

# GHG reduction, NDCs ambitions... What are the current probabilities to see these objectives achieved in African cities?

Many countries are engaged in energy transition strategies and are developing NDCs with very ambitious targets regarding the use of renewable or non-fossil energy, GHG and other pollution reduction. These targets are broken down into transport and mobility targets and, in order to be achieved within a relatively short timeframe, often less than 25 years, require drastic changes in both the motorisation and management of vehicle fleets, and changes in user behaviour for both passenger and freight transport. These changes are also very often linked to the intervention of international donors (Mills-Novoa & Liverman, 2019), but recent trends show a significant decline in support from these sources.

Projections for the deployment of these strategies are almost always proactive, and developed using a top-down and technological approach; they rarely take into account several factors that strongly influence the introduction of new modes of mobility, such as the acceptance of behavioural change by stakeholders (users, logistics operators, fleet managers, etc.), changes in demand (passengers and goods) and purchasing power, the consequences of modal shifts or an increased number of vehicles on congestion, and, of course, the actual availability of energy to users.

It is important to determine the relevant indicators in order to propose achievable objectives, define methods for evaluating, collecting and processing data, and thus identify the variables that are controlled or controllable by decision-makers. It will also be necessary to measure the risks associated with the deployment of strategies and the methods for monitoring their possible occurrence.