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Africa Regional Overview

TRANSPORT, CLIMATE AND SUSTAINABILITY GLOBAL STATUS REPORT - 4TH EDITION

SLOCAT Partnership on Sustainable, Low Carbon Transport

THIS CHAPTER IS SUPPORTED BY

VREF

DEMOGRAPHICS, TRANSPORT AND SUSTAINABILITY DATA

Indicators	Africa	Global
Population size (2023)	1,461 million	8,000 million
Population growth (2015-2023)	21.5%	8.5%
Urban population share (2023)	44.5%	57%
Urban population growth (2015-2023)	32.7%	16%
GDP per capita (2023)	USD 1,994 (constant 2015 USD)	USD 11,337 (constant 2015 USD)
GDP growth (2015-2023)	22%	22.8%
Share of women employed in transport and storage (2023)	6.5%	15.6%
Motorisation rate (2022)	51.2 vehicles per 1,000 people	218.7 vehicles per 1,000 people
Share of urban population with convenient access to public transport (2020)	31.5%	52%
Share of rural population with access to all-weather primary and secondary roads (2020)	31.3%	38%
Transport total GHG emissions (2023)	375 million tonnes CO_2eq	7,123 million tonnes CO_2eq
Per capita transport GHG emissions (2023)	0.26 tonnes CO_2eq	0.89 tonnes CO_2eq
Fossil fuel subsidies (explicit and implicit) (2023)	USD 199 per capita (constant 2021 USD)	USD 813 per capita (constant 2021 USD)
Share of renewable energy sources in transport (2023)	0.15% (2021)	4.6%
Carbon intensity of electricity generation (2023)	430 gCO_2/kWh	417 gCO_2/kWh
Transport contribution to air pollution (2019)	3.2%	6%
Premature deaths attributable to air pollution by transport (2019)	1.0 per 100,000 people	2.3 per 100,000 people
Road casualties (2021)	18.8 per 100,000 people	15.0 per 100,000 people

Source: See endnote 1 for this section.

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KEY FINDINGS

Demand, use and access

- Across Africa, demographic shifts such as rising populations and rapid urbanisation – as well as modest economic growth – have markedly expanded mobility needs and reshaped travel patterns, increasing the need for more efficient, inclusive, safer and sustainable transport.
- The transport sector is pivotal to the region's economic growth, development and regional integration, and its contribution to GDP remains significant, although it varies across countries.
- The transport sector employed an estimated 23 million people (around 5% of Africa's workforce) in 2023, with the bulk of these jobs concentrated in informal transport. While informal transport in the combination with walking and public transport moves 80 to 90% of commuters in many African cities, the sector faces safety issues, instability and personal security (especially for women).
- Although road transport remains the dominant mode of motorised transport in Africa, only around half of the region's roads were paved as of 2014.
- On average, only a third (31%) of Africa's rural population had access to all-weather roads in 2019, limiting people's access to basic services (such as education and health care) and constraining connectivity to economic opportunities.
- Progress in expanding and modernising road infrastructure has been uneven. Between 2004 and 2022, nearly 18,000 kilometres of climate-resilient regional highways were added along 25 road corridors, as well as 27 one-stop border stations. However, poor road maintenance due to underfunding and inefficient execution undermines the benefits of infrastructure investments and contributes to rapid deterioration.
- Investing in road infrastructure improvements is critical to reduce transport costs (which make up an estimated 40% of the final price of goods in Africa), speed the movement of goods and people, and improve overall transport efficiency. Yet Sub-Saharan Africa has been spending only around half of the estimated 7.1% of its GDP required annually to close its infrastructure gap by 2030.
- Freight transport has continued to expand in the region, with the volume of goods carried in Africa's freight forwarding market projected to reach 1.66 trillion tonne-kilometres in 2025. Container port traffic in the region grew 6.9% between 2015 and 2023, to 30.2 million twenty-foot equivalent units (TEU).
- Road freight transport carried up to 80% of total goods in Africa in 2014, placing significant pressure on the road network and reflecting the limited reach and capacity of the region's rail systems, as well as the high costs of air transport.


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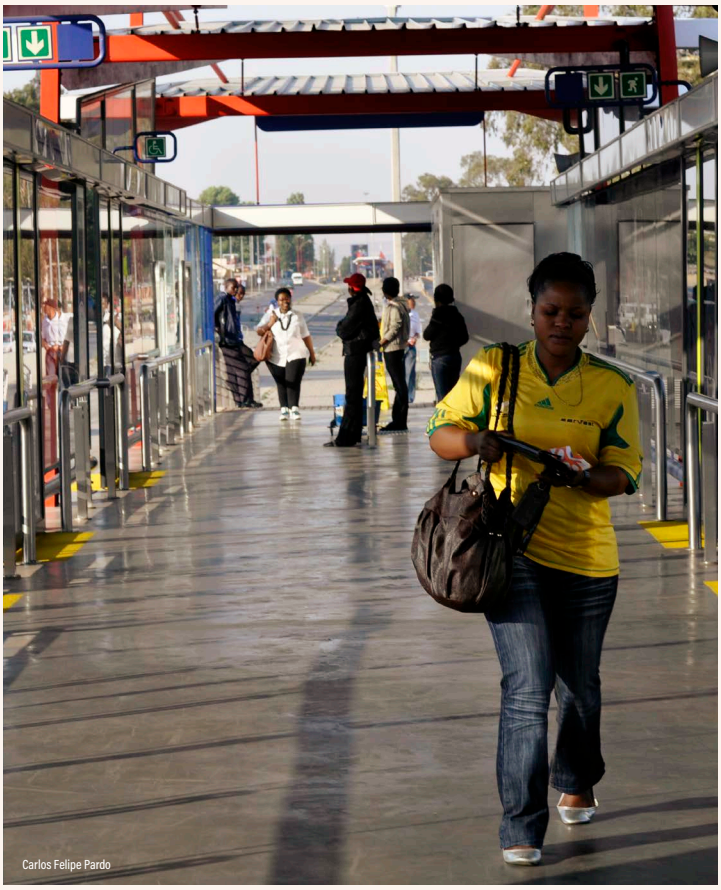
KEY FINDINGS

- Even so, recent progress has been made in railway development across East and West Africa and in southern Africa.
- Road transport remains the main mode of transport for people in Africa, accounting for 90% of the region's passenger travel activity in 2014.
- Walking is by far the most common travel mode – either in itself or in combination with public transport – accounting for 50-90% of daily trips in many African cities as of 2021. Yet most African cities are not walkable.
- Despite the high modal share of collective transport in Africa, these systems have remained severely underdeveloped in many countries, often characterised by deep fragmentation, informal operations and weak regulatory oversight.
- Several African countries have made strides towards modernising and decarbonising public transport by introducing bus rapid transit (Senegal and Tanzania) and undertaking institutional reforms to strengthen governance (Kenya and Nigeria).
- In the absence of efficient, well-integrated public transport systems in many African cities, the region's rapidly expanding middle class has turned increasingly to private car ownership.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- Africa's motorisation rate (covering four-wheeled motorised vehicles), at 51 vehicles per 1,000 people in 2022, remained well below the world average of 218 vehicles per 1,000 people. However, it is increasing rapidly, rising 34% between 2017 and 2022 due to rapid urbanisation and rising household incomes. More than three-quarters of the region's 72 million vehicles in use are concentrated in just 10 countries.
- More than 85% of vehicles in Africa in 2020 were used vehicles imported from Europe, the United States, and Japan, which typically fail safety and emission standards in their home countries.
- As of 2019, over 80% of the region's road vehicles fell below the Euro 4 vehicle emission standards while also lacking valid roadworthiness.
- Domestic motor vehicle production in Africa rebounded 16% (well above the global rate of 3%) in 2021, after slumping in the early years of the COVID-19 pandemic; however, the region represented only 1.2% of total global vehicle production in 2023.
- Vehicle production in Africa is concentrated in Algeria, Egypt, Morocco, and South Africa, while a handful of other countries – such as Angola, Ethiopia and Ghana – have vehicle assembly plants.
- The rise in motorcycle use across Africa underscores growing mobility needs for both personal and commercial use, as well as the continued challenges posed by inadequate and unreliable public transport.
- Electric vehicles had a very minor presence in Africa in 2024, with the region's 15,000 electric cars comprising only 0.05% of the total car fleet, and its 25,000 electric motorised two- and three-wheelers having only a 0.13% fleet share.
- The market for electric vehicles in Africa could reach USD 21.4 billion by 2027, driven by projected growth in the market for electric two- and three-wheelers from USD 3.65 billion in 2021 to USD 5.07 billion in 2027. Electric two- and three-wheelers could account for 50-70% of the region's total electric vehicle sales by 2040.
- Africa holds vast reserves of critical minerals essential for electric vehicle manufacturing and supporting the global energy transition.

