AFREXIMBANK

Transforming Africa's Trade

African Export-Import Bank
Banque Africaine d'Import-Export

INDUSTRY Outlook

Q1 2021

Autos

Disclaimer

For more information please contact:

Trade Information Services
African Export-Import Bank [AFREXIMBANK]
72B El-Maahad El-Eshteraky Street, Roxy, Heliopolis, Cairo 11341, Egypt
Tel: + 2 02 2456 4100/1/2/3/4
trade.information@afreximbank.com

afreximbank.com

Contents

Introduction 4

Global Overview 5

Africa Overview 7

Supply Chain Opportunities 9

Southern Africa 11

Regional Overview 11

Latest Developments 12

Key Drivers 13

West Africa 14

Regional Overview 14

Latest Developments 15

Key Drivers 16

East Africa 17

Regional Overview 17

Latest Developments 18

Key Drivers 19

North Africa 20

Regional Overview 20

Latest Developments 21

Key Drivers 22

Introduction

Government Support to Drive Investment Rebound

Africa has several potential high growth markets for both the production and sales of autos. This is despite the region remaining a marginal segment of the global market for multinational autos firms. This report analyses how South Africa, Morocco, Ghana and Kenya will be the largest producers of both parts and finished vehicles in the coming decade. Other smaller autos markets including Egypt, Tunisia, Cameroon and Nigeria could see increased investment into production facilities, particularly as the African Continental Free Trade Area (AfCFTA) encourages the gradual development of intra-Africa supply chains.

Across Africa, governments have been working to attract investment into their domestic autos sectors, not only to provide more affordable vehicles for local consumers, but also to diversify their economies away from a heavy reliance on commodities. The commodity price crash that began in 2014 underscored the need for economies including Nigeria, South Africa, Ghana, Angola and others to develop alternative engines of economic growth.

Government policy receives significant focus in the following chapters as a driver of autos manufacturing development. High tariffs on imported vehicles are falling out of favour as a policy tool to support development of local production capacity in Africa. Instead, automotive development policy is increasingly focussing on investment incentives such as tax breaks, reduced red tape and special economic zones such as the Tshwane Automotive Special Economic Zone in South Africa and the Mohammed VI Tangier Tech City in Morocco. At the same time, import tariffs are also now being lowered in markets including Nigeria, Ethiopia and Cameroon, which will support sales growth in these markets.

Aside from government policy, several other factors will support the development of autos production capacity in Africa over the coming years. These include the relocation of manufacturing facilities out of China as multinational firms seek to reduce the dependence of their supply chains on one country. This will particularly benefit Morocco and Egypt. Elsewhere, strong growth in raw material production such as steel and aluminium in Ghana and nickel in Tanzania is improving prospects for local manufacturing of vehicles and parts.

In this report we cover the spectrum of industry developments throughout Africa. These include countries that are starting out small, such as Ghana where production will be supported by a blossoming domestic metals sector; those that have a good foundation and are expanding, such as South Africa, which is pursuing greater localisation, and those that are well established and are now attempting to develop higher-value elements to their automotive industry such as Morocco, which is set to develop a flagship automotive testing centre. Finally, countries including Kenya, South Africa and Egypt are gearing up to develop domestic electric vehicle production for local use.

Autos Industry Report

Global Overview

Covid-19 Vaccine Rollout Driving Sales Recovery

Global vehicle sales will rebound strongly in 2021. Sales are estimated to have been roughly flat in 2020 due to the global Covid-19 pandemic. In 2021, the gradual rollout of Covid-19 vaccines in major markets including Europe, USA and China will drive anticipated growth of 9.7%. This would be the fastest pace of sales growth in a decade.

Africa Impact:

Significant vaccine distribution in Africa is not expected to commence until the second half of 2021. This may contribute to the recovery of the continent's vehicle sales lagging behind other regions alongside other issues such as rising prices caused by an increase in shipping prices, supply chain risks and currency weakness.

Global Electric Vehicle Transition

Electric vehicle production and sales will grow strongly over the coming decade as the global sustainability trend continues to gain momentum. Driven by both government regulation and consumer preferences, vehicle fleets will become increasingly low carbon, in part through the adoption of electric vehicles. While this trend will mainly play out in Europe and USA over the next decade, electric vehicle sales will also grow strongly in some other markets including China.

Africa Impact:

Egypt, South Africa and Kenya will be bright spots for electric vehicle sales in Africa. Demand for electric vehicles in the rest of Africa will remain weak over the coming decade due to limited charging infrastructure, weak government incentives and relatively low consumer purchasing power.

Battery Production Facilities Proliferating

There were 37 manufacturing projects recorded for electric vehicle batteries and related components and materials worth USD21 billion globally in 2020. The projects ranged from the production of battery cells and packs themselves, to anode materials and battery trays. The largest number of these projects comes from Western Europe (17) to a combined value of USD9.1 billion. While most battery production investment is driven by a desire to reduce dependence on China, it is still a target for investment due to being the world's biggest standalone market for electric vehicles.

Africa Impact:

There is currently limited momentum behind electric vehicle battery manufacturing in Africa. Morocco is best placed to develop a battery manufacturing sector due to the country's developed vehicle industry and integration with the European market, which is set to be a key source of demand for electric vehicles. In the long term, significant local supply of battery-grade minerals such as nickel could support the development of battery manufacturing in Tanzania.

Green Hydrogen Gaining Momentum

Adopting green hydrogen along the automotive supply chain will help automakers meet decarbonisation goals, emissions regulations and strengthen their Environmental, Social and Corporate Governance standing. Green hydrogen refers to the sourcing of hydrogen from renewable energy sources through a method known as electrolysis to split water.

Africa Impact:

In March 2020, major miners BHP, Fortescue, Anglo American and Hatch formed the Green Hydrogen Consortium, which aims to accelerate hydrogen production applicable to the extractive resource sector. Anglo American is expected to begin to trial a hydrogen fuel-cell haul truck in South Africa in 2021.

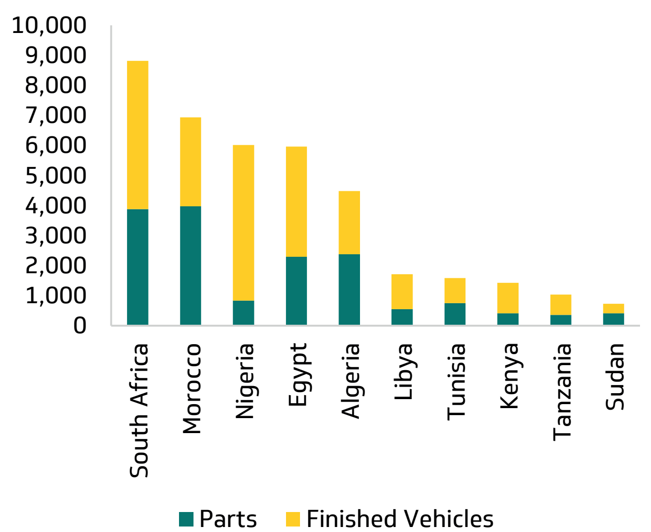
Surging Shipping Costs

The increased cost of shipping will drive up the price of imported vehicles globally. The delays in clearing ships to unload their goods around the world due to stringent Covid-19 screening processes, coupled with the faster than expected rebound in consumer demand for goods, is causing a global shortage of shipping containers. Further exacerbating the shortage is the fact that many shipping and logistics companies had cancelled their orders for new containers in 2020 when the Covid-19 pandemic disrupted operations. This all translates into higher shipping rates and costly delays in shipping goods. According to the World Container Index, the rates for 40ft containers more than doubled between the start of 2020 and March 2021.

