



# MENA\* Regional Overview



The MENA region has countries with a diverse set of incomes including high-income countries (Middle East) and lower middle-income countries (North Africa) both with high urban populations and growing motorisation rates.

Population size:

455 million

2020

Population growth:

+20%

2010-2020

Urban population share:

68%

2020

Urban population growth:

+26%

2010-2020

GDP per capita:

USD 7,312

2019

GDP growth:

+26%

2010-2019

\* MENA covers Algeria, Bahrain, Djibouti, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Libya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Syrian Arab Republic, Tunisia, United Arab Emirates and Yemen.



## Growing regional demand for cars



Car ownership is rising at twice the global average in MENA.

Middle Eastern countries have some of the highest car ownership levels in the world.

2.6 million new vehicles were sold in 2019 (33% less than in 2010).

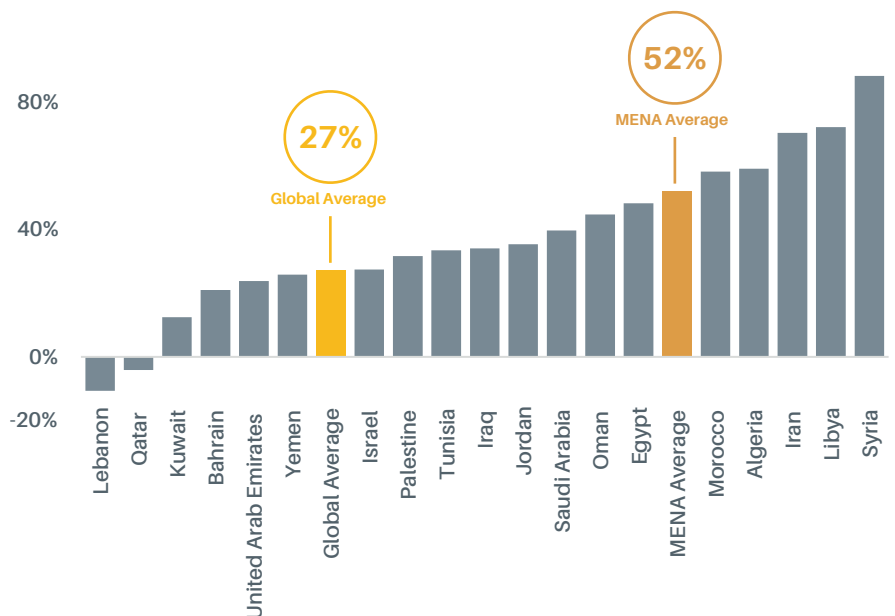
In North Africa, growth in car ownership stems primarily from the importation of used vehicles from other regions.



Motorcycles are a well-established mode of transport in North Africa.

Morocco has become Africa's leading auto manufacturer, producing 345,000 passenger vehicles in 2017. Morocco is also a key supplier of parts for European auto factories and is expected to soon produce more cars annually than Italy.

Growth in car ownership in MENA, 2005-2015

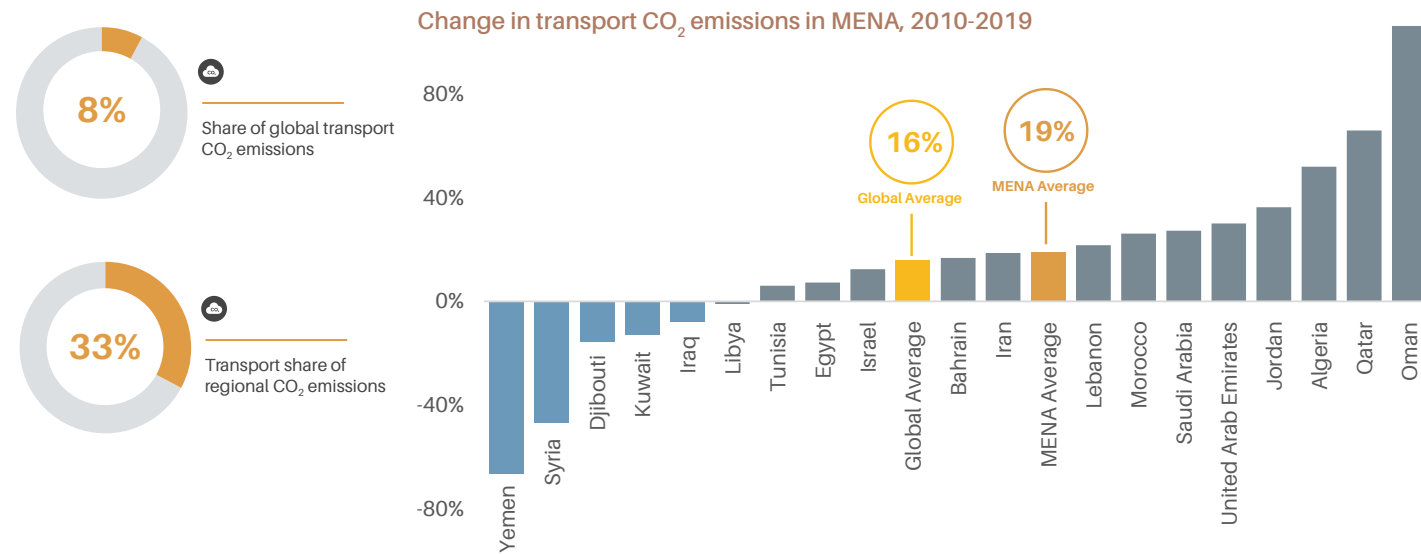


## MENA's transport emissions are growing faster than the global average

MENA's transport emissions increased 19% between 2010 and 2019.