KEY FINDINGS

Sustainability and climate trends

- In 2023, Africa was home to nearly one-fifth (18%) of the world's population, yet it contributed only 6.2% of global greenhouse gas emissions and 5.3% of global transport greenhouse gas emissions (excluding international aviation and shipping).
- The region's transport emissions grew 0.1% in 2023 to reach 375 million tonnes of CO_2 equivalent.
- Although Africa had the second lowest transport emissions among global regions in 2023 (after Oceania), they increased 10.3% between 2015 and 2023, the second highest growth rate after Asia (19%).
- The distribution of emissions across Africa is highly uneven, with the top four emitting countries – Nigeria, Egypt, South Africa and Algeria – responsible for more than half (56%) of the region's transport greenhouse gas emissions in 2023.
- Africa's per capita transport greenhouse gas emissions remained the lowest globally in 2023, at only 0.26 tonnes of CO_2 equivalent per person, well below the global average of 0.89 tonnes of CO_2 equivalent per person.
- In 2021, surface transport (road, rail and inland waterways) accounted for 98% of the region's transport greenhouse gas emissions.
- Africa's transport emissions relative to economic output fell 2.3% in 2023 to reach 1.29 tonnes of CO_2 equivalent per USD 10,000, but this was still the highest level among global regions.
- Reliance on private road transport has led to high levels of traffic congestion in many African cities.
- The average carbon intensity of electricity generation in Africa in 2023 was 430 grams of CO_2 equivalent per kilowatt-hour (kWh), close to the global average of 417 grams of CO_2 equivalent per kWh. Many of the African countries with high transport greenhouse gas emissions have very low shares of renewable energy in their total transport energy consumption, constraining a key benefit of transport electrification.
- Transport contributed 3.2% of the region's total air pollution in 2019, leading to 1.01 premature deaths per 100,000 people in 2019; this was well below the global average of 6% and 2.3 deaths per 100,000 people.
- Despite low motorisation, Africa experiences relatively high road fatality rates due to the gap in safe infrastructure – with an average of 18.8 casualties per 100,000 people in 2021 – making it home to the world's most dangerous roads. More than half of road traffic deaths in the region involve vulnerable road users such as pedestrians, cyclists and motorcyclists.
- Despite contributing the second least to global greenhouse gas emissions, Africa is among the most vulnerable regions to the impacts of climate change. The region loses an estimated USD 7-15 billion annually due to the devastating effects of climate change, a figure that could rise to USD 50 billion by 2030, representing up to 7% of Africa's GDP on average.

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KEY FINDINGS

Policy and investment developments

- Although Africa's shift to electric mobility has lagged, more governments have become aware of the detrimental impacts of fossil fuel-powered vehicles and have implemented policies and fiscal incentives to promote the uptake of electric vehicles.
- More African countries also joined global initiatives to phase out fossil fuel-powered vehicles.
- As of 25 May 2025, five African countries – Botswana, Lesotho, Kenya, Zambia and Zimbabwe – had submitted to the United Nations their third-generation Nationally Determined Contributions (NDCs) towards reducing emissions under the Paris Agreement.
- Among Africa's second-generation NDCs (2019-2024), 11 countries (or 34% of the total submissions) included specific targets for reducing transport-related greenhouse gas emissions.
- As of 25 May 2025, 10 African countries (out of 76 total submissions) had submitted to the United Nations their LT-LEDS (Long-Term Low Emissions Development Strategies), indicating stronger national commitment to reducing transport greenhouse gas emissions, facilitating the shift to more sustainable modes and increasing alignment with the Paris Agreement.
- During the 2023-2024 period, five African countries – Burundi, Morocco, Mozambique, Zambia and Zimbabwe – submitted National Adaptation Plans (NAPs) to enhance their transport adaptation and resilience efforts.
- In 2023, fossil fuel subsidies in Africa totalled USD 199 per capita, the lowest level among regions and less than a fourth of the global average of USD 813 per capita. However, the region's fossil fuel subsidies are projected to increase around 45% between 2023 and 2030, further undermining climate and sustainability efforts.
- Renewables represented only 0.15% of Africa's total final energy consumption in transport in 2021. However, countries have made strides to harness the region's great potential for renewable energy.
- Developments in freight transport policy have advanced in the context of improving intra-Africa trade and operationalising the African Continental Free Trade Area (AfCFTA).
- More African countries have recognised the importance of enhancing walking, cycling and public transport for improved urban mobility.
- Several African countries have taken significant steps to address road safety challenges through a combination of policy and innovative, context-specific initiatives.
- The region faces a major gap in infrastructure investment, with average annual investment in 2022 totalling around USD 80 billion, well below the required USD 130 to 170 billion per year. Transport infrastructure alone requires USD 35 to 47 billion per year.

Context, challenges and opportunities

Africa's transport sector is central to achieving economic growth, social inclusion, and regional integration, yet it continues to face significant challenges due to limited infrastructure, weak governance and climate vulnerability. However, growing and promising advancements have been made in transport infrastructure development, institutional set-up, policy, and investment, as well as a continuing acknowledgement of the role of sustainable transport in regional development. Transport is a critical pillar of Africa's economy, supporting the mobility needs of 1.4 billion people and facilitating trade across a rapidly urbanising continent.[2]

In 2023, Africa contributed only 5.3% of global transport greenhouse gas emissions (excluding international aviation and shipping), mainly from fossil fuel-powered road transport.[3] Despite this modest contribution to global emissions, the region remains highly vulnerable to the adverse effects of climate change.[4]

Passenger transport in many parts of Africa is characterised by high levels of public and collective transport use, and walking. Studies indicate that walking is the primary mode of passenger transport, either in combination with public transport or as a main mode of transport.[5] In many African cities – such as Dakar (Senegal), Casablanca (Morocco), Dire Dawa (Ethiopia), Maputo (Mozambique) and Douala (Cameroon) – the combination of walking, public transport and informal transport (in some cases termed as paratransit or popular transport) moves up to more than 80% of commuters (in some cases up to 90%).[6] Although most public transport users are captive users in the region, this trend presents an opportunity to diverge from unsustainable car-centric transport development, by prioritising investment in clean and equitable transport systems.

This reality is not yet being leveraged. In 2020, only 31.5% of Africa's urban population on average had convenient access to public transport, compared to 52% globally.[7] To some extent, this highlights limited service provision across the region; however, the data also may not fully cover informal public transport services (along non-fixed routes and stops) due to nascent mapping efforts. Investment in high-quality walking and cycling infrastructure has lagged, and pedestrians constitute a large share of road fatalities. Less than 10% of roads in Sub-Saharan Africa have pedestrian facilities (such as sidewalks and footbridges).[8]

The region's demand for freight transport is expected to surge, with the forthcoming African Continental Free Trade Agreement (AfCFTA) projected to increase intra-Africa trade up to 28%, and demand for maritime freight 62%, by 2030.[9] Maritime transport is the region's main facilitator of international trade, whereas road transport dominates freight transport within Africa, due to limited railway infrastructure.[10] Port infrastructure was seen as "below average" quality from 2007 to 2017.[11]

Although data on Africa's freight transport activity are limited, maritime transport data indicate a 6.9% increase in container port traffic between 2015 and 2023.[12] This trend, alongside broader increases in intra-African trade flows, suggests a rising need to scale up sustainable freight transport solutions. Doing so will be critical not only for supporting economic growth, but also for mitigating the negative environmental and social impacts of rising transport activity. However, sustainable freight transport solutions/interventions are stifled by challenges such as diverse geographical landscapes, varying levels of economic development, and a mix of formal and informal activity within the sector.[13]

The increasing number and intensity of extreme weather events and related fatalities in Africa since 2023 points to the need to improve resilience and adaptation to climate change. Transforming transport infrastructure – across road, rail, maritime and air – to minimise damages and losses is critical. Severe flooding in Mozambique has destroyed roads and bridges; storms in Nigeria threaten to erode port infrastructure; and rail networks in Zambia and Tanzania have suffered disruptions from washouts and landslides.[14] Such events highlight the urgent need for climate-resilient infrastructure across all modes, although a lack of access to climate finance hampers these developments.

