



Africa Regional Overview



Rapid urbanisation has continued to be a major trend in Africa in recent years, with the region's megacities (many in West Africa) expected to represent the world's 10 fastest growing cities from 2018 to 2035.



2020



2010-2020



2020



2010-2020



2019



2010-2019

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Transport demand to increase due to rapid urbanisation and economic growth

Africa has among the **lowest motorised travel volumes across world regions**.

However, **car ownership rates have been rising**:

Some countries saw a growth of 250% or more in 2005-2015.

Growth is being largely driven by used vehicles imports from other regions, which are 95% of vehicles registrations in some countries.

Motorcycle use is also increasing rapidly:

Motorcycles transport roughly 80% of passengers and goods in rural areas and are widely used as taxis throughout the region.

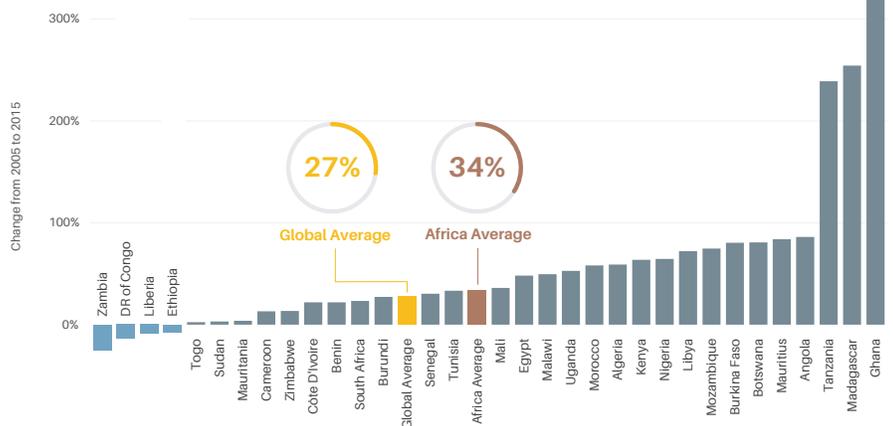
Walking and cycling account for more than 70% of all personal trips in some African cities.

Africa has the **highest rate of road fatalities**, with nearly 40% of these deaths involving pedestrians and 4% involving cyclists.

Up to **80% of the urban population relies on paratransit** as a primary source of mobility.

Infrastructure gaps are resulting in **low levels of intra-regional trade**.

Growth in car ownership in Africa, 2005-2015





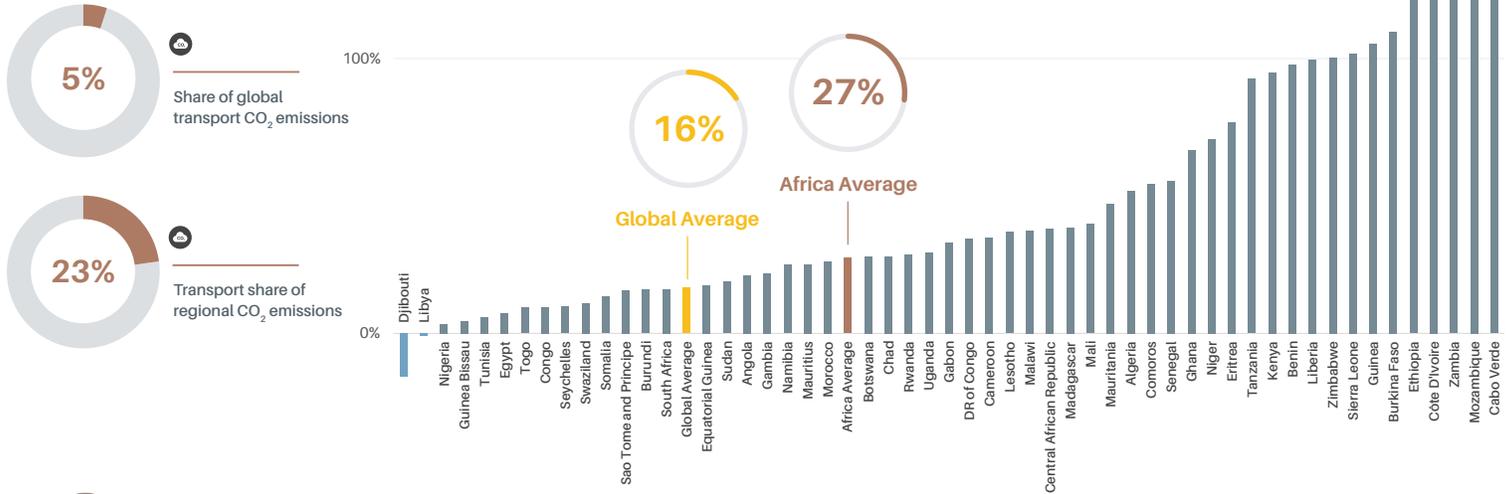
Africa's transport emissions are the lowest among global regions

Africa had the lowest transport CO₂ levels among all regions in 2019 (at 0.25 tonnes per capita), making up only 5% of total global transport CO₂ emissions.

However, emissions are growing rapidly from a low baseline; with an increase of 27% between 2010 and 2019. This is the second highest regional growth rate after Asia (41%).