Africa Impact:

Rising global shipping rates will feed through to higher vehicle prices in most African countries. Most of the region, outside of South Africa, depends entirely on imported vehicles. Countries such as Nigeria, Kenya, Ghana and Ethiopia, which have nascent vehicle assembly operations, still depend on importing completely knocked down kits to produce vehicles.

Autos imports, USD million (2019)



Source: UNCTAD

Africa Overview

Autos manufacturing and assembly will continue to develop in Africa's main vehicle manufacturing hubs over the coming years, namely Morocco in the North, Kenya in the East, Ghana's nascent automotive industry in the West and South Africa.

Investment announcements slowed significantly during 2020 due to the Covid-19 pandemic, but there were signs of renewed momentum by the end of the year. Notably, Ford Motor unveiled a USD1 billion investment to upgrade its existing Silverton assembly plant in South Africa to 200,000 units from 168,000 units. This investment will solidify South Africa as the regional powerhouse in automotive assembly.

Morocco, which is Africa's other main vehicle manufacturer, also received renewed investment commitments including plans to develop Africa's first automobile test centre by two French and German firms. This aligns with Morocco's potential to develop higher value-added sectors of the vehicle supply chain, having already created a substantial parts and finished vehicle export sector over the past decade.

Over the long term, lower regional trade tariffs resulting from AfCFTA, will create opportunities for more transnational supply chains on the continent. This could create increased opportunities for production in some of Africa's less developed vehicle manufacturing and assembly industries including in Nigeria, Cameroon, Egypt and Ethiopia. However in the near term, South Africa, Morocco and Kenya's automotive production industries are best positioned to take advantage of more free trade within the African continent as these countries have relatively well-developed automotive supply chains.

Vehicle sales will generally recover in 2021 and 2022 after a significant weakness in 2020 caused by the Covid-19 outbreak and associated lockdown measures. Total vehicle sales in Africa are forecast to increase by 9.3% in 2021, following an estimated contraction of 21.6% in 2020. A detailed analysis of the headline sales figures shows passenger and commercial vehicle growth is expected to be roughly similar in 2021.

Rising vehicle prices are expected to constrain the pace of the recovery in vehicle sales across the continent. Higher vehicle prices will be due to a rise in shipping costs, supply chain risks, currency weakness in importing countries, higher commodity prices and a strong rebound in global vehicle demand.

In the longer term, low vehicle ownership rates create significant potential for strong vehicle sales in large economies including Nigeria, Ghana and Angola. However, the majority of newly registered vehicles in most African countries will remain second hand, which will constrain the market size for new vehicle sales in the coming years.

Autos Manufacturing Opportunities

Date Announced	Country	City/ State/ Region	Company	Value	Brief Description
Jan-20	South Africa	Johannesburg/ Prospecton	Toyota Motor Corporation	USD215 million	Toyota South Africa will invest USD215 million in its parts distribution and manufacturing sites in Johannesburg and Prospecton. According to national news sources, half of the investment has been earmarked for production of a new passenger-car model.
Feb-20	South Africa	Pretoria	Bosal Afrika	USD1.4 million	Component supplier Bosal Afrika opens new emissions control systems (ECS) manufacturing plant in Pretoria. Bosal Afrika has long-standing customer relations with automotive original-equipment manufacturers including Ford, Nissan, Isuzu and Volkswagen, in South Africa.
Mar-20	Kenya	Mombasa	Mahindra & Mahindra	n/a	Indian automaker Mahindra & Mahindra announced that it has begun manufacturing two of its popular light commercial vehicles in Kenya. The Mahindra Scorpio Single and Double cabin pick-up will be produced at a plant in Mombasa, owned by its local partner, car retailer Simba Corporation.
Mar-20	Kenya	Thika	Volkswagen	n/a	Volkswagen has added the seven-seater Tiguan Allspace to its assembly facility in Thika, Kenya, its first semi-knockdown operation in sub-Saharan Africa.
Apr-20	South Africa	Pretoria	Nissan Motor Co.	ZAR3 billion (USD172.5 million)	Nissan renewed its commitment to South Africa by announcing it will invest a further ZAR3 billion (USD172.5 million) in its plant north of Pretoria, as it prepares to add the latest version of the Navara model to its production line. The Japanese automaker estimates that the investment could increase production by over 85%, adding 30,000 units to the plant's current annual volume of 35,000.

Autos Manufacturing Opportunities					
Date Announced	**Country**	**City/ State/ Region**	**Company**	**Value**	**Brief Description**
Jun-20	South Africa/ Ghana/ Kenya	n/a	Nissan Motor Co.	Undisclosed	Nissan announced its intention to launch seven new models in Africa over the next two years, to be produced locally for regional export. Though the value of the commitment is as yet undisclosed, the automaker declared that it expects to open factories in Ghana and Kenya with a focus on light commercial vehicles (LCVs), while increasing production at its plant in South Africa. The move is part of the automaker's strategy to target high-growth markets post-Covid-19.
Aug-20	Nigeria	Lagos	Nord Automobiles Limited	n/a	Nord Automobiles has unveiled its locally assembled vehicles with an aim to tap into Nigeria's domestic automotive industry. The assembly of vehicles has begun at the automaker's 2,100 square meter assembly plant located in Sangotedo, Lagos. The automaker also began constructing a 3,400 square meter assembly plant in Epe, Lagos.
Aug-20	Kenya	Nairobi	Simba Corporation & Proton Holdings	n/a	Proton has announced the shipment of 30 Completely Knocked Down Saga models to be assembled by Simba Corporation at its existing vehicle assembly plant.
Sep-20	South Africa	Tshwane/ Pretoria	Ford Motor Company Of Southern Africa (FMCSA)	USD8.9 million	FMCSA has unveiled an investment to upgrade and increase the output of its wheel and tyre facility at its Silverton plant. The investment will increase output to 2,400 tyres from 1,760 previously.
Oct-20	Morocco	Tangier and Somaca	Renault	n/a	Renault has decided to exclusively produce the third generation of its Dacia Sandero model at its Morocco plants. The third generation of Renault's Dacia Sandero will be produced in its Moroccan factories in Tangier and Somaca in Casablanca.
Dec-20	Nigeria	n/a	Innoson Vehicle Manufacturing (IVM)	n/a	IVM has partnered with the National Agency for Science and Engineering Infrastructure (NASENI) to begin the production of automotive spare parts. IVM will utilise designs and prototypes developed by NASENI in order to commercialise the products with the intention to export finished goods.
Dec-20	Nigeria	n/a	Mikano International Limited & Geely	n/a	Mikano and Geely have signed a strategic partnership for the assembly of Geely brand vehicles at Mikano's vehicle assembly plant.
Dec-20	Morocco	Oued Zem	UTAC CERAM & FEV Group	n/a	Road safety operators UTAC CERAM and FEV Group are set to create the first automotive testing centre in Morocco. The automotive testing centre will provide a wide range of services, including endurance, reliability, dynamics, braking and pedestrian impact tests.
Jan-21	Morocco	Tangier, Kenitra and Meknes	Yazaki & Sumitomo	USD103 million	Yazaki and Sumitomo will set up three plants to produce wire harnesses for the automotive sector, specifically to supply FCA and CNH Global.
Jan-21	Morocco	Kenitra	Citic Dicastal	USD422 million	Citic plans to set up an aluminium casting plant to produce around 6 million rims annually and create a reported 1,250 jobs. The plant will supply the local PSA plants.
Jan-21	Egypt	El Nasr	Dongfeng Motor Corporation	n/a	Dongfeng plans to produce electric vehicles jointly with local Egyptian manufacturer El Nasr Automotive Manufacturing Company, and targets an annual output of 25,000 units.
Feb-21	South Africa	Tshwane/ Pretoria	Ford	USD1 billion	Ford will modernize and expand its existing Silverton assembly plant to assemble the next generation Ranger model and increase production capacity to 200,000 units annually.