Critically, Africa faces governance and institutional capacity challenges, including staffing shortages, technical expertise gaps and lack of political will. The governance structure for providing urban mobility services in many African countries, especially in highly informal environments, is characterised by overlapping mandates and poor interagency co-ordination, which lead to duplicated efforts that hinder effective transport planning.[15]

Demand, use and access

Across Africa, demographic shifts such as rising populations and rapid urbanisation – as well as modest economic growth – have markedly expanded mobility needs and reshaped travel patterns, increasing the need for more efficient, inclusive, safer and sustainable transport. Between 2015 and 2023, the region's population grew 21.5%, to 1.46 billion people.[16] This rapid growth was accompanied by a surge in urbanisation, with the share of people living in the region's cities growing 32.7% over this period.[17] Africa's urban population share was around 44.5% in 2023 and could reach 65% by 2050.[18] Meanwhile, the region's gross domestic product (GDP) grew 3.1% on average between 2011 and 2020,

outpacing the global average of 2.4%.[19] In 2023, it grew 3.2%, above the global average of 2.8%.[20]

The transport sector is pivotal to the region's economic growth, development and regional integration, and its contribution to GDP remains significant, although it varies across countries. In South Africa, the transport sector contributed 6.5% of GDP in 2022, in Kenya it contributed 8.1% of GDP in the first quarter of 2022, and in Côte d'Ivoire it accounted for 9.3% of GDP in 2019.[21]

The transport sector employed an estimated 23 million people (around 5% of Africa's workforce) in 2023, with the bulk of these jobs concentrated in informal transport. While informal transport in the combination with walking and public transport moves 80 to 90% of commuters in many African cities, the sector faces safety issues, instability and personal security (especially for women). [22] Women accounted for only 6.5% of employment in the region's transport and storage sector in 2023, down from 8.2% in 2015.[23] Labour impact assessments across African countries indicate that while informal transport workers support the provision of opportunities for work, the sector faces many challenges including insecure and precarious work with little to no social protection, extreme working hours, high levels of crime, poor working environments, and widespread discrimination and sexual harassment against women.[24]

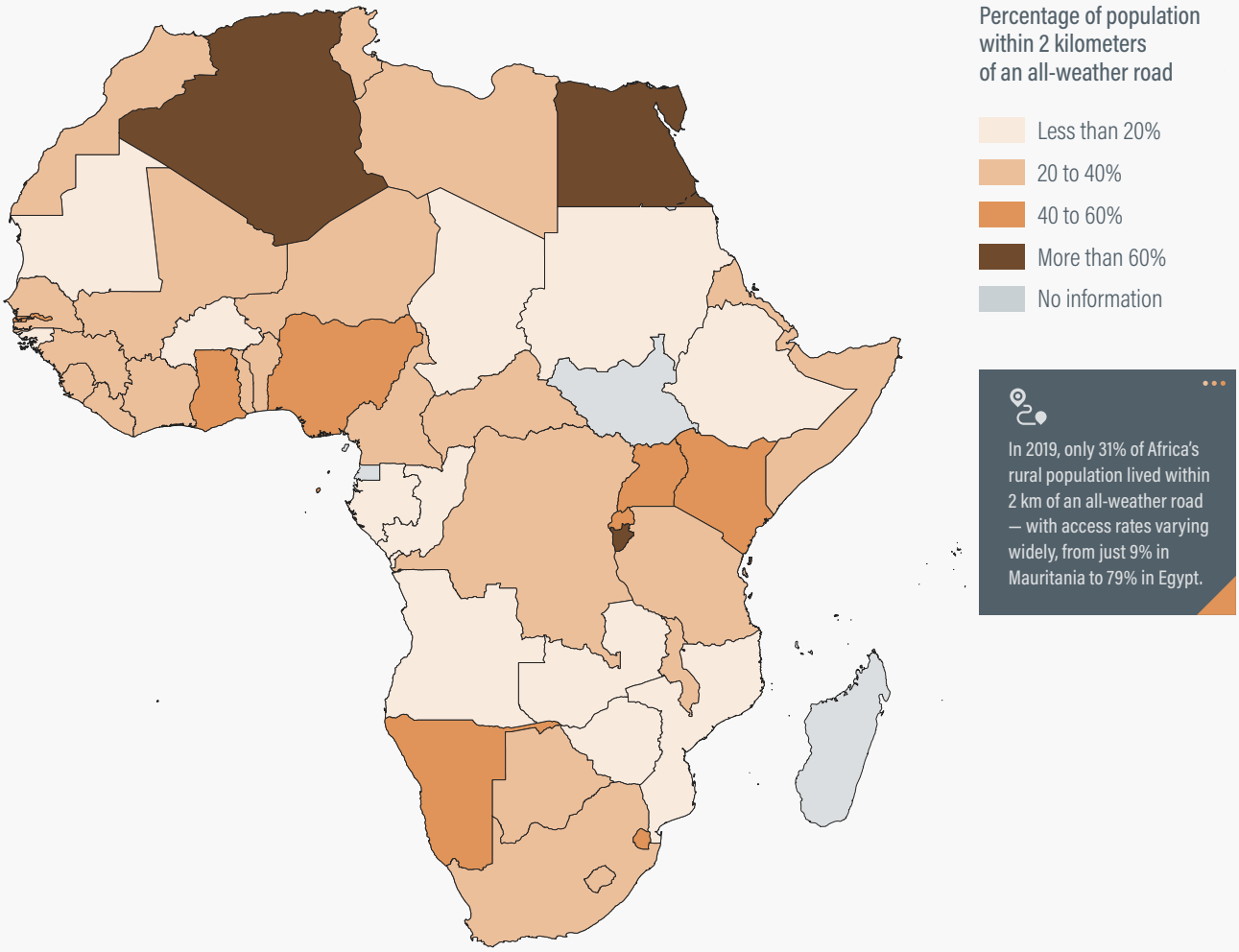
- In Zambia, the transport sector contributed 5.3% of total employment in 2022; the vast majority (95%) of transport workers were male, and nearly three-quarters worked in the informal economy.[25]
- In Kampala (Uganda), paratransit services employed an estimated 100,000 people in 2021, and in Lagos (Nigeria) the figure was as high as 500,000 in 2021.[26] Paratransit services, in the context of Sub-Saharan Africa, are characterised by different levels of business formality, competition regulation, and service planning. Whereas business formality ranges from informal to formal registered businesses, their level of competition regulation typically ranges from unregulated open markets to some level of regulation, and service planning ranges between flexible routes and service frequencies and fixed routes and schedules/headways.[27]

To address the gender imbalance in transport employment, the World Bank recommends adopting targets for women's participation in technical and managerial roles in the sector and monitoring progress; addressing legislative barriers and gaps that hinder women's employment and progression in the sector; and strengthening recruitment processes to eliminate gender bias.[28]

Overall, challenges limiting the efficiency and competitiveness of Africa's transport sector include poor inland road quality, inefficient port and border operations, inadequate rail capacity, limited multi-modal infrastructure, political and security instability, and slow technology innovation and adoption.[29]

Although road transport remains the dominant mode of motorised transport in Africa, only around half of the region's roads were paved as of 2014.[30] On average, only a third (31%) of Africa's rural population had access to

FIGURE 1. Access to all-weather roads in Africa, 2019



Source: See endnote 32 for this section.

all-weather roads in 2019, limiting people's access to basic services (such as education and health care) and constraining connectivity to economic opportunities.[31] Access to regional road networks is uneven, with the share of the rural population having access to an all-weather road in 2019 ranging from as low as 9% in Mauritania and 11% in Sudan, to 65% in Burundi, 73% in Algeria and 79% in Egypt (Figure 1).[32]

Progress in expanding and modernising road infrastructure has been uneven. Between 2004 and 2022, nearly 18,000 kilometres of climate-resilient regional highways were added along 25 road corridors, as well as 27 one-stop border stations, with support from the African Development Bank.[33] **However, poor road maintenance due to underfunding and inefficient execution undermines the benefits of infrastructure investments and contributes to rapid deterioration.** In many countries, the road network suffers from vehicle overloading, causing surfaces to prematurely degrade and resulting in reduced construction life span and high maintenance cost.[34]

Investing in road infrastructure improvements is critical to reduce transport costs (which make up an estimated 40% of the final price of goods in Africa), speed the movement of goods and people, and improve overall transport efficiency.[35] **Yet Sub-Saharan Africa has been spending only around half of the estimated 7.1% of its GDP required annually to close its infrastructure gap by 2030.**[36]

Freight transport has continued to expand in the region, with the volume of goods carried in Africa's freight forwarding market projected to reach 1.66 trillion tonne-

kilometres in 2025.[37] **Container port traffic in the region grew 6.9% between 2015 and 2023, to 30.2 million twenty-foot equivalent units (TEU).**[38] However, it fell by 3.6 million TEU in 2023, possibly due to global supply chain disruptions and to the effects of attacks on commercial vessels in the Red Sea, which resulted in longer travel times from rerouting, port inefficiencies, higher transport and insurance costs, and delayed deliveries.[39] Overall, freight transport is a critical driver of African trade, regional integration and economic growth.

Road freight transport carried up to 80% of total goods in Africa in 2014, placing significant pressure on the road network and reflecting the limited reach and capacity of the region's rail systems, as well as the high costs of air transport.[40] Road transport continued to dominate in Africa even though transporting freight by rail tends to be cheaper, faster and safer.[41]

- As of 2020, 85% of all freight (except phosphate) in Morocco was transported by road.[42]
- Road freight accounted for around 80% of freight transport in Nigeria in 2011.[43]
- In 2022, South Africa's road freight sector moved 8.4 million tonnes of goods, more than five times the amount transported by rail (1.55 million tonnes).[44]

Even so, recent progress has been made in railway development across East and West Africa and in southern Africa.