In 2019, MENA emitted 567 million tonnes of CO<sub>2</sub> and 1.24 tonnes per capita, contributing to 8% of total global transport CO<sub>2</sub> emissions (excl. international aviation and maritime transport).

While several countries, many of which are in conflict, recorded a decrease in transport emissions, more than ten countries reported above-global average emission growth.



## Impacts of the COVID-19 pandemic required new mobility solutions

The MENA region recorded the largest decline in air travel of any global region during 2020. Border closures and lockdown measures have also led to prolonged and significant impacts.

Paratransit services have been particularly vulnerable to the COVID-19 pandemic, due to travel restrictions, reduced capacities and rising costs.

During the first major lockdown, Dubai's Roads and Transport Authority supported essential workers through free public bus services and discounted taxi rides. Contactless payments were later introduced on public transport and further technological innovations are being pursued.



## Want to find out more about trends in specific countries in MENA?

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:



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

## MENA implemented several urban transport and intercity rail services



MENA countries initiated several high-speed rail services in support of more efficient inter-city travel and significantly shorter travel times.

In 2018, high-speed rail services were launched in Casablanca-Tangier (Morocco) and in Medina-Mecca (Saudi Arabia).



Pilot projects in some cities in the region aimed to promote active mobility.

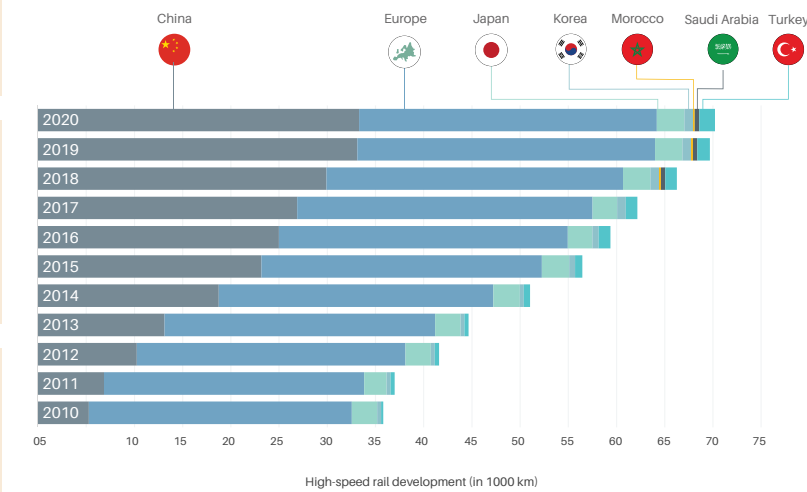
Kairouan and Mahdia (Tunisia) worked on the development of Sustainable and Shared Urban Mobility Plans.



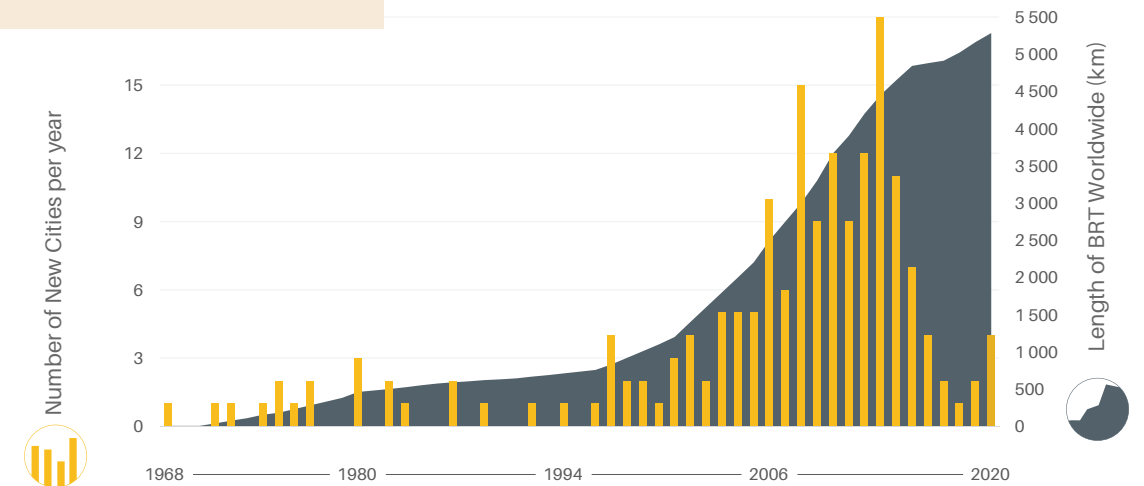
Public transport offerings were expanded through bus rapid transit systems and new metro lines, but still at a slower pace than in any other region.

Amman (Jordan) inaugurated a BRT system in 2021 and Doha opened three subway lines since 2019.

High-speed rail development by region, 2010-2020



Evolution of BRT systems in cities around the world, 1968-2020



Cities in the Middle East experimented with autonomous vehicles, shared mobility services and new digital mobility solutions.

In 2020, Dubai enabled the operation of a bike sharing service with 3,500 bicycles distributed over 350 stations.



The MENA region is highly oil-dependent. The first electric mobility ventures focus on the introduction of electric public buses.

Egypt started operating its first electric buses, with a fleet of 15 buses in Alexandria in 2018 and one in Cairo in 2019.



This regional fact sheet is part of the SLOCAT Transport and Climate Change Global Status Report - 2<sup>nd</sup> 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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