Source: Fitch Solutions; Company announcements

Supply Chain Opportunities

Tshwane Automotive Special Economic Zone to Attract Investments

The Tshwane Automotive Special Economic Zone (TASEZ) will continue to attract investments in South Africa's automotive industry as it provides automakers with incentives such as a reduced corporate tax rate of 15%, down from the normal 28%, and grants for companies as part of the country's Automotive Production and Development Programme. With the city of Tshwane being responsible for around 40% of South Africa's vehicle output, the benefits of locating automakers and component manufacturers alike in close proximity raises the prospects of furthering the development of Tshwane's automotive supply chain through the use of 'just-in-time' supply chains (which allows automotive component manufacturers to keep lean inventory levels while supplying automakers with components in a timely manner). So far, ZAR4.3 billion (USD260 million) has been committed by automotive component suppliers and automakers alike looking to make use of the incentives provided. Ford Motor Company Southern Africa unveiled plans to expand its wheel and tyre production which falls within the vicinity of the special economic zone, highlighting that investment into the TASEZ is gaining momentum.

Risks:

Rising power and labour costs in South Africa will offset some of the incentives being offered to autos manufacturers and deter some firms from investing in the country.

South Africa Localisation

On November 23, 2020, South Africa's cabinet approved the extension of the Autos Production Support Plan (APDP) from 2021 to 2035. The most significant change from the amended APDP comes from new localisation requirements, which the government wants to boost from the current 39% to 60% by 2035. This will be done by way of a phasing in of the volume assembly localisation allowance between 2021-2026, which will replace the current volume assembly allowance. While this will prove challenging, it will allow South Africa to deepen its domestic automotive supply chain network, which will bode well for the long term development of the country as a manufacturer of automotive components.

Risks:

Localisation requirements will increase operating costs for firms operating in South Africa. In some cases, limited capacity for domestic firms to provide required components and services could disrupt production and assembly operations.

Nigeria's Autos Industry Still Attracting Newcomers Despite Risks

The announcement of the investment into Nigeria's automotive industry by newly established Nord Automobiles Limited highlights the continued attraction that the country's large driving age population offers in terms of a potential consumer base. The newly formed automaker seeks to target middle-income households as well as medium-sized businesses and the federal government. There are opportunities for newly established automakers in the country such as tapping into the ride hailing industry to develop a new vehicle sales market.

Risks:

Investments in Nigeria face risks including foreign currency shortages (which could raise import costs of automotive components), policy uncertainty regarding Nigeria's automotive industry policy and high borrowing costs limiting the uptake of new vehicles.

Progress in Ghana's Metals Sector Provides Hope for an Autos Supply Chain

Developments in Ghana's metals sector (steel and aluminium in particular) increase the potential for the country's nascent autos industry to move up the value chain. In August 2020, Ghana's president laid the foundation stone of an aluminium metals casting factory and CNC machine tooling centre, which creates opportunities for automotive component manufacturing in the country. Aluminium products such as aluminium alloy wheels, transmission housings and certain engine components such as piston rods and cylinder heads could be manufactured locally. The trend towards light weighting (due to aluminium's weight reduction properties being beneficial for fuel efficiency) in the autos industry raises opportunities for more aluminium content in vehicles especially as Ghana's automotive industry develops further, with the potential to tap into the after-market vehicle sales industry with the supply of replacement parts.

Risks:

The majority of newly registered vehicles in Ghana are used. This limits the size of the market for new vehicle sales in the country. Automakers may thus be constrained by limited demand.

Promising Electric Vehicle Potential in Kenya

Kenya is becoming the country best placed in Africa to develop an electric vehicle market over the next decade. Recent developments include regulations that will require new buildings to have electric vehicle charging capabilities, a reduction in electric vehicle import duties and the increasing popularity of electric vehicle taxi services. While electric vehicle ownership will remain out of reach for the majority of Kenya's population, there is potential for higher electric vehicle adoption in tourist hot spots and in major cities, as well as in public transportation over the coming decade.

Risks:

The relatively high price of new electric vehicles and limited availability of used models could constrain demand from both private and public sources.

North Africa to Benefit from Post-Covid-19 Restructuring

Countries in North Africa, particularly Morocco and Egypt, will benefit from the restructuring efforts of original equipment manufacturers post-Covid-19. Original equipment manufacturers will seek to reduce their dependence on Chinese manufacturing and shorten their supply chains through onshoring or nearshoring some of their component manufacturing. This trend continued to play out in 2021 with significant component production investments from PSA and FCA's (now Stellantis) suppliers Yazaki, Sumitomo and Citic Dicastal in Morocco.

Risks:

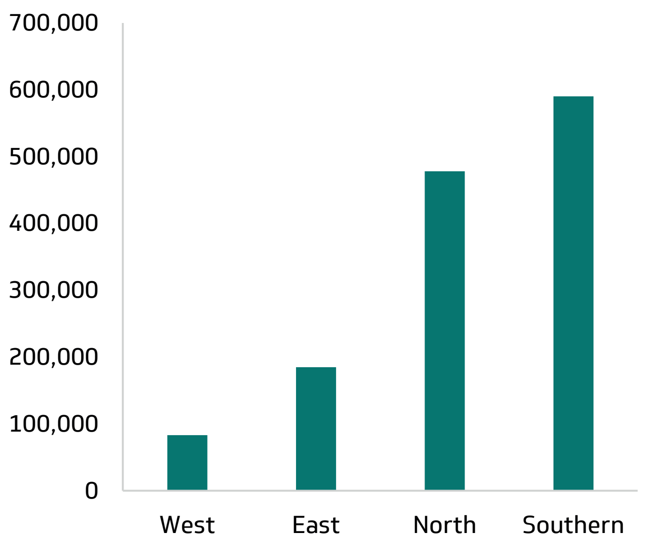
The investment climate and operating environment in North African countries including Morocco and Egypt differs substantially from China. The potential for the region to absorb a significant share of Chinese production capacity is limited. These factors could slow any transfer of investment to North Africa.

Southern Africa

Regional Overview

Southern Africa's autos industry is dominated by South Africa, which is both the largest producer and consumer of autos in Africa. The scale of South Africa's vehicle market also means that Southern Africa accounts for almost half of the vehicles sold in Africa annually.

Total vehicle sales, units (2021 forecast)

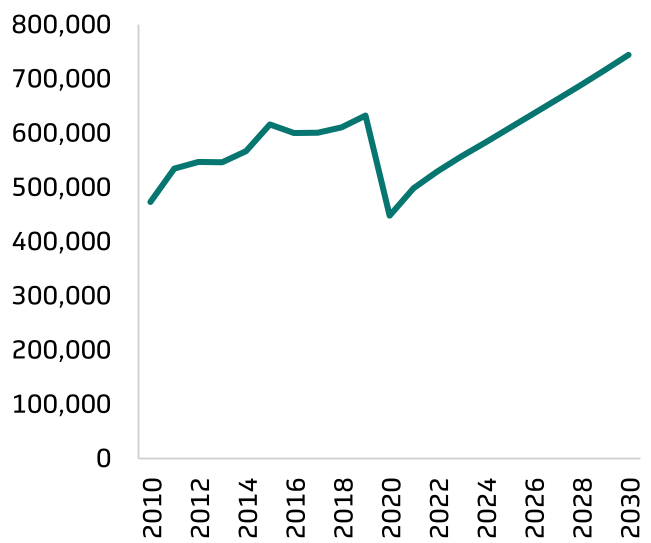


Source: National industry bodies, UN, Fitch Solutions

In 2021, vehicle sales in Southern Africa will only recover slowly from the negative impact of the Covid-19 pandemic. The longer-term consumption outlook is generally more positive. Notably in Angola, demand for light vehicles is forecast to average annual growth of 8.9% over 2022-2030. Some of this growth will be driven by an updating of the country's aged vehicle fleet. Meanwhile, sales in Mauritius will benefit from an influx of wealthy immigrants over the coming years. The island's stable political environment and a promising economic outlook have made it an attractive destination for high net-worth individuals relocating from markets such as South Africa and Nigeria. The country offers an attractive immigration environment, namely a strong banking sector, accommodative immigration policies, low taxes and a high-quality lifestyle. This will drive strong growth in the country's small luxury vehicle market.