- Tanzania's electric Standard Gauge Railway, spanning over 2,500 kilometres, is expected to be operational in 2025 and provides a rail freight transport option for several East African countries, connecting key Tanzanian ports (from Dar es Salaam on the Indian Ocean to Mwanza on Lake Victoria) as well as Burundi, the Democratic Republic of the Congo (DRC) and Rwanda.[45]
- In West Africa, the 393-kilometre Kano-Maradi single-track rail line between Kano (Nigeria) and Maradi (Niger) is planned to be completed in 2025, with a capacity to transport 9,300 passengers and 3,000 tonnes of freight per day.[46]
- In southern Africa, construction has begun on the Trans-Kalahari Railway connecting Walvis Bay (Namibia) to Gaborone (Botswana), with the aim of improving trade and providing better access to global markets for the landlocked countries of Botswana, Malawi, Zambia and Zimbabwe.[47]
- In 2024, feasibility studies confirmed the viability of the Ethiopia-Sudan Rail project, providing a level of bankability for the construction of 1,522 kilometres of rail connecting Addis Ababa to Port Sudan on the Red Sea.[48]

Road transport remains the main mode of transport for people in Africa, accounting for 90% of the region's passenger travel activity in 2014.[49] **Walking is by far the most common travel mode – either in itself or in combination with public transport – accounting for 50-90% of daily trips in many African cities as of 2021.**[50] **Yet most African cities are not walkable.** Most of the region's walkers are low-income residents, especially women, who cannot afford bus fares and struggle to access services. Although many governments have invested in infrastructure for vehicles, they often have not adhered to basic design standards for pedestrian infrastructure, with walkers having to navigate crude or non-existent footpaths, steep routes, potholes, open electrical wires and abandoned construction material.[51]

- In Tshwane (South Africa), nearly 65% of commuters walked or used public transport in 2015, compared to private car use of 33.1%.[52]
- A 2021 study in Kampala (Uganda) found that 50% of workers walk to and from the city, while nearly 90% of commuters either use public transport or walk for their daily commute.[53]

Despite the high modal share of collective transport in Africa, these systems have remained severely underdeveloped in many countries, often characterised by deep fragmentation, informal operations and weak regulatory oversight.[54] Collective transport in the region includes buses, shared minibus taxis (typically 13-25-seater vans), two- and three-wheeler motorcycle taxis, and rail. These services often operate without formal schedules or fixed routes, resulting in a highly fragmented network that varies in quality and reliability. In most cities, minibuses run by numerous private players dominate the landscape, operating in a largely un-co-ordinated manner that undermines efficiency and reliability. Many of the vehicles are second-hand imports, which are often poorly maintained and fuel-inefficient, contributing to both congestion and air pollution.

Several African countries have made strides towards modernising and decarbonising public transport by introducing bus rapid transit (Senegal and Tanzania) and undertaking institutional reforms to strengthen governance (Kenya and Nigeria).[55] Although informal systems dominate, some large metropolitan areas have set up more formal public transport systems (such as the Nairobi Metropolitan Area Transport Authority (NAMATA) and the Lagos Metropolitan Area Transport Authority (LAMATA)), in a shift towards more modern, inclusive systems.

- In January 2025, Morocco announced a USD 10.7 billion investment in high-speed rail and public transport, including USD 9.6 billion to expand the national rail network and USD 1.1 billion to improve urban transport by

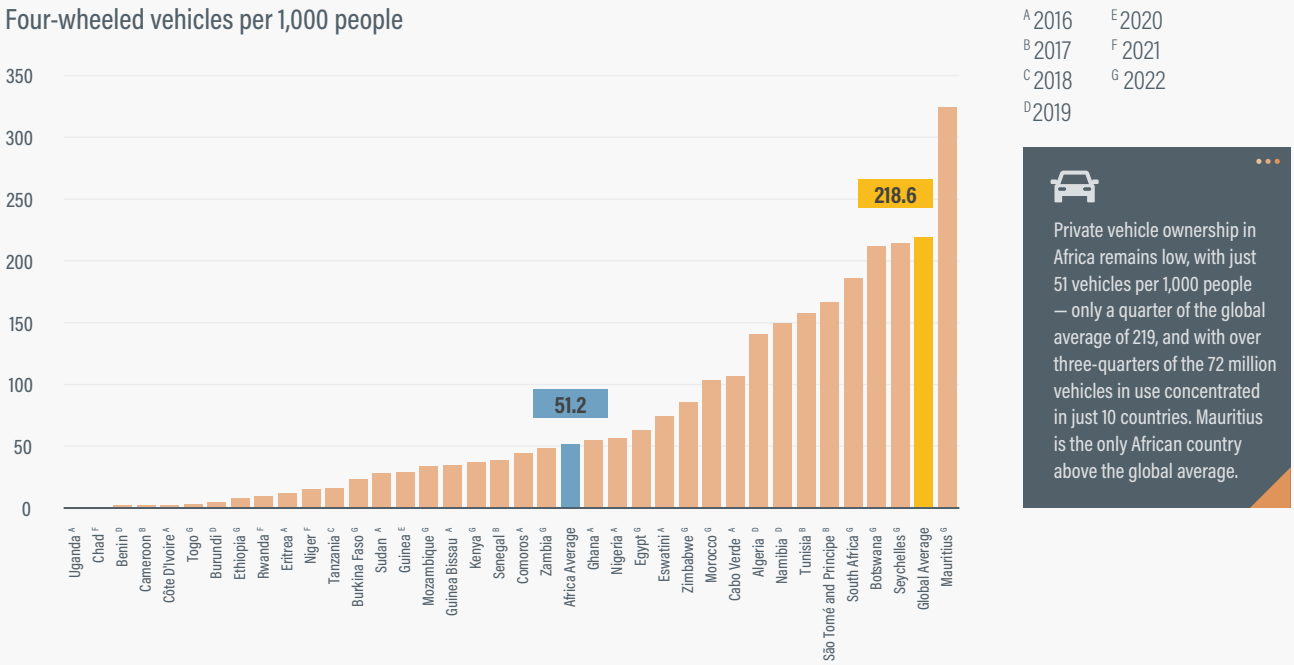
adding 3,746 new buses across 37 cities.[56]

- Nigeria launched Sub-Saharan Africa's first metro system in 2023.[57] Implemented through the Lagos Area Metropolitan Area Transport Authority, the Lagos Rail Mass Transit (LRMT) is improving urban transport through its operational blue and red lines and a 37-kilometre green line, which is starting construction in 2025 at a cost of USD 3 billion.[58]
- A bus rapid transit project in Dar es Salaam (Tanzania), launched in 2016 and being implemented incrementally, has improved the city's quality of life by reducing travel time, private car use, and urban congestion, while providing affordable, inclusive and safe travel for more than 8 million residents.[59] The project will avoid the release of an estimated 70,000 tonnes of CO_2 equivalent transport emissions annually on average over 30 years.[60]
- In 2023, Dakar (Senegal) launched West Africa's first fully electric bus rapid transit system, which operates 121 articulated electric buses, each with a range of 250 kilometres, along an 18.3-kilometre dedicated corridor with 23 stations across 14 city districts.[61] The system is co-financed by the World Bank, the European Investment Bank, and the Green Climate Fund, and is designed to carry up to 300,000 passengers daily, cut commuting times by half and reduce emissions.[62]
- Additional African cities that are piloting electric buses to reduce operating costs and environmental impact include Cape Town (South Africa), Kigali (Rwanda), Lagos (Nigeria), and Nairobi (Kenya), under operators like BasiGo and Roam.[63]
- The government of Rwanda has provided incentives for electric bus operators and for local assembly of electric vehicles.[64]

In the absence of efficient, well-integrated public transport systems in many African cities, the region's rapidly expanding middle class has turned increasingly to private car ownership. Urban sprawl has left many communities underserved by public transport, leading those who can afford it to rely on private vehicles as a more accessible means of travel.[65] Although vehicle ownership in Africa remains below the global average, its growth rate is among the world's fastest, and the vehicle market is rife with polluting second-hand imports.[66] This trend is reinforcing car-centric transport planning, worsening inequalities for the majority share of the population that depends on walking, cycling and public transport. There is a critical need to decouple the region's rising motorisation rate and car-centric planning and to favour plans for more sustainable transport.

Africa's motorisation rate (covering four-wheeled motorised vehicles), at 51 vehicles per 1,000 people in 2022, remained well below the world average of 218 vehicles per 1,000 people (Figure 2).[67] **However, it is increasing rapidly, rising 34% between 2017 and 2022 due to rapid urbanisation and rising household incomes.**[68] **More than three-quarters of the region's 72 million vehicles in use are concentrated in just 10 countries.**[69] African countries with the highest motorisation rates include Mauritius (324 vehicles per 1,000 people), Seychelles (214), Botswana (212) and South Africa (186).[70]

FIGURE 2. Motorisation rates per 1,000 people in Africa, various years



Private vehicle ownership in Africa remains low, with just 51 vehicles per 1,000 people — only a quarter of the global average of 219, and with over three-quarters of the 72 million vehicles in use concentrated in just 10 countries. Mauritius is the only African country above the global average.

