

Russia



Russia has maintained transport CO₂ emissions at a constant level since 2010 and even through the COVID-19 pandemic in 2020 and 2021. While there was a clear decrease in passenger activity, freight activity continued to grow from 2015 to 2020. Transport is only the third-largest CO₂-producing source in Russia and per capita.

There were no new measures identified in this edition and the current ambition on transport is not sufficient enough to meet the required pathways. Russia's updated NDC lacks transport mitigation measures and their long-term strategy features many measures that still require fossil fuels.

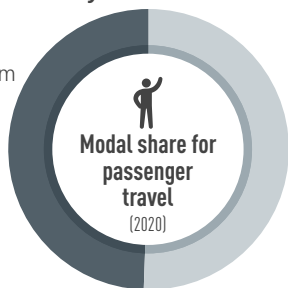
Income group	Middle-income
Human Development Index (2021)	0.822
Population size (2022)	144,732,516 +0.2% (2015 - 2022)
Urban population share (2022)	74.5% +11% (2015 - 2022)
GDP per capita (2021)	10,248.54 +8.57% (2015 - 2021)

Transport Demand Trends

Passenger travel activity

158 948 million passenger-km in 2020

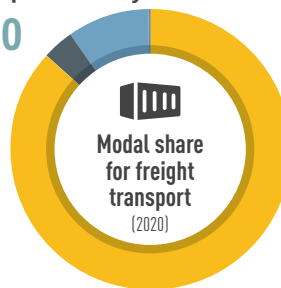
-35.6% (2015 to 2020)



Freight transport activity

2 931 100 million ton-km in 2020

+10% (2015 to 2020)



Energy consumption (2020)

90.5 million tonnes of oil equivalent

-3.6% (2015 to 2020)

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

8.3 (2019)

66.3% Oil Products

26.3% Natural Gas

7.4% Electricity

Transport Emission Trends

Transport CO₂ emissions (2021)

260.1 million tonnes

+8.1% (2015 to 2021)

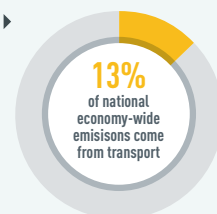
Per capita transport CO₂ emissions (2021)

1.79 tonnes

Per capita transport CO₂ emissions



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



Transport Decarbonisation Pathways

Transport strategy identifies climate change	✓
Long-term strategy submitted to UNFCCC	✓
NDC submitted:	1st and Updated NDC
NDC highlights transport for GHG mitigation	✓
Transport mitigation targets in NDC	✗
Other non-emission related transport targets in NDC	✗
VNR highlights transport	✓ 2020 VNR with transport linkages to SDG 2, SDG 3, SDG 7, SDG 9, SDG 11 and SDG 12

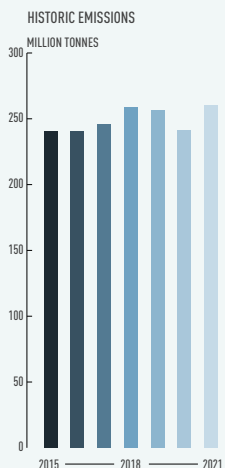
Transport actions in VNRs

- Road safety improvements
- Infrastructure development for better logistics and passenger transport

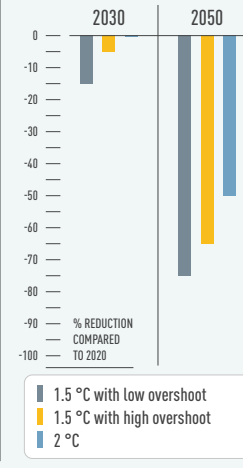
Transport actions in NDC

- Not available
- 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)	✓
Sustainable urban mobility plans (2022)	✓
Number of sustainable urban mobility plans (2022)	1 city
Low emission zones (2022)	Not available

Walking	
National walking strategies (2022)	Not available

Cycling	
National walking strategies (2022)	Not available
Cycling infrastructure in capital (2022)	850 km of bikelanes

Shared Mobility, Public Transport and Informal Transport	
Bus rapid transit (2022)	Not available
Bus rapid transit daily passenger volume (2022)	Not available
Urban rail (LRT, metro, tram) (2022)	Over 730 km in 59 cities
Rapid Transit to Resident Ratio (2021)	15.8

Intercity Rail	
Rail network (1989)	85544.0 km
Rail travel activity (2021)	1034470 million-passenger-km
Rail freight activity (2021)	2638562.0 million ton-km
High-speed rail (2021)	Not available km
High-speed rail travel activity (2021)	4606.6 million passenger-km
National plans for passenger and freight rail expansion (2022)	✓
Target <ul style="list-style-type: none"> ▶ To increase freight shipments by 500–800 million tonnes by 2030 ▶ To prioritise 'green' technologies and ensure a 50% reduction in the environmental burden 	

Road Transport	
Total road vehicles in use per 1,000 people (2020)	389.2
Average annual growth rate (from 2015 to 2020)	2%

Aviation	
Air passengers carried (2020)	62 million people
Air freight activity (2020):	4314.6 million ton-km
Carbon-accredited airports (2022)	✗
of which carbon neutral:	✗

Shipping	
Liner shipping connectivity index (2021):	31.7
Container port traffic (2020):	4 871 919 TEU

Transport Energy Sources	
Biofuel blend mandate (2022)	Not available
Renewable energy (biofuels and electricity) share in transport (2020)	740%
Targeted % of renewable energy	Not available

Vehicle Technologies	
Emission standards for LDVs (2020)	Euro 5
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)	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	-54.3% Week of 5 April 2020
... navigation request for walking	-60.8% Week of 5 April 2020
... navigation request for driving	-50.0% Week of 5 April 2020
... driven kilometres	-63.60% Week of 8 May 2022
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