In terms of production, South Africa will remain the dominant vehicle producer in Southern Africa. South Africa was the only country in Africa to receive a significant investment commitment during the first quarter of 2021, when Ford Motor unveiled a USD1 billion investment to upgrade its existing Silverton assembly plant. It will assemble the next generation Ranger model to tap into the international market by increasing the production output of its operations to 200,000 units from 168,000 units previously. This investment will solidify South Africa as the regional powerhouse in automotive assembly, allowing the country to be well positioned to take advantage of tariff-free trade with its regional peers.

South Africa vehicle production units, 2010-30



Source: NAAMSA, Fitch Solutions

In Mozambique, Hyundai opened a vehicle assembly plant in Matola in 2014. The partnership, which is called Somyoung Motors, is a private investment between Somotor of Mozambique, which is the majority shareholder, and YoungSom of South Korea. YoungSom invested USD5.5 million, including the construction of the factory and the purchase of the equipment needed to assemble vehicles. The plant has the capacity to assemble 4,500 vehicles a year. The vehicles produced by the facility are expected to cost 30% less than the same models imported into the country.

There is potential for future vehicle assembly investment in Angola following Hyundai Motors' plans to build a commercial vehicles assembly plant in the country that would initially assemble buses and trucks. The announcement was made in March 2019, although the company notes that it is still in negotiation with the Angolan government in order to finalise a deal.

Vehicle Sales Forecasts (y-o-y % change in number of units sold)						
	2020	2021	2022	2023	2024	2025
Angola	-35.1	14.5	20.0	11.2	9.8	8.8
Botswana	-43.4	6.9	20.0	6.1	6.1	6.1
Malawi	-21.6	6.9	12.2	4.5	6.5	6.7
Mauritius	-22.9	2.3	4.0	12.9	14.1	13.3
Mozambique	-12.5	4.4	5.9	7.4	8.9	10.5
Namibia	-26.8	11.0	5.0	4.0	4.5	5.0
South Africa	-29.1	11.7	3.3	-1.9	1.3	1.6
Zambia	-22.8	4.8	5.7	7.7	11.0	13.1
Zimbabwe	-25.0	3.8	6.3	6.1	5.6	5.0

Source: National industry bodies, UN, Fitch Solutions

Latest Developments

Southern Africa - Latest Developments			
Country	**Segment**	**Development**	**Impact**
Angola	Production	As of January 2021, there is still no additional information available on Hyundai Motors' plan to produce vehicles in Angola. In March 2019, Hyundai Motors announced that it planned to build a commercial vehicles (CV) assembly plant in Angola, which would initially assemble buses and trucks. However, the company notes that it is still in negotiation with the Angolan government in order to finalise a deal.	Rising oil revenues are expected to underpin stronger infrastructure investment in Angola, which would create a growing market for locally assembled commercial vehicles.
Mozambique	Sales	The Japan Bank for International Cooperation (JBIC) has signed a loan agreement with Mitsui & Co for a USD20 billion liquified natural gas (LNG) project to develop the Golfinho/Atum gas field and build a subsea gas pipeline to a future onshore LNG plant.	Demand for commercial vehicles will fare well in Mozambique from 2021 onwards as elevated construction activity relating to the construction of gas production and export infrastructure leads to a robust growth phase for the segment.
South Africa	Production	In the first quarter of 2021, Ford Motor unveiled a USD1 billion investment to upgrade its existing Silverton assembly plant that will assemble the next generation Ranger model to tap into the international market by increasing the production output of its operations to 200,000 units from 168,000 units previously.	This investment will solidify South Africa as the regional powerhouse in automotive assembly, allowing the country to be well positioned to take advantage of tariff-free trade with its regional peers.
South Africa	Electric Vehicles	The city of Johannesburg is reportedly preparing the initial phase of its Electric Vehicle Readiness Support Programme, which seeks to improve the environment in the city for electric buses and e-taxis.	Decarbonisation investments will gradually see South Africa's market for electric passenger and commercial vehicles become the largest in Africa.
Zambia	Production	Zambia Institute for Policy Analysis and Research has urged the Zambian government to introduce an autos-focused industry policy to attract vehicle assembly in the country.	Zambia has negligible production or assembly capacity and there are no indications of imminent investment.
Zimbabwe	Sales	BYD has announced that it has begun deliveries of its light commercial electric vehicles to cater for large fleet owners that experience fuel price increases and shortages.	Demand for new and used vehicles is forecast to recover slightly in 2021 following an estimated 25% contraction in sales in 2020.

Source : National sources, Fitch Solutions

Key Drivers

South Africa Vehicle Exports Growing

South Africa's vehicle production will increasingly outstrip domestic vehicle sales. Demand from its main destination markets, namely Europe, China, India and USA, will rebound more quickly than vehicle demand in South Africa. Demand from the EU could benefit from tightening emissions regulation in the bloc. South African produced pickup trucks have some of the lowest emissions levels among all the pickup trucks offered in the EU.

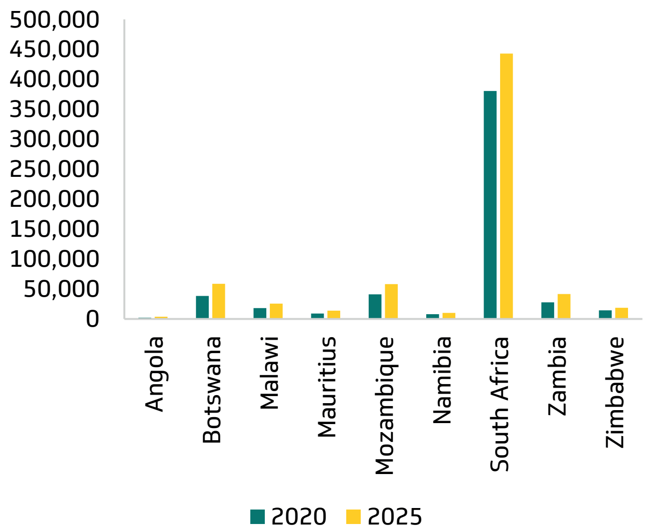
Mozambique Construction Activity to Accelerate

Commercial vehicle sales (used and new vehicles registered for the first time) in Mozambique are set to expand by 11% in 2021. Vehicle dealers are expected to stock up on inventory in anticipation of significant infrastructure-related activity linked to the country's liquefied natural gas (LNG) sector. Three LNG mega-projects will raise demand for heavy trucks and light commercial vehicles. Construction of supporting infrastructure, such as the construction of roads and bridges, will significantly increase demand for the segment.

Angola Privatisation and Reform

While the 'Privatisation Programme (Propriv) 2019-2022' has so far generated the sale of only 30 state-owned assets out of a planned 195, the programme should gain speed after the pandemic dampened investor interest in 2020. Even partial implementation of the ambitious reform of the economy would create a more attractive destination for vehicle assembly or production investment.