Source: See endnote 67 for this section.

More than 85% of vehicles in Africa in 2020 were used vehicles imported from Europe, the United States, and Japan, which typically fail safety and emission standards in their home countries.[71] **As of 2019, over 80% of the region's road vehicles fell below the Euro 4 vehicle emission standards while also lacking valid roadworthiness.**[72] In 2022, more than 750,000 used light-duty vehicles were imported to Africa, many of them old, unsafe and polluting vehicles.[73]

Domestic motor vehicle production in Africa rebounded 16% (well above the global rate of 3%) in 2021, after slumping in the early years of the COVID-19 pandemic; however, the region represented only 1.2% of total global vehicle production in 2023.[74] **Vehicle production in Africa is concentrated in Algeria, Egypt, Morocco, and South Africa, while a handful of other countries – such as Angola, Ethiopia and Ghana – have vehicle assembly plants.**[75] The reliance on used vehicle imports has hampered the development of a robust African automotive industry, particularly for the production and assembly of light-duty, four-wheeled motorised vehicles.

The rise in motorcycle use across Africa underscores growing mobility needs for both personal and commercial use, as well as the continued challenges posed by inadequate and unreliable public transport.

- As of mid-2022, an estimated 27 million motorcycles were in use across Sub-Saharan Africa, up from only 5 million in 2010, with projections for 9.5% annual growth through 2030.[76]
- Household survey data from 2010 to 2022 found that West Africa led in motorcycle ownership, with the highest rates in Mali (64%), Burkina Faso (63%), and Benin (56%), followed distantly by East Africa with its highest rates in Kenya (14%), Tanzania (12%) and Mozambique (10%).[77]

Electric vehicles had a very minor presence in Africa in 2024, with the region's 15,000 electric cars comprising only 0.05% of the total car fleet, and its 25,000 electric motorised two- and three-wheelers having only a 0.13% fleet share.[78] As of 2024, Tanzania had the largest electric vehicle fleet in East Africa, with more than 10,000 units in use; more than 90% of these were two- and three-wheelers, reflecting their dominance in the country's electrification landscape.[79]

The market for electric vehicles in Africa could reach USD 21.4 billion by 2027, driven by projected growth in the market for electric two- and three-wheelers from USD 3.65 billion in 2021 to USD 5.07 billion in 2027.[80] **Electric two- and three-wheelers could account for 50-70% of the region's total electric vehicle sales by 2040.**[81] Most electric vehicle businesses in Africa have focused on two- and three-

wheelers, although there is growing interest in electrifying buses for public transport in countries like Egypt, Kenya, Senegal and South Africa.[82]

Africa holds vast reserves of critical minerals essential for electric vehicle manufacturing and supporting the global energy transition. For example in 2019, the DRC was responsible for 70% of global production of cobalt.[83] These sources, if harnessed with sustainable practices and industrial policy, could create regional value chains in battery production and electric vehicle assembly.

Overall, Africa's transport sector can benefit from addressing the significant challenges of limited infrastructure, weak governance and climate vulnerability.

Sustainability and climate trends

In 2023, Africa was home to nearly one-fifth (18%) of the world's population, yet it contributed only 6.2% of global greenhouse gas emissions and 5.3% of global transport greenhouse gas emissions (excluding international aviation and shipping).[84] The region's transport emissions grew 0.1% in 2023 to reach 375 million tonnes of CO_2 equivalent.[85] Although Africa had the second lowest transport emissions among global regions in 2023 (after Oceania), they increased 10.3% between 2015 and 2023, the second highest growth rate after Asia (19%).[86] In East Africa and South Africa, rising emissions were driven mainly by population growth and economic growth.[87]

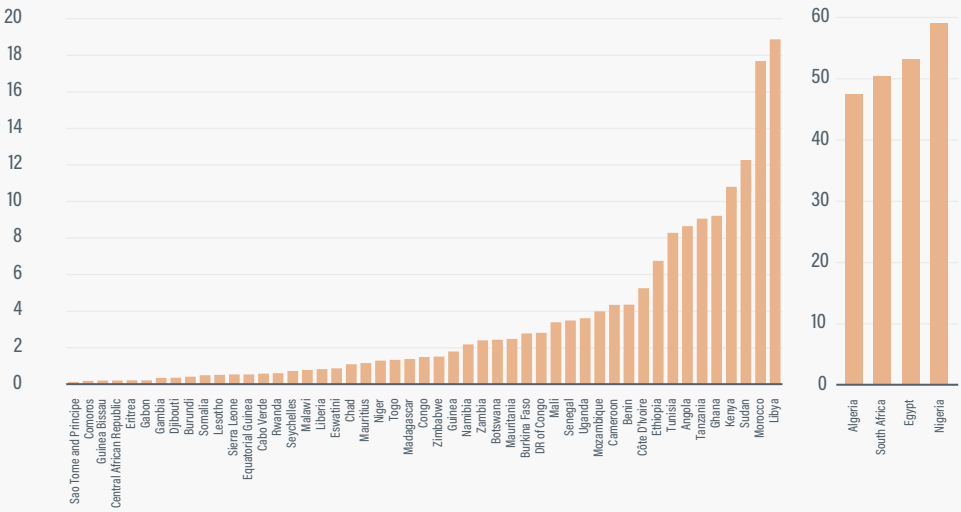
The distribution of emissions across Africa is highly uneven, with the top four emitting countries - Nigeria, Egypt, South Africa and Algeria - responsible for more than half (56%) of the region's transport greenhouse gas emissions in 2023 (Figure 3).[88] Transport was the second largest greenhouse gas emitting sector in Algeria in 2023, and the largest sector in countries like Cabo Verde, Comoros, São Tomé and Príncipe, and Seychelles.[89]

Africa's per capita transport greenhouse gas emissions remained the lowest globally in 2023, at only 0.26 tonnes of CO_2 equivalent per person, well below the global average of 0.89 tonnes of CO_2 equivalent per person (Figure 4).[90] The distribution of per capita transport emissions ranged from only 0.027 tonnes in Djibouti to 5.69 tonnes in Seychelles, a country with high transport demand driven by tourism, particularly from long-haul flights arriving from Europe and beyond.[91]

In 2021, surface transport (road, rail and inland waterways) accounted for 97% of transport greenhouse gas emissions in Sub-Saharan Africa.[92] Increases in road transport emissions were driven by dependence on fossil fuels; reliance on used

FIGURE 3. Transport greenhouse gas emissions in Africa, 2023

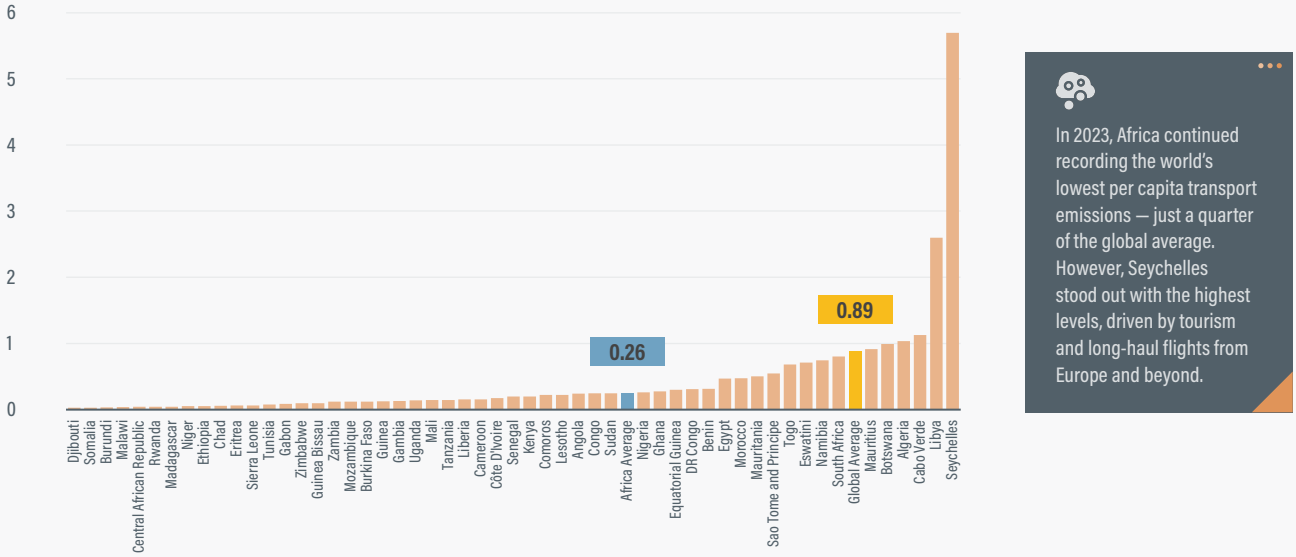
Transport GHG Emissions in million tonnes CO_2 equivalent, 2023



Transport emissions in Africa were highly concentrated: in 2023, just four countries — Nigeria, Egypt, South Africa and Algeria — accounted for over 56% of the continent's transport-related greenhouse gas emissions.

