



**Global and regional stories of where we are
and where we need to get to urgently**



**One-stop shop for the latest available
data, targets and developments**

5 Thematic Sections



Transport Pathways to Reach Global
Climate and Sustainability Goals



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Transport and Climate Trends



Transport and Energy



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planning



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Cycling



Shared Mobility



Public Transport



Paratransit



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Engaging a wide community of world-class experts and organisations

Strategic Advisors from



Section authors, contributors and reviewers from





First insights snapshot
(released in March 2023)



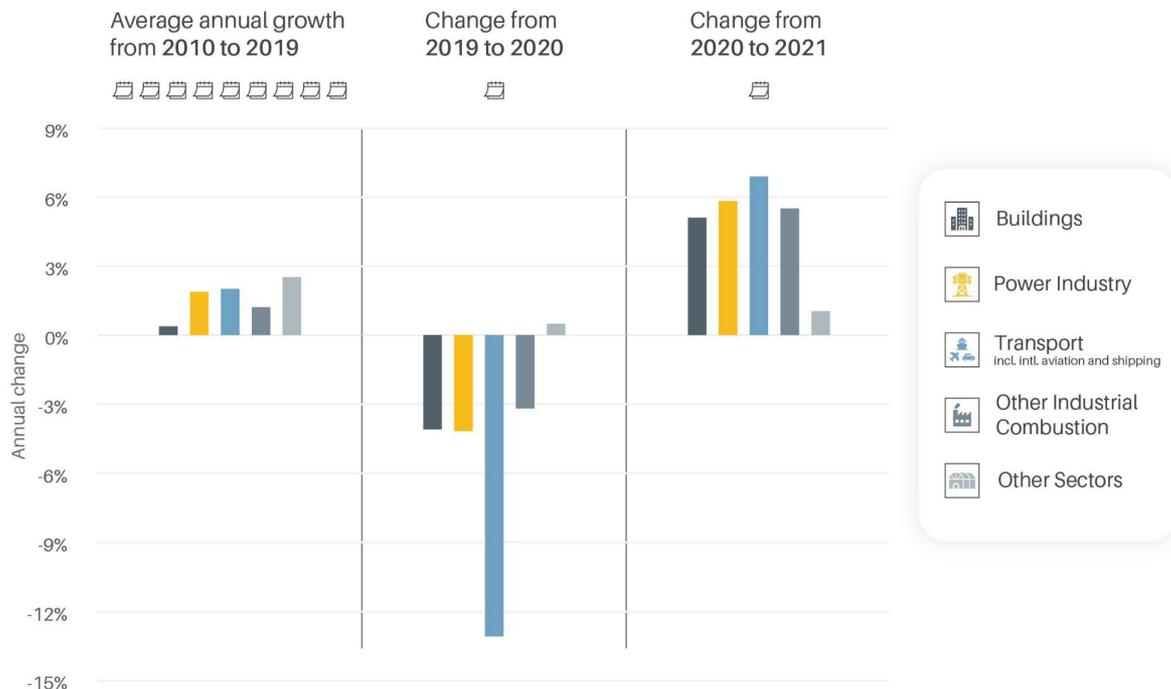
Transport sector's dubious honour of leading global CO₂ emission growth

From 2010 to 2019, **transport was the combustion sector with the fastest CO₂ emissions growth.**

It recorded 18% growth of CO₂ emissions during the period.