Southern Africa Vehicle sales, units - selected markets



Source: National industry bodies, UN, Fitch Solutions

Vehicle Trade Balance (annual units)

	2020	2021	2022	2023	2024	2025
Angola	-1,838	-2,104	-2,525	-2,808	-3,083	-3,354
Botswana	-38,196	-40,815	-48,985	-51,965	-55,143	-58,534
Malawi	-17,687	-18,902	-21,211	-22,163	-23,602	-25,188
Mozambique	-40,753	-42,529	-45,026	-48,349	-52,657	-58,164
South Africa	67,041	73,300	89,986	125,981	145,908	165,795
Zambia	-27,500	-28,818	-30,469	-32,826	-36,430	-41,196
Zimbabwe	-14,265	-14,806	-15,744	-16,707	-17,644	-18,519

Note: Angola data is for pasenger vehicles only. Source: National industry bodies, UN, Fitch Solutions

West Africa

Regional Overview

West Africa is a relatively small vehicle market compared to Southern and North Africa, despite its larger population than these two sub-regions. Local vehicle assembly sectors have started to become established in the region, most notably in Ghana and to a lesser extent in Cameroon and Côte d'Ivoire. Meanwhile, the huge size of Nigeria's economy creates a significant long-term sales potential in the region.

Ghana will cement its position as a West African automotive production hub in the coming years. The Ghana Automotive Development Policy, proposed by the government in 2019, provides a workable framework for establishing a vehicle assembly industry, supported by investment incentives such as a tax holiday of up to 10 years. The development of Ghana's domestic steel and aluminium production could help the country's nascent autos industry to move up the value chain.

Nigeria, despite being a west African automotive sales leader in volume terms, has not captured the appeal of automakers due to policy uncertainty and a challenging operating environment with foreign exchange shortages and a rapidly depreciating local currency inhibiting autos-related investments. The Nigerian automotive industry will thus be driven by local firms such as Mikano International and Innoson Vehicle Manufacturing (IVM), which both announced investments in 2020. Mikano International signed a partnership with Geely for the assembly of Geely branded vehicles at Mikano's vehicle assembly operations, whereas IVM announced a partnership with the National Agency for Science and Engineering Infrastructure (NASENI) to commercialise idling automotive parts designs and blueprints developed by NASENI.

Cameroon does not have any vehicle producers yet, but CAHC (a Chinese and Cameroonian joint venture) announced that it would import 5,000 units of passenger and commercial vehicles from China as a market viability test to gauge local appetite for new vehicles, SUVs, trucks and minibuses. The test will determine if local demand is sufficient to support a manufacturing presence. Demand for new vehicles in Cameroon will be sufficient to support low volume vehicle production over the coming decade. The proposed vehicle production facility will have an annual capacity of only 1,000 units and will target the high-end passenger vehicle market and the commercial vehicle market.

Côte d'Ivoire is increasingly attracting automakers such as Toyota and Ashok Leyland to the country. The prospects for commercial vehicle sales are particularly strong due to infrastructure projects. The county's public transport company, SOTRA, has pledged to expand its existing public transport network with high passenger capacity buses, which offers automakers an opportunity for local assembly of such vehicles.

In terms of sales, lower cost and used vehicles will outperform across the region as new and higher end vehicles will remain out of reach for the vast majority of the population. This trend will be exacerbated in Nigeria due to high import tariffs on fully built-up vehicles and insufficient domestic vehicle production capacity. Similarly in Cameroon, high import tariffs restrict domestic vehicle ownership.

That said, a reduction on import tariffs in Nigeria will boost overall vehicle sales in 2021. Nigeria's 2020 Finance Act, which came into force on January 1, 2021, amended duties on imported new and used vehicles. Key changes include the reduction of duties charged on commercial vehicles, minibuses and buses. Duties on these vehicles fell from 35% to 5% and duties on passenger vehicles from 30% to 5%.

The pace of sales growth in Ghana will be constrained by high borrowing costs. The high rates charged by Ghana's commercial banks on lending to consumers restricts most of the vehicle sale transactions to cash, which in turn limits the size of the automotive market.

The prospects for vehicle sales in Côte d'Ivoire over the coming decade are particularly strong. Sales growth averaged 9.4% annually between 2012-2019, in line with high economic growth levels spurred by the then-new administration's economic reform momentum, infrastructure development and the country's rising mining and agricultural output. Although this pace of growth should slow, strong economic growth and low borrowing costs for automotive financing relative to regional peers will drive demand higher for new vehicles. Côte d'Ivoire has some of the lowest interest rates charged to consumers and businesses by financial intermediaries in Africa, resulting in more affordable repayment terms for acquiring new vehicles on credit.

Vehicle Sales Forecasts (y-o-y % change in number of units sold)

	2020	2021	2022	2023	2024	2025
Cameroon	-11.3	7.9	8.0	8.3	8.7	9.2
Côte d'Ivoire	-6.3	3.0	5.0	6.0	7.0	10.2
Gabon	-7.7	6.0	6.6	7.0	7.8	8.5
Ghana	-17.3	8.3	3.9	3.8	4.6	5.8
Nigeria	-40.0	15.0	8.3	7.7	7.4	9.6

Source: National industry bodies, UN, Fitch Solutions

Latest Developments

West Africa - Latest Developments			
Country	**Segment**	**Development**	**Impact**
Cameroon	Sales	In March 2020, the government reduced tariffs on imported minibuses and coaches intended to be used as public transport by 5%. The reduced tariffs will be in effect until December 31, 2021.	Vehicle sales are forecast to grow by 8% in 2021 after contracting by 11.4% in 2020.
Ghana	Sales	Autocheck has established its operations in Accra. The company, which combines technology and data to create an online marketplace for vehicle repairs, sales and loans seeks to leverage from Ghana's growing automotive sales market with technological solutions to an informal automotive marketplace.	A combination of low vehicle ownership rates, rising incomes and a developing automotive manufacturing industry, which will provide the Ghanaian consumer with more affordable vehicle options, raises the potential for growth in new vehicle sales.
Ghana	Production	Toyota is in the process of completing its vehicle assembly plant and Nissan is set to begin assembly in 2021.	The Ghana Automotive Development Policy, proposed by the government in 2019, provides a workable framework for establishing a vehicle assembly industry in the country.
Nigeria	Production, Sales	Nigeria's 2020 Finance Act amended duties on imported new and used vehicles. Key changes include the reduction of duties charged on commercial vehicles, minibuses and buses. Duties on these vehicles fell from 35% to 5% and duties on passenger vehicles from 30% to 5%.	The reforms will favour imported used vehicles to the detriment of the local automotive assembly industry. Imported used vehicles will gain a price advantage for Nigeria's price-sensitive consumers, especially given the devaluation of the local currency in 2020.
Nigeria	Production	Innoson Vehicle Manufacturing (IVM) is reportedly partnering with the Edo state to convert internal combustion engine vehicles into natural gas powered vehicles.	Nigeria's automotive production will remain attractive over the longer term as a high driving age population offers an attractive incentive for investments into automotive production.

Source : National sources, Fitch Solutions

Key Drivers

Growth in Ghana's Metals Sector

The development of Ghana's metals sector (steel and aluminium in particular) raises the potential for the country's nascent autos industry to move up the value chain. In August 2020, Ghana's president laid the foundation stone of an aluminium metals casting factory and CNC machine tooling centre, which creates opportunities for automotive component manufacturing in the country. Aluminium products such as aluminium alloy wheels, transmission housings and certain engine components such as piston rods and cylinder heads, could thus be manufactured locally. The trend towards light weighting (due to aluminium's weight reduction properties being beneficial for fuel efficiency) in the autos industry raises opportunities for more aluminium content in vehicles especially as Ghana's automotive industry develops further with the potential to tap into the after-market vehicle sales industry with the supply of replacement parts. In terms of steel, the International Finance Corporation signed a loan agreement with Rider Iron and Steel Limited in July 2020 for the expansion of a steel production plant, which is set to increase Ghana's steel output by 75% by 2021.