Source: See endnote 88 for this section.

FIGURE 4. Per capita transport greenhouse gas emissions in Africa, 2023



In 2023, Africa continued recording the world's lowest per capita transport emissions — just a quarter of the global average. However, Seychelles stood out with the highest levels, driven by tourism and long-haul flights from Europe and beyond.

Source: See endnote 90 for this section.

vehicle imports that are older, less fuel-efficient and unsafe; and a lack of efficient public transport systems.[93]

Africa's transport emissions relative to economic output fell 2.3% in 2023 to reach 1.29 tonnes of CO_2 equivalent per USD 10,000, but this was still the highest level among global regions.[94] The most likely reason for the decline was that economic growth outpaced the growth in transport emissions.

Reliance on private road transport has led to high levels of traffic congestion in many African cities.

- In the Greater Kampala Metropolitan Area (Uganda), the estimated daily cost of congestion was USD 1.5 million in 2020, or 4.2% of the area's GDP.[95]
- A 2023 study found that workers in Lagos (Nigeria) spent on average 2.2 hours on their daily commute, costing the city USD 2,500 million (NGN 4 trillion) per year.[96]
- Cape Town (South Africa) ranked among the world's top 10 most congested cities in 2024, with more than 94 hours of traffic delay annually, based on a dataset that includes only cities in South Africa.[97]

The average carbon intensity of electricity generation in Africa in 2023 was 430 grams of CO_2 equivalent per kilowatt-hour (kWh), close to the global average of 417 grams of CO_2 equivalent per kWh.[98] **Many of the African countries with high transport greenhouse gas emissions have very low shares of renewable energy in their total transport energy consumption, constraining a key benefit of transport electrification.**[99] In Algeria, renewable energy accounted for 1.1% of total transport energy consumption in 2022.[100] The region's high transport emitters had low shares of renewable energy consumption in the transport sector

Transport contributed 3.2% of the region's total air pollution in 2019, leading to 1.01 premature deaths per 100,000 people in 2019; this was well below the global average of 6% and 2.3 deaths per 100,000 people.[101] However, these values vary greatly by country.[102]

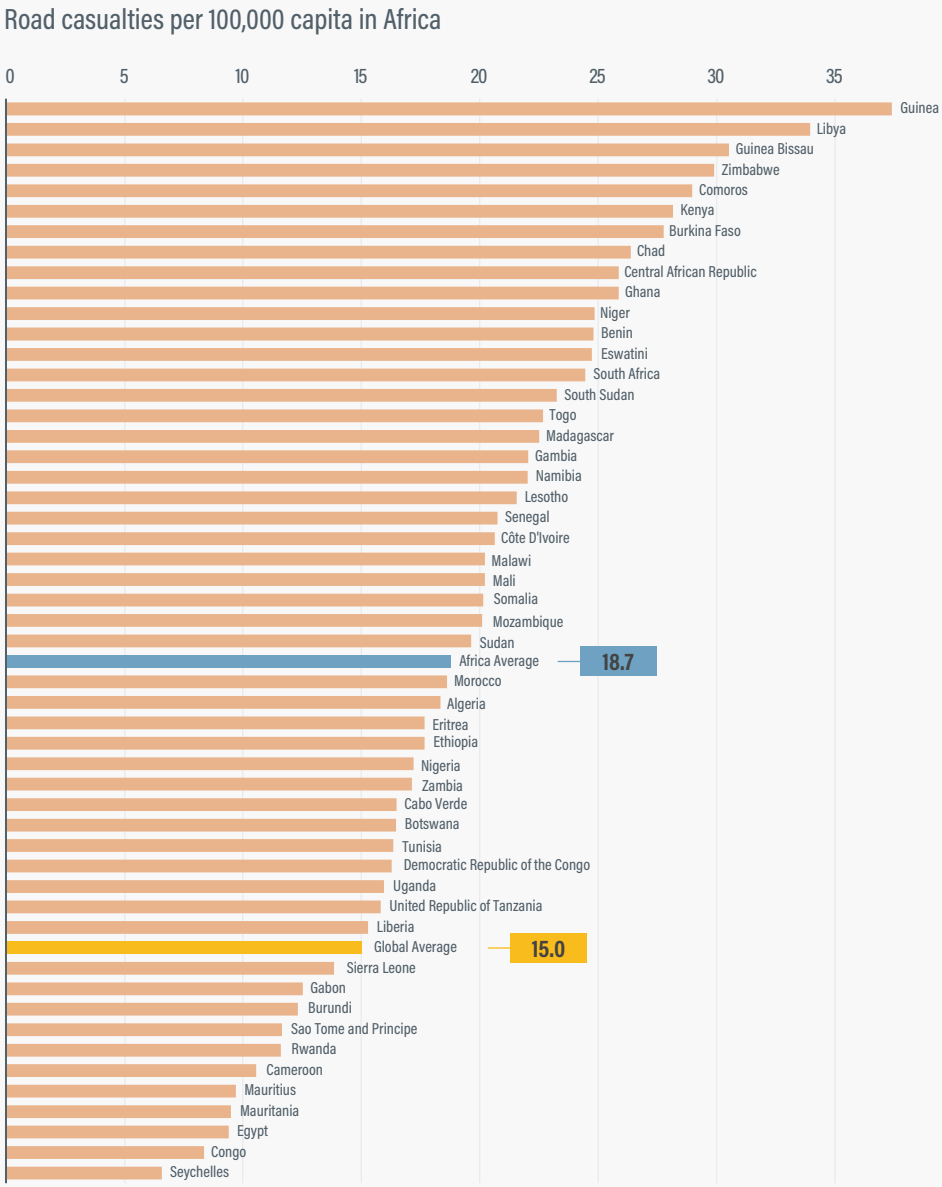
- Transport's contribution to air pollution ranged from 0.4% in Cabo Verde to 18% in Algeria, where air pollution led to an estimated 8.84 premature deaths per 100,000 people in 2019.[103] This was almost four times the global average and is attributed to the exponential rise in motorisation rates and an ageing vehicle fleet, among other factors.[104]
- In 2024, Benin, Egypt, Mali, the Republic of Congo and Somalia reported very high sulphur levels in their fuels (exceeding 5,000 parts per million), which contributes to air pollution.[105]

Despite low motorisation, Africa experiences relatively high

road fatality rates due to the gap in safe infrastructure – with an average of 18.8 casualties per 100,000 people in 2021 (Figure 5) – **making it home to the world's most dangerous roads.**[106] **More than half of road traffic deaths in the region involve vulnerable road users such as pedestrians, cyclists and motorcyclists.**[107] Across Africa, sub-standard reporting on road traffic fatalities has undermined efforts to effectively monitor road safety and to implement evidence-backed interventions.[108] In 2021, less than 20% of assessed roads in Africa met recommended three-star or better safety standards for pedestrians and cyclists, while the rate was below 30% for motorcyclists and below 40% for vehicle occupants.[109] Stronger regulation and investments in cleaner, safer two-wheelers are needed to address the significant public health concerns associated with motorcycles, particularly air pollution and the high risk of road crashes.

Despite contributing the second least to global greenhouse gas emissions, Africa is among the most vulnerable regions to the impacts of climate change.[110] **The region loses an**

FIGURE 5. Road casualties per 100,000 people in Africa, 2021



Most African countries have road fatality rates above the global average, making Africa home to the world's most dangerous roads.

Source: See endnote 106 for this section.

estimated USD 7-15 billion annually due to the devastating effects of climate change, a figure that could rise to USD 50 billion by 2030, representing up to 7% of Africa's GDP on average.[111] The region has experienced increasing numbers and intensities of extreme weather events, with record fatalities due to rising temperatures, persistent drought, catastrophic flooding and destructive cyclones. In addition to the toll on livelihoods, these impacts are reversing economic gains and increasing the risk of more people slipping into extreme poverty.[112]

- Most African countries lose between 2% and 5% of their GDP every year due to climate change and must adjust up to 9% of their national budgets to respond to extreme weather events.[113]
- In February 2025, heavy summer rainfall and storms in South Africa's KwazaNatal Province claimed 22 lives and caused an estimated USD 166 million (SAR 3.1 billion) in damages, including to transport infrastructure and assets.[114]
- Mozambique's National Adaptation Plan from 2023 highlights that since 2019, weather-related events had destroyed 7,627 bridges and 32,9334 school infrastructures, and compromised around 47,774 kilometres of road.[115]

Policy and investment developments

The need for greener, more equitable, healthier and safer mobility systems in Africa has become increasingly urgent. The combined impacts of climate change, public health crises and heightened geopolitical tensions have underscored the importance of transforming transport in the region. Many African governments have recognised the need to transform transport systems to support envisioned economic growth. This is reinforced by global and regional frameworks, including the United Nations' 2030 Agenda for Sustainable Development, which notes the importance of sustainable transport in achieving the Sustainable Development Goals (SDGs), and the African Union's Agenda 2063, which points to the role of efficient transport in Africa's transformation to a global powerhouse.[116]