Only 15% of African countries exceeded global average per capita transport emissions from 2010 to 2019. However, nearly three-quarters of African countries reported above-average emission growth.

Change in transport CO₂ emissions in Africa, 2010-2019



COVID-19 pandemic negatively impacting paratransit

African populations rely heavily on paratransit as a primary source of mobility. Due to the COVID-19 pandemic, however, **paratransit services have been facing major challenges**, including travel restrictions, reduced capacities, and rising costs, impacting overall access to mobility in the region.

In response to COVID-19, a number of African cities have expanded walking and cycling measures to allow for physical distancing while commuting and recreating: **Cape Town (South Africa)** constructed 17 km of new walk and cycleways. **Mombasa and Nairobi (Kenya)** widened footpaths to promote walking.



Want to find out more about trends in specific countries in Africa?

Check out the **country fact sheets** with data on transport demand, emission trends and measures taken at the national level towards achieving sustainable, decarbonised transport systems:



Algeria



Angola



Egypt



Ghana



Kenya



Morocco



Nigeria



South Africa



Read the SLOCAT country fact sheets on [fossil fuel and renewable energy use](#) (available for [Egypt](#) and [Nigeria](#)).

Policy measures in Africa aim to support walking while also scaling up public transport



Walking and cycling infrastructure improvements are expanding the options for safe, low-carbon mobility, accounting for up to 20% of overall transport budgets in some African cities.

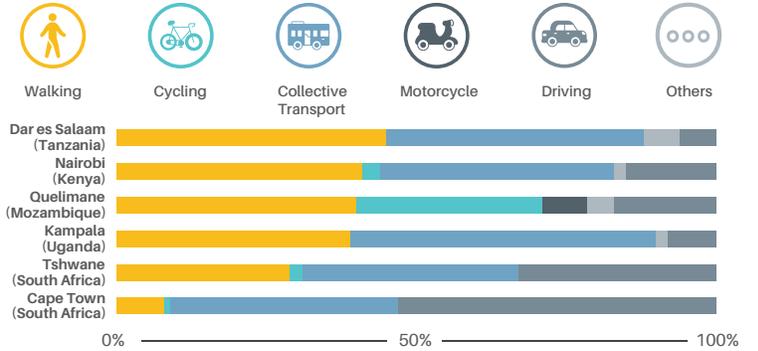
Strategies to increase walking and cycling have been implemented in **Ethiopia, Kenya** (including **Mombasa and Nairobi**) and **Zambia**.



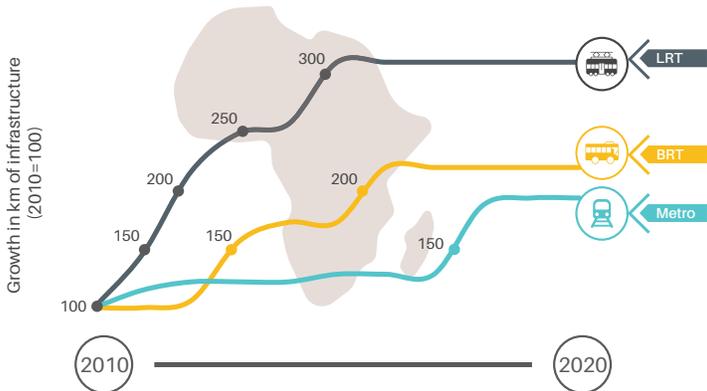
Broader adoption of sustainable urban mobility plans (SUMP) reflects more comprehensive planning approaches; however, SUMP in Africa trail other regions relative to population share.

At the local level, **Douala and Yaounde (Cameroon)** and **Kisumu (Kenya)** offer examples of SUMP. The MobiliseYourCity Partnership is expected to provide ongoing support to cities in **Côte d'Ivoire, Ethiopia, Ghana, Morocco, Mozambique** and **Senegal**, among others.

Share of trips by transport mode in selected cities, various years



Growth in bus rapid transit, metro systems and light rail transit, 2010-2020



Despite recent improvements, **only 35% of residents in Sub-Saharan Africa live within 500 metres of access to public transport**, the lowest rate in the world and well below the global average of 49%.

Public transport projects were inaugurated in **Abuja and Lagos (Nigeria)** and **Dakar (Senegal), Dar es Salaam (Tanzania)** between 2018 and 2020.



Enhancements to paratransit services - including increased regulation, fleet renewals and digital technologies - are increasing access to mobility across Africa.

Kampala (Uganda) introduced minibus taxi licencing and **Burkina Faso** supported fleet renewal.



Actions aimed at **regulating vehicle and fuel quality standards are increasing** and include bans on used vehicle imports as well as national and regional fuel economy roadmaps.

The first-ever regional fuel economy roadmap, introduced through the **Economic Community of West African States**.



Photo: Yomi-Hitijahubessy Oeganda



This regional fact sheet is part of the SLOCAT Transport and Climate Change Global Status Report - 2nd edition. The information shown is based on desk research, focusing on trends between 2019 and 2020. Data has been collected to the best knowledge and availability. The content does not represent the opinion of the SLOCAT Partnership.

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