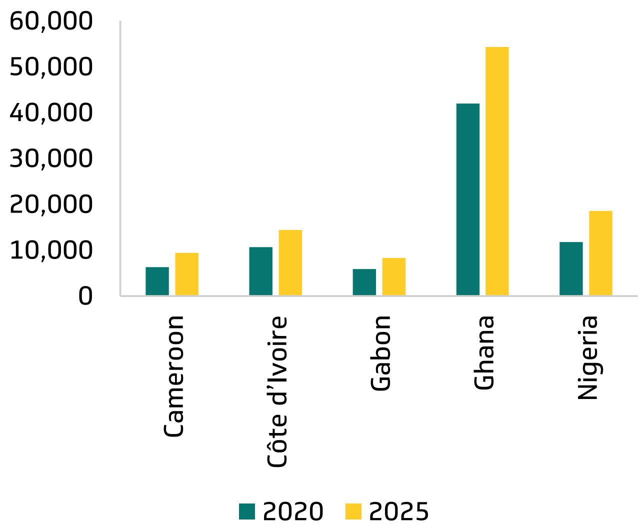
Underutilised Capacity in Nigeria

Nigeria possesses a large underutilised capacity of vehicle production, which could be rekindled at much lower costs as compared to establishing vehicle production facilities from scratch. The National Automotive Industry Development Plan, currently undergoing review by the present administration has improved prospects for Nigeria's automotive industry and resulted in Volkswagen announcing that it would return to Nigeria. Volkswagen has signed a Memorandum of Understanding with the Federal government of Nigeria to utilise an estimated installed production capacity of around 100,000 units.

Oil Price Rebound to Boost Vehicle Sales

Several economies in West Africa are heavily reliant on oil exports, including Nigeria, Gabon, Ghana and Cameroon. Stronger oil prices will underpin a broad economic recovery across the region and thus boost vehicle sales. Although the rebound in vehicle sales will be significant in 2021, it will take several years before 2019 sales levels are surpassed. For instance, sales are forecast to expand by 15% in Nigeria in 2021 following a 40% contraction in 2020.

West Africa Vehicle sales, units - selected markets



Source: National industry bodies, UN, Fitch Solutions

Vehicle Trade Balance (annual units)	2020	2021	2022	2023	2024	2025
Cameroon	-2,709	-2,872	-3,032	-3,190	-3,343	-3,490
Côte d'Ivoire	-10,643	-10,962	-11,510	-12,201	-13,055	-14,386
Gabon	-5,831	-6,181	-6,592	-7,053	-7,600	-8,249
Ghana	-41,955	-45,440	-47,202	-49,014	-51,288	-54,249
Nigeria	-7,987	-9,222	-9,859	-10,352	-10,751	-11,518

Note: Cameroon data is for pasenger vehicles only. Source: National industry bodies, UN, Fitch Solutions

East Africa

Regional Overview

Kenya will remain the dominant hub for vehicle production in East Africa. An attractive combination of favourably low cost and abundant labour, in addition to conducive industry policy has enticed original equipment manufacturers to set up assembly facilities in the country, often partnering with smaller national businesses to lower risks associated with operating local vehicle assembly facilities. In the past few years a wide variety of automakers, including Sinotruck, Mahindra & Mahindra, Volkswagen (VW), Groupe PSA, Nissan Motor, Volvo, Iveco and Ashok Leyland, have announced plans to invest in vehicle assembly facilities in Kenya. These investments highlight how the country's auto manufacturing industry is diversifying to include more passenger vehicle production in what has traditionally been a hub for commercial vehicle production.

Ethiopia's domestic vehicle production industry is still in its infancy and primarily consists of the assembly of imported semi knocked-down kits. There has been a reasonable amount of investor interest in production, particularly from Chinese brands, with names such as Geely, Lifan, FAW and BYD already present through local assembly partners. Other foreign automakers present include South Korean automakers Kia Motors and Hyundai Motors and French carmaker Peugeot. Commercial vehicle production has the most promising outlook due to the country's drive to transform itself into a light manufacturing hub in Africa. Continued industrialisation and resulting construction activity will result in strong demand growth for commercial vehicles.

Tanzania has been trying to start up a domestic automotive industry for several years, but with little success. Despite investment by Tanzanian businessman Reginald Mengi, the country has yet to attract the required level of interest from foreign investors that would be key to the long term viability of a domestic automotive sector.

The outlook for Uganda's nascent vehicle assembly and production industry has turned more positive following the news that Kiira Motors, the country's sole automaker, will pivot towards the assembly of electric buses. Kiira Motors will utilise an existing electric bus model from Chinese automaker CHTC Motors. This will result in a reduction in research and development costs as well as using an already existing supply of automotive components from the Chinese automaker.

In terms of sales, Kenya's total vehicle first registrations are forecast to expand by 11.8% in 2021, following an estimated contraction of 25.8% in 2020. There is potential for fast growth in the coming decade as vehicle ownership in the country becomes increasingly obtainable through credit.

Tanzania is the second largest market in East Africa and vehicle sales are forecast to expand by 7.6% in 2021. Economic recovery prospects will shore up both consumer and business sentiment levels resulting in demand for vehicles returning. Tanzania's massive infrastructure investment driven by the government will remain a key source of demand for commercial vehicles this decade. However, motorcycle sales will continue to overshadow four wheeled motor vehicle sales due to affordability constraints faced by Tanzanian consumers.

Vehicle Sales Forecasts (y-o-y % change in number of units sold)

	2020	2021	2022	2023	2024	2025
Ethiopia	-4.3	18.7	6.1	7.0	8.5	10.0
Kenya	-25.8	11.8	7.2	7.2	6.4	5.8
Sudan	-35.0	4.4	3.9	3.2	2.5	1.8
Tanzania	-0.6	7.6	6.9	5.4	5.6	6.4
Uganda	-20.5	5.6	5.8	6.1	6.4	6.9