Although Africa's shift to electric mobility has lagged, more governments have become aware of the detrimental impacts of fossil fuel-powered vehicles and have implemented policies and fiscal incentives to promote the uptake of electric vehicles.[117]

- In Zambia, the government removed customs duties on electric vehicles, electric buses, and trucks, as well as on charging systems and accessories for electric vehicles or cycles, with the aim of encouraging clean energy use and reducing fossil fuels.[118]
- To address the high costs of imported petrol and diesel, Ethiopia announced a ban in 2024 on imports of internal combustion engine vehicles, becoming the first country in the world to prohibit imports of fossil fuel vehicles; only electric-powered vehicles were to be allowed into the country as of January 2024.[119]
- Ghana removed import duties on electric vehicles and their components in 2024 and launched a National Electric Vehicle Policy in 2023.[120]
- Rwanda has one of Africa's most extensive strategies to support electric vehicle adoption, providing exemptions on value-added tax (VAT) and import duties for electric vehicles, spare parts, and charging equipment; a preferential corporate income tax rate for investors in the electric vehicle market; and reduced electricity tariffs for electric vehicles and charging stations.[121]

More African countries also joined global initiatives to phase out fossil fuel-powered vehicles.

- In 2024, Nigeria joined the Accelerating to Zero Coalition, a global initiative aiming for all sales of new cars and vans to be zero-emission by 2040; Ghana, Kenya, Morocco and Rwanda have been signatories since 2021.[122]
- Ghana and Cabo Verde joined the Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles in 2023, followed by Ethiopia, Mozambique and Seychelles in 2024.[123] The initiative commits signatories to achieving 100% zero-emission new truck and bus sales by 2040, with an interim target of 30% by 2030.[124]

As of 25 May 2025, five African countries – Botswana, Lesotho, Kenya, Zambia and Zimbabwe – had submitted to the United Nations Framework Convention on Climate Change (UNFCCC) their third generation Nationally Determined Contributions (NDCs) towards reducing emissions under the Paris Agreement.[125] Botswana's was the only submission from Africa with a target for reducing transport greenhouse gas emissions.

- Botswana's NDC of 2024 aims to reduce transport emissions by 0.429 million tonnes of CO_2 equivalent by 2030 (of which 0.147 million tonnes of CO_2 equivalent are conditional).[126]
- Lesotho's NDC of 2024 sets out to increase the share of public passenger transport from 10% to 30%, develop new cycling lanes and reduce the number of poor-performing vehicle imports through regulations on used car imports. It features strong content on adaptation and resilience, including detailed targets, measures, and their respective

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mitigation benefits and alignment with the Sustainable Development Goals (SDGs).[127]

- Zambia's new NDC does not include any transport mitigation or adaptation actions or targets, whereas Zimbabwe's halts all of the transport actions that were included in the country's previous NDC, including biofuel support measures and improvements to vehicles and public transport.[128]
- As of 25 May 2025, the third-generation NDC submissions from Africa (with the exception of Lesotho's) failed to identify actions for walking and cycling, despite high use of these modes by African populations, particularly vulnerable groups.[129]
- Africa's third-generation NDCs as of May 2025 missed an opportunity to acknowledge the potential for informal transport to contribute to climate change mitigation and adaptation – an approach that can be leveraged to attract more funding to improve and modernise this sub-sector.[130]

Among Africa's second-generation NDCs (2019-2024), 11 countries (or 34% of those with transport-related greenhouse gas mitigation targets in their second-generation NDCs) included explicit targets for reducing transport-related greenhouse gas emissions.[131] The 11 countries were Burkina Faso, Egypt, Gambia, Guinea, Liberia, Mauritania, Mauritius, Seychelles, South Sudan, Sudan and Uganda.

For the latest analysis of transport commitments in NDCs, including those expected ahead of COP30, see the NDC Transport Tracker by GIZ and SLOCAT*, a database on ambition, targets and policies in NDCs and Long-Term Strategies.*[132]

As of 25 May 2025, 10 African countries (out of 76 total submissions) had submitted to the United Nations their LT-LEDS (Long-Term Low Emissions Development Strategies), indicating stronger national commitment to reducing transport greenhouse gas emissions, facilitating the shift to more sustainable modes and increasing alignment with the Paris Agreement.[133] LT-LEDS complement NDCs and reflect countries' strategies to 2050 and beyond. More African countries have integrated low-emission growth strategies into their national development plans, recognising the need to foster economic development alongside efforts to address climate change.

- Burkina Faso's LT-LEDS of 2025 aims to reduce transport emissions 41.1% compared to business as usual by 2050 through investments in rail infrastructure (with an aim to transport 40-80% of traded goods by rail), public transport use and transit-oriented development in cities.[134]
- Ethiopia's LT-LEDS of 2023 promotes the electrification of the vehicle fleet (including by introducing electric buses and scaling up charging infrastructure), the expansion of mass transit and non-motorised transport, and

improvements in fuel efficiency, including a ban on used vehicle imports by 2030 – underscoring the benefits for climate resilience and sustainable urban development.[135]

- Equatorial Guinea's LT-LEDS of 2024 envisions improving the efficiency of road, air and sea transport; substituting zero-emission vehicles; strengthening public transport; and promoting walking and cycling by 2050.[136] In line with its NDC, the country's Long-Term Vision suggests transport measures including a carbon pricing market, a robust urban and intra-urban public transport network (mostly zero-emission buses) by 2050 and a 50% drop in private vehicle use.[137]
- Nigeria's LT-LEDS of 2024 outlines a clear strategy for decarbonising the transport sector, including through wide adoption of electric and ethanol vehicles (alongside massive deployment of clean natural gas and liquefied petroleum gas vehicles) by 2060, a shift to low-carbon modes, adoption of Euro 4 efficiency standards for all road vehicles by 2030 and the use of smart transport management technologies.[138] The strategy does not outline specific transport adaptation strategies but highlights the adaptation co-benefits of mitigation measures.[139]

During the 2023-2024 period, five African countries – Burundi, Morocco, Mozambique, Zambia and Zimbabwe – submitted National Adaptation Plans (NAPs) to enhance their transport adaptation and resilience efforts.[140]

- Burundi's NAP of 2023 presents adaptation actions set out in the country's Third National Communication on Climate Change (2019), including actions related to inland water transport (dredging, river training, and protection of access channels and port basins) and rehabilitation and maintenance of the existing road network to adapt it to the effects of climate change.[141]
- Morocco's NAP of 2024 prioritises developing a vulnerability assessment methodology to serve as a baseline for a city adaptation strategy and measures; the assessment would be supported by urban sustainability indicators relating to infrastructure and mobility, among others.[142] The NAP also supports addressing climate change locally in all policies, as well as developing knowledge and research to strengthen adaptation approaches and actions, including strengthening knowledge of the impacts of climate change on the transport sector.[143]
- In its 2023 NAP, Mozambique, one of the most-exposed African countries to extreme weather events, identifies floods and tropical cyclones as the highest risks to transport infrastructure, whereas rising sea levels and changes in temperature are seen as medium risks.[144] Proposed activities to enhance resilience include mapping and vulnerability/risk assessment of disaster-prone infrastructure and improving climate insurance.[145] Mozambique also adapted the 2017-2030 Disaster Risk Reduction Master Plan (2017-2030) and the SADC Infrastructure Master Plan.[146]
- Zambia's 2023 NAP provides a detailed assessment of vulnerability elements, exposures by hazard, adaptive capacity, level of sensitivity, and climate risk level, among others.[147] Adaptation actions for transport infrastructure include enforcing construction codes, improving access to weather and climate information, strengthening early warning systems, and applying climate-resilient infrastructure codes and standards to transport infrastructure (i.e., airports and railways).[148]
- Zimbabwe's NAP of 2024 aims to integrate climate change adaptation strategies into development policies, strategies, plans, programmes and activities. Transport-related adaptation actions include developing and promoting climate-resilient infrastructure standards, updating existing standards to consider climate change, strengthening early warning systems, and sustaining cross-cutting enablers such as capacity building, knowledge management and financing to build resilience.[149]

In 2023, fossil fuel subsidies in Africa totalled USD 199 per capita, the lowest level among regions and less than a fourth of the global average of USD 813 per capita.[150] **However, the region's fossil fuel subsidies are projected to increase around 45% between 2023 and 2030, further undermining climate and sustainability efforts.**[151] Fossil fuel subsidies have incentivised ongoing fossil fuel use in Africa, contributing to rising greenhouse gas emission levels.

