

Libya

Transport is the second largest CO₂ emitting sector in Libya. There was a 15.2% increase in transport CO₂ emissions between 2015 and 2021. Libya's value of per capita emissions is almost 10 times the regional average and it is a major importer of used light duty vehicles in the region. There is a general scarcity of statistical data and information on policies and planning on integrated transport, walking, cycling, rail and BRT transport in Libya.

There are currently no known short-term or long-term plans to decarbonise transport in Libya and with this trajectory of BAU, transport CO₂ emissions are expected to increase exponentially in the coming years.



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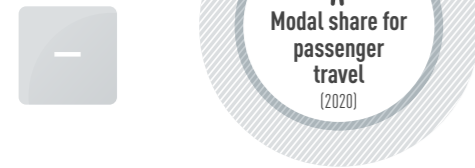


Income group:	Middle-income
Human Development Index (2021):	0.718
Population size (2022):	6 774 698 +10.2% (2015 - 2022)
Urban population share (2022):	81.9% +12.2% (2015 - 2022)
GDP per capita (2021):	9096.79 +14.78% (2015 - 2021)

Transport Demand Trends

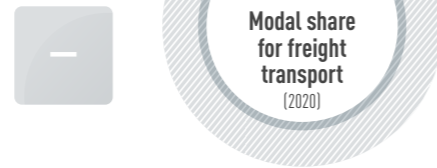
Passenger travel activity

Not available



Freight transport activity

Not available



Energy consumption (2020)

5.69 million tonnes of oil equivalent

+10.7% (2015 to 2016)

100% Oil Products

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

Transport Emission Trends

Transport CO₂ emissions (2021)

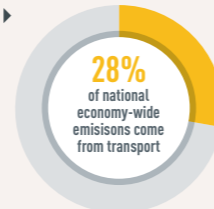
17.5 million tonnes

+15.2% (2015 to 2021)

Per capita transport CO₂ emissions (2021)

2.61 tonnes

Transport is the second-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	Not available
VNR highlights transport	✓

Transport actions in VNRs

Not available

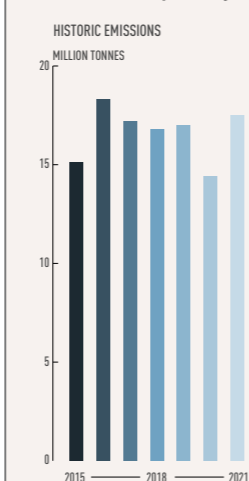
Transport actions in NDC

Not available

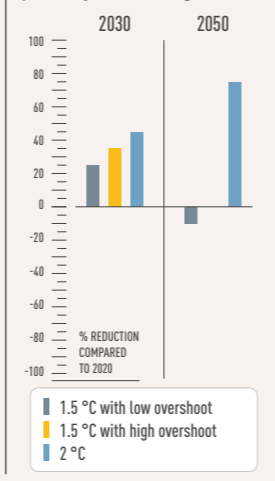
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Required regional transport decarbonisation pathways



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)	Not available

Shared Mobility, Public Transport and Informal Transport

Bus rapid transit (2022)	✗
Bus rapid transit daily passenger volume (2022)	Not available
Urban rail (LRT, metro, tram) (2022)	Not available
Rapid Transit to Resident Ratio (2021)	Not available

Intercity Rail

Rail network (2021)	Not available
Rail travel activity (2021)	Not available
Rail freight activity (2021)	Not available
High-speed rail (2021)	Not available
High-speed rail travel activity (2021)	Not available
National plans for passenger and freight rail expansion (2022)	Not available

Road Transport

Total road vehicles in use per 1,000 people (2020)	489.9
Average annual growth rate (from 2015 to 2020)	4.40%

Aviation

Air passengers carried (2020)	0.7 million people
Air freight activity (2020):	0.6 million ton-km
Carbon-accredited airports (2022)	✗
of which carbon neutral:	✗

Shipping

Liner shipping connectivity index (2021):	12.4
Container port traffic (2020):	0 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 (2020)	Not available
Targeted CO ₂ emissions performance	Not available
Regulatory environment ranking on used vehicles by UNEP (2021)	Very weak
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	-53.3% Week of 5 April 2020
... 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

Data in this fact sheet is based on the Energy and Transport Starter Data Kits by the Climate Compatible Growth (CCG) programme. SLOCAT is contributing transport data to the Energy and Transport Starter Data Kits; synthesising available data on passenger and freight activity, energy intensity, load factors and vehicle fleets for Africa, Asia and Latin America. For more information, please visit climatecompatiblegrowth.com/starter-kits/.

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



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