



Global  
Green Growth  
Institute

TRANSPORT AND SUSTAINABLE

# MOBILITY

## INFOGRAPHIC

GGGI Rwanda is supporting the Government to transition to a low-carbon system of mobility through a combination of improved public transport, e-mobility, and non-motorized transport.

## AIR POLLUTION

**VEHICULAR EMISSIONS AND COOKING FUELS ARE NOW THE LARGEST CONTRIBUTOR TO AIR POLLUTION IN RWANDA**

SOURCE: Inventory of Sources of Air Pollution (REMA): [https://rema.gov.rw/fileadmin/templates/Documents/rema\\_doc/Air%20Quality/Inventory%20of%20Sources%20of%20Air%20Pollution%20in%20Rwanda%20Final%20Report.pdf](https://rema.gov.rw/fileadmin/templates/Documents/rema_doc/Air%20Quality/Inventory%20of%20Sources%20of%20Air%20Pollution%20in%20Rwanda%20Final%20Report.pdf)



Air pollution is the 2nd leading risk factor for premature death, accounting for more than 8% of deaths — more than 5,500 — in Rwanda.

SOURCE: State of Global Air Rwanda: [https://www.stateofglobalair.org/sites/default/files/2019-09/soga\\_fact\\_sheet\\_rwanda\\_20190828\\_v02.pdf](https://www.stateofglobalair.org/sites/default/files/2019-09/soga_fact_sheet_rwanda_20190828_v02.pdf)

**20%**

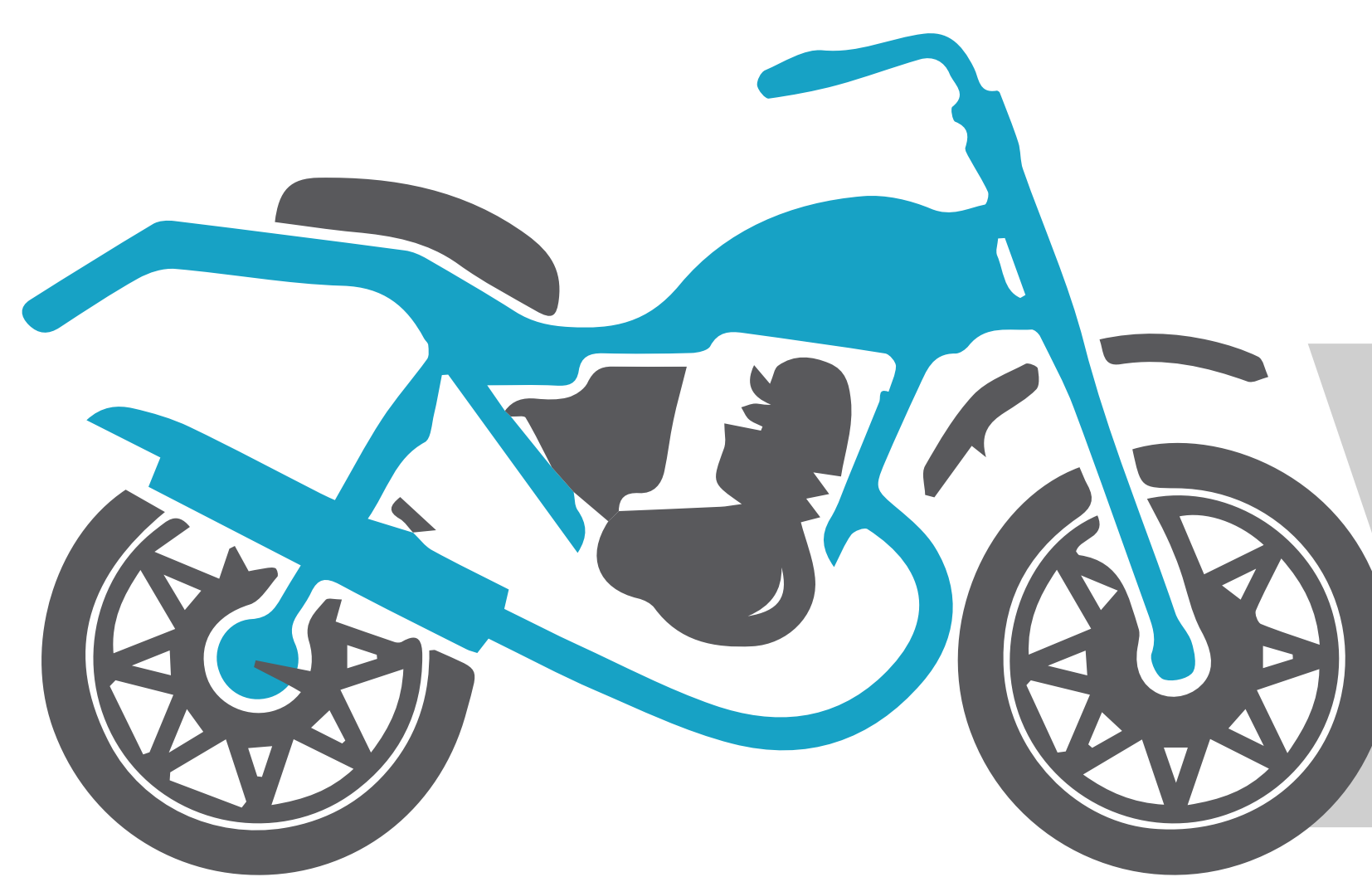
**REDUCTION IN AIR POLLUTION DURING THE LOCKDOWN**

SOURCE: <https://www.newtimes.co.rw/news/covid-19-lockdown-induces-20-air-pollution-decrease-kigali>

Despite motorcycles being key contributors to transport-related air pollution in Rwanda, there are no facilities for inspecting and testing the emissions of motorcycles

There are 30,000 motorcycle taxis in operation in Kigali

**78,000**  
NATIONWIDE



**X2**

There are twice as many as motorcycles as cars in Rwanda.

