of consensus and matters on which further member input is required before GCCE finalises a position and develops a comprehensive advocacy White Paper for engagement with the GoG.

A. AREAS OF AGREEMENT

Appropriate Import Waiver or Reduction Model:

Broad agreement was reached on the following:

1. The current import regime, in which EVs attract a higher duty rate than internal combustion engine (ICE) vehicles, runs counter to the policy objectives of Ghana’s National Electric Vehicle Policy, discourages market uptake, weakens investor confidence, constrains job creation, local value addition, and investment across Ghana's e-mobility industry.

2. The EV market should be segmented, with proposed fiscal incentives tailored to different vehicle categories to reflect their distinct public, commercial, and mobility uses and maximise policy impact.

3. The three broad market segments were identified: (1) Public transport EVs (buses, trotros, and ride hailing fleets), (2) Private EVs, including luxury EVs and (3) Electric two- and three-wheelers.

4. The recommended import duty treatment for each market segment is as follows:

   - Public transport EVs (buses, trotros, and ride-hailing fleets): **Full import duty waiver.**
   - Private EVs, including luxury EVs: **Partial import duty waiver or reduced duty rates.**

- Electric two- and three-wheelers: **Low to full import duty waiver.**

5. Duty waivers should be accompanied by a price pass-through mechanism to ensure that the benefits are reflected in retail prices.

Local Assembly and Industrial Development

Broad agreement was reached on the following:

1. Proposals to government should prioritise the implementation of existing fiscal incentives under the Ghana Automotive Development Policy (GADP), rather than seeking new incentives.

2. The GADP's incentives should be targeted at genuine local assembly and manufacturing operations that meet established regulatory and local content requirements.

Fiscal Implications for Government Revenue

Broad agreement was reached on the following:

1. Import duty waivers or reductions have fiscal implications for government revenue and should therefore be supported by a credible fiscal and economic case.
2. The fiscal and economic case should be underpinned by empirical modelling of different duty waiver scenarios to quantify their fiscal implications and broader socio-economic benefits to inform evidence-based policy decisions.

B. <u>MATTERS REQUIRING FURTHER INPUT</u>

The following matters require further input from Working Group Members to inform and strengthen GCCE's White Paper for engagement with the Government of Ghana.

1. The appropriate level of import duty waiver or reduction for private EVs and electric two- and three-wheelers.
2. Whether hybrid electric vehicles (HEVs) and plug-in hybrid electric vehicles (PHEVs) should be included within the scope of the proposed import duty waivers and reductions, and if so, the appropriate level of incentive.
3. What constitutes a high-value luxury EV, and to what extent, should such vehicles qualify for import duty waivers or reductions.
4. The appropriate duration of the proposed import duty waivers or reduction; whether they should apply for three, five, or eight years and be subject to sunset clauses.
5. Whether the proposal should focus solely on import duty waivers or extend to other taxes and levies, including VAT, NHIL, the GETFund Levy, and the EXIM Levy, for priority vehicle categories.

C. **NEXT STEPS**

1. Working Group Members are requested to provide input on the outstanding matters identified in this report. A separate Google Form will be shared with members for this purpose.

2. Following receipt of member inputs, GCCE will begin drafting the Working Group's White Paper for circulation to members for review and final comments.

3. GCCE will engage experts to undertake the fiscal and economic modelling required to support the White Paper and the proposed fiscal incentive framework.

4. GCCE will coordinate preliminary meetings between the Working Group and relevant government institutions to introduce the Working Group and its objectives, communicate the development of the White Paper and intended policy proposals to maintain momentum ahead of the formal submission of the White Paper and supporting fiscal modelling.

5. GCCE will begin submitting funding proposals to mobilise financial support for the activities of the Working Group, including meeting expenses, member honoraria, modelling, and other related costs.

6. Working Group Members are requested to submit a brief organisational profile to support GCCE's fundraising and resource mobilisation efforts for the Working Group.