

Iran



Iran records per capita transport CO₂ emissions of 1.52 tons in 2021, which is three times as high as the average for Asia. Transport CO₂ emissions reduced slightly from 2015 to 2021. However, transport is only the fourth-largest CO₂ producing sector in Iran.

There is no NDC nor LTS in order to better understand national ambition on climate actions on transport. The main focus of Iran is to develop the rail network by adding more rail, increasing passenger capacity and good transport. Five cities have urban rail and Tehran intends to develop an extensive cycling infrastructure.

Income group	Middle-income
Human Development Index (2021)	0.774
Population size (2022)	88 256 642 +74% (2015 - 2022)
Urban population share (2022)	74% +12.1% (2015 - 2022)
GDP per capita (2020)	5 149.3 +2.03% (2015 - 2020)

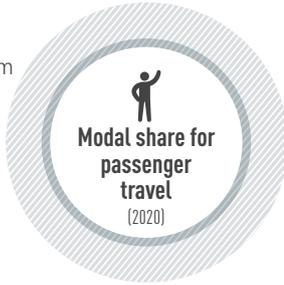
Transport Demand Trends

Passenger travel activity

5 170

million passenger-km for rail in 2020

-65.4% (2015 to 2020)



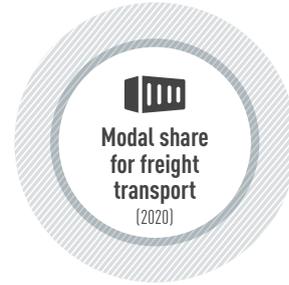
2020 100% Railways

Freight transport activity

35 963

million ton-km for rail in 2020

+43.8% (2015 to 2020)



Energy consumption (2020)

44.6

million tonnes of oil equivalent

-6.3% (2015 to 2020)

Average light duty fuel economy consumption Lge/100 km (WLTP) (n/a)

84% Oil Products

16% Natural Gas

Transport Emission Trends

Transport CO₂ emissions (2021)

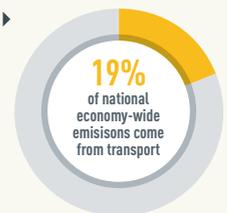
133.1 million tonnes

-4.3% (2015 to 2021)

Per capita transport CO₂ emissions (2021)

1.52 tonnes

Transport is the fourth-largest CO₂ producing sector in the country



Per capita transport CO₂ emissions



Transport Decarbonisation Pathways

Transport strategy identifies climate change	Not available
Long-term strategy submitted to UNFCCC	✗
NDC submitted:	✗
NDC highlights transport for GHG mitigation	✓
Transport mitigation targets in NDC	✗
Other non-emission related transport targets in NDC	✗
VNR highlights transport	✗ 2017 VNR with no transport linkages

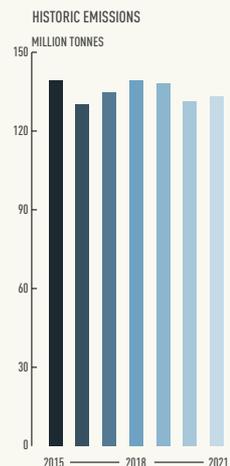
Transport actions in VNRs

Not available

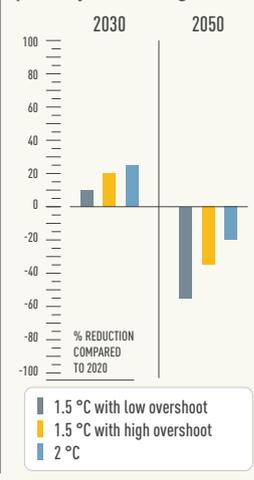
Transport actions in NDC

Mitigation: Not available
Adaptation: Not available

Required regional transport decarbonisation pathways



IPCC transport decarbonisation pathways for this region



Policy Areas: Indicators and Targets

Integrated Transport Planning

National urban mobility framework (2022)	Not available
Sustainable urban mobility plans (2022)	Not available
Number of sustainable urban mobility plans (2022)	Not available
Low emission zones (2022)	Not available

Walking

National walking strategies (2022)	Not available
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Cycling

National walking strategies (2022)	Not available
Cycling infrastructure in capital (2022)	550 km of separated bikelanes by 2024

Shared Mobility, Public Transport and Informal Transport

Bus rapid transit (2022)	165 km in 3 cities
Bus rapid transit daily passenger volume (2022)	2 135 000
Urban rail (LRT, metro, tram) (2022)	134 km in 5 cities
Rapid Transit to Resident Ratio (2021)	9.3

Intercity Rail

Rail network (2021)	9 455 km
Rail travel activity (2021)	11 231 million-passenger-km
Rail freight activity (2021)	32 920 million ton-km
High-speed rail (2021)	Not available
High-speed rail travel activity (2021)	Not available
National plans for passenger and freight rail expansion (2022)	✔

Target

- ▶ By 2025, 5000 km railway network with approximately 6000 km double-tracked,
- ▶ Total capacity for passenger transport to be increased to 160 million,
- ▶ Carrying 220 million tons of cargo,
- ▶ Railway market share in cargo transport to be 30% and 18% for passenger transport

Road Transport

Total road vehicles in use per 1,000 people (2020)	182.9
Average annual growth rate (from 2015 to 2020)	2.50%

Aviation

Air passengers carried (2020)	13 million people
Air freight activity (2020):	2021 million ton-km
Carbon-accredited airports (2022)	✘
of which carbon neutral:	✘

Shipping

Liner shipping connectivity index (2021):	31.1
Container port traffic (2020):	1 853 000 TEU

Transport Energy Sources

Biofuel blend mandate (2022)	Not available
Renewable energy (biofuels and electricity) share in transport (2020)	Not available
Targeted % of renewable energy	Not available

Vehicle Technologies

Emission standards for LDVs (2020)	Not available
CO ₂ emissions performance for passenger cars (2017)	140 gCO ₂ /km
Targeted CO ₂ emissions performance	Not available
Regulatory environment ranking on used vehicles by UNEP (2021)	Very good
Electric vehicles (2022)	Not available
Share of electric vehicles in car sales (2022)	Not available
ICE phase-out targets:	✘

COVID-19

Strongest impact of COVID-19 on...	(compared to pre-COVID-19 baseline)
... trips to public transport	Not available
... navigation request for walking	Not available
... navigation request for driving	Not available
... driven kilometres	Not available
Traditional transport infrastructure investment:	Not available
Clean transport infrastructure investment:	Not available

This fact sheet is part of the SLOCAT Transport, Climate and Sustainability Global Status Report 3rd Edition. Information shown in this country fact sheet is based on desk research and might not be complete or not show the most recent status. The data has been collected to the best knowledge and availability. If no information was able to be retrieved, then 'Not available' is being indicated. The content does not represent the opinion of the SLOCAT Partnership on Sustainable, Low Carbon Transport. For more information, please visit tcc-gsr.com

List of acronyms

GDP	Gross-domestic product
HDV	Heavy-duty vehicle
ICE	Internal combustion engine
LDV	Light-duty vehicle
LRT	Light-rail transit
NDC	Nationally determined contribution
TEU	Twenty-foot Equivalent Unit
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
VNR	Voluntary national review of the Sustainable Development Goals
WLTP	Worldwide harmonised light vehicles test procedure