Source: National industry bodies, UN, Fitch Solutions

Latest Developments

East Africa - Latest Developments

Country	Segment	Development	Impact
Ethiopia	Production	In July 2020, Marathon Motor Engineering (a joint venture involving Hyundai Motor Company) began assembling the Hyundai Ioniq model in Ethiopia, the first battery electric vehicle produced in the country.	The Ethiopian automotive market is largely closed off to imported vehicles due to high taxes, which leaves locally-produced vehicles as the primary option for consumers to purchase.
Kenya	Production	In December 2020, Proton Holdings announced that it would officially start its assembly operations in Kenya in 2021 as part of its international expansion strategy.	Production in Kenya will rebound strongly in 2021 as supply chain and operational disruptions stemming from the pandemic start to subside. Kenya will likely start assembly of mini-bus taxi kits imported from South Africa, and expand its local pickup truck assembly capacity in 2021.
Kenya	Production	In January 2021, Mobius Motors announced that it has officially opened a new USD3 million manufacturing plant in Nairobi.	The country's auto manufacturing industry is diversifying to include more passenger vehicle production in what has traditionally been a hub for commercial vehicle production.
Kenya	Sales	In January 2021, Cheki Kenya (an online autos market place) began a 100% auto financing service in partnership with major banks in the country. In addition to the car financing service, Cheki will provide comprehensive auto insurance with more efficient claims processes for purchased vehicles.	Kenya's total vehicle first registrations (which includes new and used vehicles registered for the first time) will start its process of recovery in 2021 as the supply of vehicles normalises.
Rwanda	Sales	VW is trialing ride hailing and car sharing services in Kigali using Polo, Passat and Teramont cars assembled at its USD20 million Kigali plant. VW plans to sell them in the second hand market after a year or two in service.	Upside risks in the form of collaboration efforts between ride hailing firms and local automotive manufacturers remain compelling as demand for new vehicles from individuals is currently hampered by high borrowing costs.
Tanzania	Sales	Isuzu has announced the return of its retail operations in Tanzania after a three year absence. The automaker plans to re-establish its retail operations in Dar Es Salaam forming a partnership with Egyptian automaker, Al-Mansour Auto.	Long term opportunities are present from increased road freight between Tanzania's East African neighbours with the construction of the Kigongo-Busisi bridge, enabling road freight transportation to have positive spill over effects for increased demand in heavy trucks.
Uganda	Sales	On October 5 2020, Toyota Tsusho Corporation announced an investment totaling USD4 million in a series A funding round into a Ugandan based asset finance start-up, Tugende, to stimulate demand for the automaker’s vehicles by offering taxi operators asset financing options to gain access to credit.	This investment paves the way for Toyota to gain a foothold in mobility as a service sector in Africa. The ability of taxi operators in Uganda to use existing assets as collateral to purchase vehicles will potentially reduce interest rates for loans offered to taxi operators when purchasing a vehicle.

Source : National sources, Fitch Solutions

Key Drivers

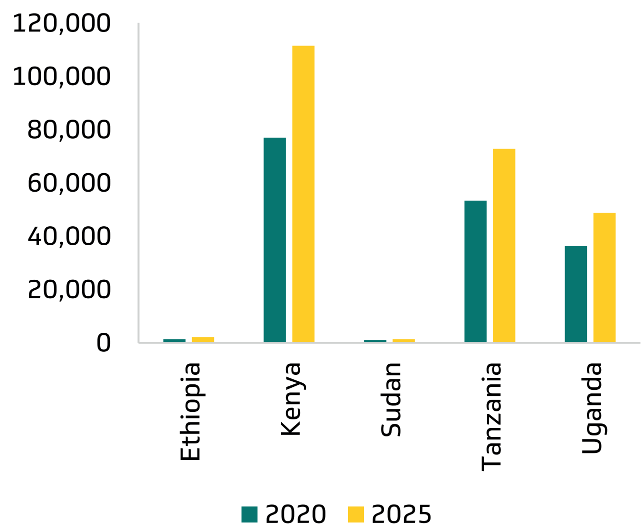
Battery Production Potential in Tanzania

The Kabanga nickel project in northwest Tanzania will become a globally significant source of battery-grade nickel for the electric vehicle market. In January 2021, UK mining firm Kabanga Nickel signed an agreement to develop what is currently the largest global deposit of battery-grade nickel-sulphide through a joint venture with the Tanzanian government. The JV will undertake mining, processing and refining of Class 1 nickel with cobalt and copper co-products. Over the long term, the development of this project will create the potential for local battery manufacture to support regional electric vehicle production.

AfCFTA Impacts on Kenya

The AfCFTA agreement which came into effect at the start of 2021 creates risks and opportunities for the autos sector in Kenya. On the downside, there is a risk that more established automotive producing countries such as South Africa and Morocco could suppress the development of Kenya's local autos production industry. On the upside, Kenya could utilise this AfCFTA agreement to establish itself as East Africa's automotive production hub and supply vehicles to markets across the region, which could translate into more substantial growth in Kenya's vehicle production this decade.

East Africa Vehicle sales, units - selected markets



Source: National industry bodies, UN, Fitch Solutions

Vehicle Trade Balance (annual units)

	2020	2021	2022	2023	2024	2025
Ethiopia	-1,351	-1,603	-1,701	-1,820	-1,975	-2,172
Kenya	-70,471	-78,207	-83,641	-89,642	-95,191	-100,316
Sudan	7,328	7,549	7,448	7,499	7,550	7,779
Uganda	-36,229	-38,248	-40,465	-42,923	-45,681	-48,814

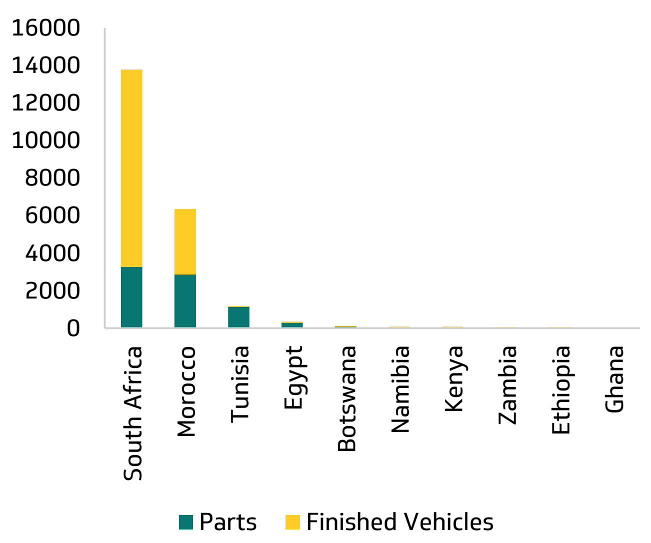
Source: National industry bodies, UN, Fitch Solutions

North Africa

Regional Overview

North Africa has the second largest autos market among Africa's sub-regions. It also hosts some of the most developed manufacturing and assembly operations, notably in Morocco but also to a lesser extent in Egypt and Tunisia. Morocco, Tunisia and Egypt were the three largest African exporters of finished vehicles and parts after South Africa in 2019 (see below chart).

Autos exports, USD million (2019)



Source: UNCTAD

Once the Covid-19 pandemic has passed, there is scope for Moroccan autos output to grow steadily out to 2030, led by French manufacturers Renault and Peugeot. For 2021, production is forecast to grow by 14.8%. Production growth will continue over the longer term as PSA's Kenitra plant ramps up its output and as global demand for new vehicles improves.

Morocco's autos component manufacturing sector is also developing quickly. In 2019, Morocco's automotive supplier association (AMICA) stated that the country's automotive localisation rate is now close to its 65% target and that it is looking to increase this to 85%. According to Groupe PSA, its Kenitra plant's entire value chain is in Africa (mostly in Morocco) and its ecosystem includes a network of 62 Moroccan suppliers, with 27 new supplier sites set up to meet the needs of the plant.

Egypt's economic recovery will encourage automakers to both establish and re-establish production operations in the country. However, the reduction of import duties for vehicles originating from Europe could dampen the competitiveness of locally assembled vehicles and slow the recovery in local production.

In Tunisia, there are several small-scale passenger vehicles and commercial vehicle producers. Industries Mécaniques Maghrébines (IMM) is one of the longest-established local automakers, assembling Isuzu and Mazda commercial vehicle models for sale locally and across the Maghreb region.

Algeria is currently drafting a new national automotive policy to replace the previous semi-knocked down/completely knocked down automotive production model. This previous model did little to aid the development of a value-added local production industry, with local business partners of foreign original equipment manufacturers also becoming embroiled in corruption allegations. As such, the whole future of Algerian auto production remains in question beyond 2021.

Vehicle sales will remain under pressure across North Africa in 2021. Sales across the region are forecast to grow by just 3.5% in 2021 compared to an estimated 20.3% contraction in 2020. Morocco will be a relative bright spot for sales in 2021, with growth forecast at 5.2%. The Moroccan economy is set for steady growth in 2021, which should provide a supportive backdrop for vehicle sales.

