Rabat electric vehicle safety

Feature papers represent the most advanced research with significant potential for high impact in the field. A Feature Paper should be a substantial original Article that involves several techniques or approaches, provides an outlook for future research directions and describes possible research applications.

Editor"s Choice articles are based on recommendations by the scientific editors of MDPI journals from around the world. Editors select a small number of articles recently published in the journal that they believe will be particularly interesting to readers, or important in the respective research area. The aim is to provide a snapshot of some of the most exciting work published in the various research areas of the journal.

Nasreddin, D.; El Hafdaoui, H.; Jelti, F.; Boumelha, A.; Khallaayoun, A. Inhibitors of Battery Electric Vehicle Adoption in Morocco. World Electr. Veh. J. 2024, 15, 6. https://doi /10.3390/wevj15010006

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The researchers set out to analyse the public charging infrastructure in Morocco by examining a 2-year historical dataset from July 2019 to July 2021, which included 2835 charging events. The study proposed a methodology to analyse electric vehicle supply equipment (EVSE) usage in terms of time evolution, energy delivery, and user behaviour. This comprehensive approach allowed the researchers to identify trends and provide actionable recommendations for the future of EV charging infrastructure in Morocco.

The study highlights the importance of promoting EV adoption and the corresponding charging infrastructure for sustainable development in Morocco. The proposed methodology and recommendations can serve as a

roadmap for other countries in Africa looking to develop their own EV ecosystems.

As the electric vehicle revolution continues to gain momentum, Morocco has the opportunity to lead the way in Africa towards a sustainable and greener future. It"s an exciting time for investors, entrepreneurs, and policymakers to seize the opportunity and create a lasting impact on the continent.

If Faouzi Annajah has his way, the first hydrogen-powered SUV will roll off a Moroccan production line sometime in 2027. And the fact that a French-Moroccan entrepreneur, still just 30, can even contemplate such a feat shows how far the Moroccan car industry has come in a short time.

In 2010, when Annajah, co-founder of carmaker NamX, was still at school, Morocco produced fewer than 60,000 cars. Last year, despite interruptions to the supply chain during the Covid pandemic, production reached a record 465,000 -- neck and neck with Poland, according to CEIC, a data company. Eventually, the government aims to produce up to 1mn cars a year.