**THE NUMBER OF MOTORCYCLES SIGNIFICANTLY INCREASED OVER THE LAST TEN YEARS**

SOURCE: Rwanda Revenue Authority

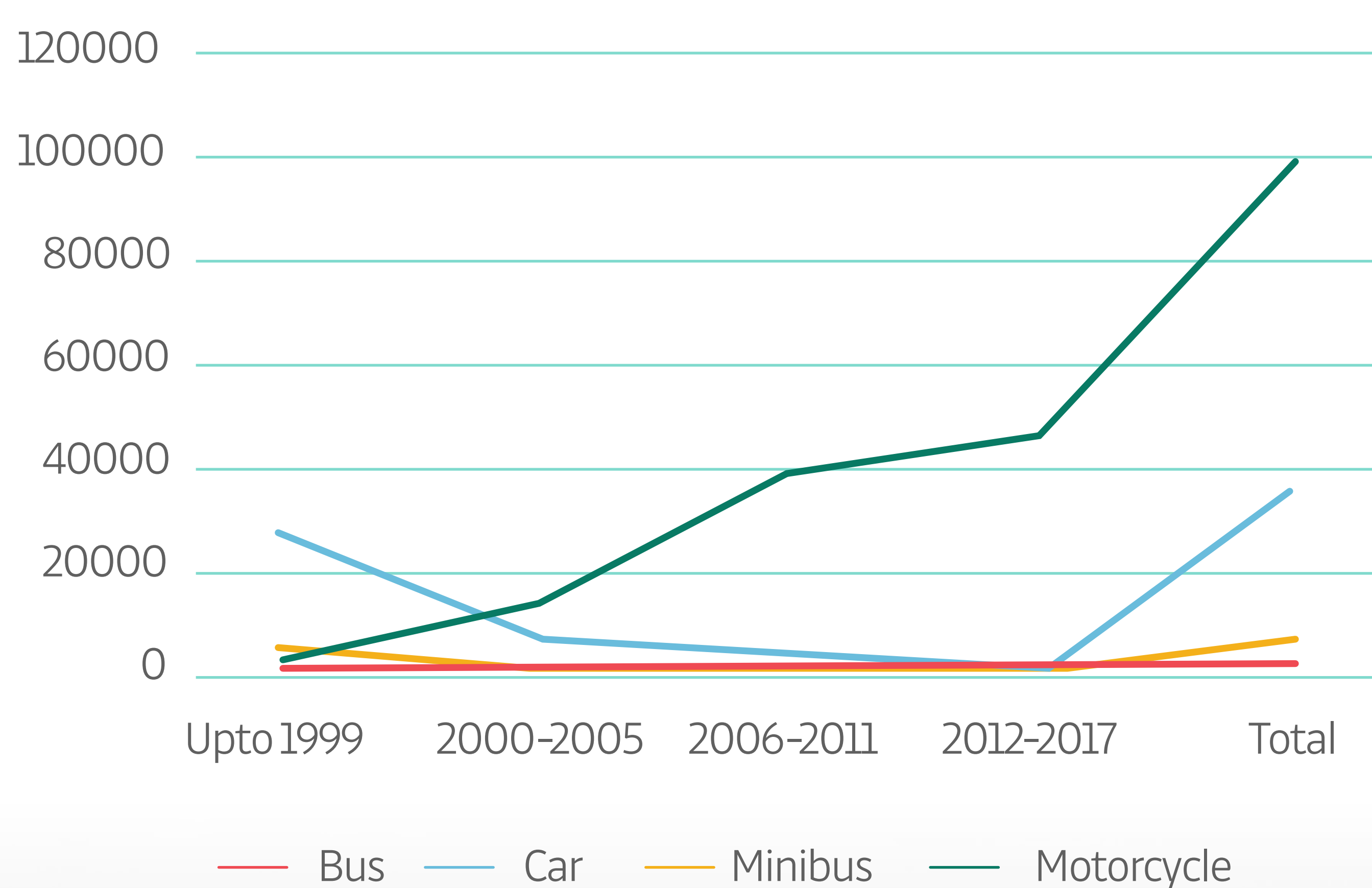
**80%**  
OF MOTORCYCLES REGISTERED IN ARE MOTO TAXIS



**REGISTERED VEHICLES**

SOURCE: Rwanda Revenue Authority

Prevalence of motorcycles among registered motorized vehicles



**SOCIAL EQUITY**



**10** Over  
HRS  
per day

is what the majority of bicycle taxi operators work. They happen to be: head of household, have no other source of income, have only one bicycle and make between 1,500-2,500 RWF per day

**OVER HALF OF RESIDENTS OF UNPLANNED SETTLEMENTS WALK TO WORK**

Bicycle taxi operators in Rwanda depend on non-motorized transport (NMT) infrastructure

**NATIONALLY MORE HOUSEHOLDS OWN BICYCLES (13%) THAN OWN MOTORCYCLES OR CARS (BOTH AT 1%)**