Sales growth in Egypt, which is North Africa's largest vehicles market will slow in 2021 after a strong 2020. Lower vehicle prices stemming from the removal of duties on imports from the EU and the suspension of vehicle-licensing fees prompted consumers to bring forward their purchases to 2020.

Vehicle Sales Forecasts (y-o-y % change in number of units sold)						
	2020	2021	2022	2023	2024	2025
Algeria	-83.5	10.0	2.5	3.0	3.5	4.5
Egypt	19.8	1.8	-3.2	8.4	10.4	12.5
Libya	4.0	4.5	5.0	5.5	6.0	6.5
Morocco	-19.7	5.2	5.4	4.3	4.3	4.3
Tunisia	-6.4	3.3	3.2	3.1	3.2	3.2

Source: National industry bodies, UN, Fitch Solutions

Latest Developments

North Africa - Latest Developments			
Country	**Segment**	**Development**	**Impact**
Egypt	Production	The Ministry of Public Business Sector signed a Memorandum of Understanding (MoU) with China's Dongfeng Motor to produce electric vehicles in the country. The initial capacity of the assembly plant, set to be situated at El Nasr's factories, will be 25,000 units.	Egypt's bus segment is the most attractive target for electrification as this segment will require a smaller charging network and the government will support the industry by buying electric buses for public transportation networks.
Egypt	Sales	The Ministry of Public Business Sector, along with the Cairo Governorate, is reportedly studying the feasibility of rolling out EV-charging infrastructure on public areas and garages.	The government's plan to roll out charging infrastructure in public areas will bode well for the eventual adoption of electric vehicles from 2024 onwards.
Morocco	Sales	In 2020, Chinese commercial vehicle maker DFSK overtook Renault for leadership of the light commercial vehicle segment in Morocco, with local sales reportedly rising by 66.5% year-on-year.	Annual growth in new vehicle sales is forecast to average 4.7% this decade. Passenger vehicle sales are expected to expand faster than commercial vehicle sales as private demand for new vehicles increases in line with a recovering economy and rising incomes over the long term.
Morocco	Production	Clayens NP Morocco, which is a local car parts manufacturer, has expanded production at the Mohammedia facility and increased the surface area of the plant by around 70%.	Morocco continues to develop a deeper vehicle supply chain including parts, assembly and services.
Morocco	Production	French firm UTAC CERAM and German firm FEV Group announced in December 2020 that they will collaborate to develop an automobile test centre in Morocco, which would be the first of its kind in Africa.	Morocco will continue to develop higher value-added sectors of the vehicle supply chain, supported by local skills and industrial capacity.
Tunisia	Production	In November 2020, Peugeot and local production partner STAFIM announced that they would commence local assembly of the new Landtrek pickup model in 2021.	There is scope for overall Tunisian auto output to grow steadily this decade, with the government remaining keen to attract carmakers to establish local production facilities.

Source : National sources, Fitch Solutions

Key Drivers

Egypt's Emerging Electric Vehicle Market

The Egyptian government is attempting to encourage the development of a local electric vehicle industry. Egypt's electric vehicle market is currently constrained by low-income levels, a lack of purchase incentives and limited charging infrastructure. The country's new Administrative Capital will tackle the latter point with plans for an extensive charging network. This means that the Egyptian government will continue to try and attract more electric vehicle related investments over the coming years and will likely follow through with its plan to offer incentives for taxi operators to adopt electric vehicles.

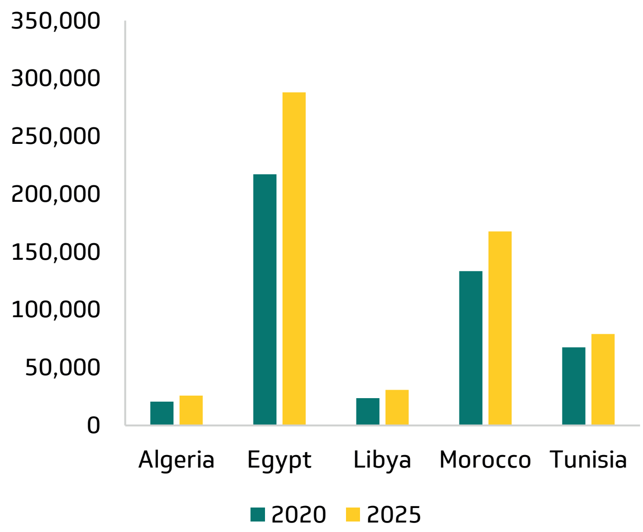
Morocco Moving up the Value Chain

Morocco is the most dynamic country in Africa for export-orientated manufacturing, with autos driving this trend. Automobile exports grew at an average annual rate of 38% over 2010-19 from USD245 million to USD3.8 billion. Although the rate of expansion will slow as the industry matures, the growth outlook remains positive. Major international car brands including Renault and PSA Peugeot Citroën have long term investments underway in the country, while Ford, Nissan and Russian trucks and engines manufacturer Kamaz have also been active. A raft business environment reforms saw the World Bank rank Morocco as the 53rd best place to do business globally in 2020 compared to 128th in 2010. Meanwhile, investment incentives such as tax breaks, import duty wavers for raw materials and the provision of industrial parks and free trade zones have been adopted for specific industries including automobile and aerospace manufacturing.

North Africa to Benefit from Post-Covid-19 Restructuring

Countries in North Africa, particularly Morocco and Egypt, will benefit from the restructuring efforts of original equipment manufacturers following Covid-19. Original equipment manufacturers will seek to reduce their dependence on Chinese manufacturing and shorten their supply chains through onshoring or nearshoring some of their component manufacturing. This trend continued to play out in the first half of 2021 with significant component production investments from PSA and FCA's (now Stellantis) suppliers Yazaki, Sumitomo and Citic Dicastal.

North Africa Vehicle sales, units - selected markets



Source: National industry bodies, UN, Fitch Solutions

Vehicle Trade Balance (annual units)

	2020	2021	2022	2023	2024	2025
Algeria	-6,698	-8,062	-7,826	-7,477	-7,329	-7,136
Egypt	-148,346	-150,465	-141,864	-158,601	-181,695	-212,623
Libya	-23,400	-24,453	-25,675	-27,087	-28,713	-30,579
Morocco	248,631	298,348	330,707	353,082	376,326	401,297
Tunisia	-67,483	-69,729	-71,945	-74,201	-76,591	-79,004

Note: Angola data is for pasenger vehicles only. Source: National industry bodies, UN, Fitch Solutions

HQ – Cairo
72B El-Maahad El-Eshteraky Street
Roxy, Heliopolis, Cairo
11341, Egypt
info@afreximbank.com
T +(202) 2456 4100/1/2/3/4
afreximbank.com

Abuja Branch
No. 2 Gnassingbe Eyadema Street
Off Yakubu Gowon Crescent
Asokoro, Abuja, Nigeria
PMB 601 Garki, Abuja, Nigeria
abuja@afreximbank.com
T +(234) 9 460 3160

Abidjan Branch
3ème Etage, Immeuble CRRAE-UMOA,
Angle Boulevard Botreau Roussel –
Rue Privée CRRAE-UMOA
Abidjan, Côte d'Ivoire
abidjan@afreximbank.com
T +(225) 2030 7300

Harare Branch
Eastgate Building, 3rd Floor (North Wing), Sam Nujoma Street
Harare, Zimbabwe
P.O. Box CY 1600
Causeway, Harare, Zimbabwe
harare@afreximbank.com
T +(263) 4 700 904 / 941

Kampala Branch
Plot 6 Nakasero Road
Rwenzori Towers, 3rd Floor, Wing A, P.O. Box 28412,
Kampala, Uganda
kampala@afreximbank.com
T +(256) 414 583 214