Renewables represented only 0.15% of Africa's total final energy consumption in transport in 2021.[152] **However, countries have made strides to harness the region's great potential for renewable energy.** South Africa's Renewable Energy Masterplan, launched in 2023, aims for a minimum roll-out of 3 gigawatts (GW) of renewables annually, ramping up to 5 GW by 2030.[153] Although this target is not sector-specific, the increased renewable energy supply could support transport-related activities.

Developments in freight transport policy have advanced in the context of improving intra-Africa trade and operationalising the African Continental Free Trade Area (AfCFTA).

- The Northern Corridor, an important transport route in East and Central Africa, aspires to become a net zero emission corridor by 2050.[154] A key objective of the Northern Corridor Green Freight Strategy, released in 2024, is to ensure that the freight system along the corridor remains robust, adaptable and resilient in the face of climate change.[155]

- In 2024, the Tanzania-Zambia Railway Authority (TAZARA) signed an agreement with China Civil Engineering Construction Corporation to invest up to USD 1.4 billion to rehabilitate and upgrade the TAZARA railway line in southern and eastern Africa.[156] This critical route linking Zambia to the port of Dar Es Salaam (Tanzania) is expected to enhance connectivity and offer an alternative to road transport for cargo movements.[157] Revitalising TAZARA provides an opportunity to shift a large share of regional freight traffic from road transport towards a lower-emitting rail network.
- The Lobito Corridor Memorandum of Understanding – signed in 2023 by development partners including Angola, the DRC, Zambia, the European Union and the United States – includes plans to rehabilitate and expand the rail line connecting mineral-rich regions of the DRC and Zambia to the port of Lobito (Angola), including by renovating the existing BenguWela railway and building new rail lines (including a 350-mile extension into Zambia).[158] The rail corridor is expected to provide an alternative route that could greatly reduce transport costs for mineral exports.[159]
- In 2024, the African Development Bank allocated around USD 279 million (EUR 246 million) for construction of the 104.5 kilometre Guercif-Nador Highway Project in Morocco, which aims to better connect the country's inland production zones with the future Nador West Med Port on the Mediterranean Sea, helping to boost the number of products coming through the region.[160]

More African countries have recognised the importance of enhancing walking, cycling and public transport for improved urban mobility.

- The Pan-Africa Action Plan for Active Mobility (PAAPAM), launched at the World Urban Forum in Cairo in 2024, seeks to elevate walking and cycling in African mobility systems.[161] Its vision is anchored on three strategic pillars – safety, advocacy and policy integration – with strategies to eliminate road fatalities for pedestrians and cyclists, enhance accessibility and create infrastructure that fosters clean access for all.[162] A milestone has been the prioritisation of non-motorised transport in urban policy discussions, although challenges include difficulties changing mindsets around walking and cycling, inadequate financing and the lack of political commitment.[163]
- In Kumasi (Ghana), the Sustainable Urban Mobility Plan (SUMP) for 2024-2040 aims to promote walking and cycling as safe, viable transport modes, including by improving non-motorised transport, traffic conditions and safety; developing the road network; installing more than 100 kilometres of quality sidewalks and piloting a shared bicycle system.[164] The plan proposes a three-tier public transport system with bus rapid transit on key corridors, quality bus services on secondary routes, and enhanced regulation of the *tro-tro* minibus network. The aim is to improve accessibility, safety and service while shifting to more sustainable, inclusive urban mobility.[165]

Several African countries have taken significant steps to address road safety challenges through a combination of policy and innovative, context-specific initiatives.

- The Marrakech Declaration, emanating from the Fourth Global Ministerial Conference on Road Safety in Morocco in February 2025, adheres to "the fundamental premise that the transport system should result in zero deaths or serious injuries and that safety should not be compromised for other factors such as cost or the desire for faster transport times".[166] The event invited Member States and relevant stakeholders to leverage the UN Decade of Sustainable Transport, set to begin in 2026, as "an opportunity to embed road safety as an integral part of the agenda for sustainable transport" and called on members to implement policies for multi-modal mobility.[167]
- In 2024, Morocco's National Road Safety Agency introduced the Collision Matrix, a diagnostic tool designed to provide greater insight into the dynamics of road traffic crashes by analysing high-risk interactions among different user types.[168] Encompassing data collection, matrix development, stakeholder engagement, and localised action planning, the initiative has informed interventions such as stronger enforcement of helmet laws and the development of dedicated cycling lanes, and has shown early success in reducing injury severity and improving road user safety.[169]
- In Cameroon, the Ministry of Transport's Ym@ne Driver System aims to address key risk factors in inter-city transport and uses a combination of real-time data collection, driver behaviour analysis and fleet management to address three main concerns: human error, vehicle defects and poor road conditions.[170] The initiative has helped reduce speeding, phone use and seatbelt non-compliance; fatalities from hazardous goods transport; and crash incidences for transporters.[171]
- In 2024, Kenya launched its National Road Safety Action Plan (2024-2028), aimed at reducing road traffic fatalities 50 percent by 2030.[172] The strategy is managed through a multi-sectoral governance structure, and initial impact assessments show a decline in speeding violations and improved adherence to traffic rules; however, efforts to improve safety have been slowed by inadequate infrastructure, particularly in rural areas, as well as user resistance to change.[173]

The region faces a major gap in infrastructure investment, with average annual investment in 2022 totalling around

USD 80 billion, well below the required USD 130 to 170 billion per year.[174] Transport infrastructure alone requires USD 35 to 47 billion per year. In addition to infrastructure deficits, there are shortages in vehicles: research on the implementation of the African Continental Free Trade Area estimated that 2 million heavy-duty trucks, 150,000 rail wagons, 150 ships, and 250 aircraft would be needed, amounting to a financial requirement of USD 400 billion.[175]

- In 2023, multilateral development banks provided USD 2.2 billion for mitigation activities in the transport sector, and USD 1.9 billion for adaptation measures (covering energy, transport and other built environment and infrastructure sectors), in low- and middle-income countries of Africa and the Middle East.[176] This represented 26% of the banks' overall mitigation finance in 2023 and 30% of their overall adaptation finance.[177]
- In 2023, private investment in transport infrastructure projects in Africa was less than a third of the level in Asia and 2.5 less than in Latin America and the Caribbean.[178]

Partnerships in action

SLOCAT partners engaged in dozens of actions during 2023-2024, including:

- **Bridges to Prosperity**, a non-profit organisation based in the United States and Africa, is working to end rural isolation by building bridge infrastructure to link underserved communities to markets, schools and health care.[179] Operating in more than 21 countries and using local labour and government support, the organisation has built more than 480 bridges, benefiting around 1.7 million people.[180] Most bridges are completed within 12 weeks and typically repay their investment within two years.[181] The initiative exemplifies how low-cost, community-based infrastructure can generate outsized social and economic returns.
- The **EBee Kenya - Sustainable Transport Africa** project, supported by the World Resources Institute, is advancing the adoption of electric bicycles in Mombasa and Nairobi.[182] The partnership goes beyond product deployment, aiming to build an enabling environment for e-bike adoption through policy engagement, awareness campaigns and job creation.[183]
- The **Emergent + Empowered forum**, held in September 2024, was focused on mobilising global informal transport systems, especially in the Global South, for greater equity, sustainability and resilience. The forum identified four strategic pathways - Climate Action and Just Transition, Finance and Investment, Policy and Advocacy, and Data and Research - as critical levers for transforming informal transport networks.[184] The event was convened by the Shared-Use Mobility Center, the Center for Sustainable Urban Development at Columbia Climate School, the Partnership for Research in Informal and Shared Mobility (PRISM) and Volvo Research and Educational Foundations (VREF).
- The **Green Freight Support Program**, launched in 2024 by the Kuehne Climate Center and Smart Freight Centre, promotes efficient, low-emission and inclusive freight systems across eastern Africa.[185] The programme supports implementation of the green freight strategies of the Northern Corridor Transit and Transport Coordination Authority and the Central Corridor Transit Transport Facilitation Agency, and also fosters training and knowledge sharing among freight operators to accelerate a just and sustainable logistics transition (through partnerships with the Shippers Council of Eastern Africa, the Federation of East African Freight Forwarders and others).[186]
- The African Transport Policy Program (SSATP), in partnership with the World Bank Group, implements the **Leaders in Urban Transport Planning** (**LUTP**) programme across Anglophone and Francophone African countries.[187] Through a combination of case studies and practical sessions, LUTP equips transport officials with the tools to make informed decisions in urban mobility planning, helping to strengthen leadership capacity and promote integrated, sustainable transport strategies tailored to local needs.[188]
- The **Pan-African Action Plan for Active Mobility** (**PAAPAM**) is a continent-wide policy framework that aims to help African cities and countries improve conditions for walking and cycling, protect vulnerable road users and enhance access to public transport.[189] By prioritising non-motorised transport, the framework supports equitable and low-carbon urban mobility across the continent. PAAPAM is coordinated by the UN Environment Programme, UN-Habitat and the World Health Organisation. It was developed with several partners including the Institute for Transportation and Development Policy, WRI and GIZ. The plan was developed with global strategic insights from Walk21.

ENDNOTES

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