In 2019, transport accounted for **22% of global fossil CO₂ emissions.**

Changes in CO₂ emissions by sector from 2010 to 2019 (left), 2019 to 2020 (middle) and 2020 to 2021 (right)



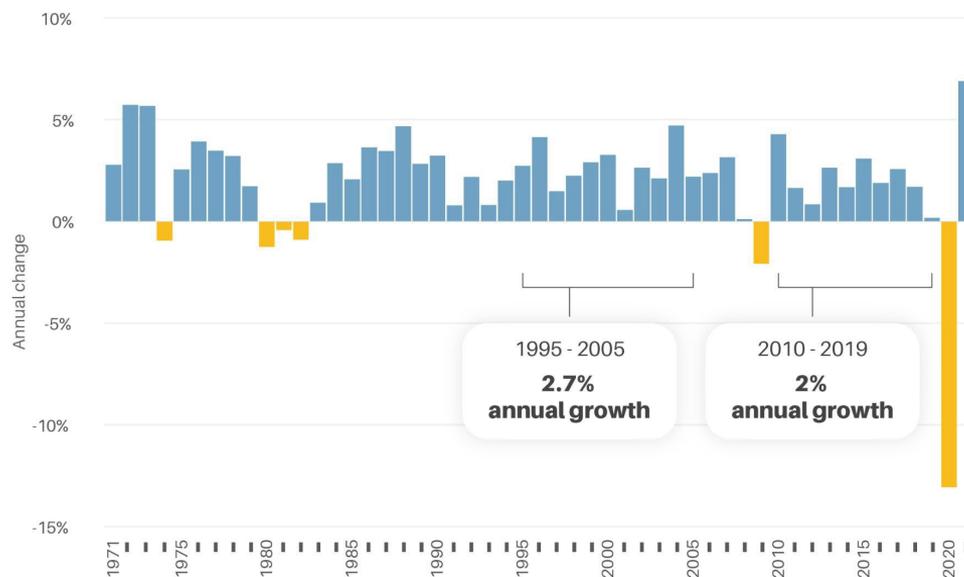


Transport emissions bounced back to pre-COVID-19 trajectory

In **2020**, the pandemic **briefly set transport CO₂ emissions back to 2012 levels**, with the sector experiencing the **biggest emissions drop** among other combustion sectors.

But in **2021**, transport experienced the **strongest rebound** among other combustion sectors. People started commuting to work; international travel picked up.

Annual change in transport CO₂ emissions
(incl. international aviation and shipping)



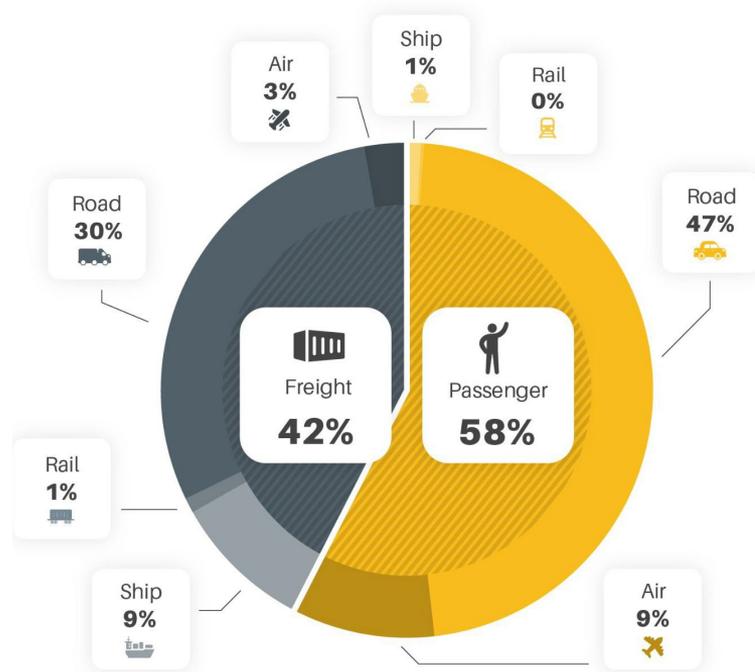


Freight plays an increasing role in transport CO₂ emissions

Road transport (passenger & freight) contributed **more than three-quarters** of transport CO₂ emissions.

Freight emissions kept growing: from 40% in 2018 to 42% in 2019. More goods than ever before are being transported.

Transport CO₂ emissions by activity and mode, 2019



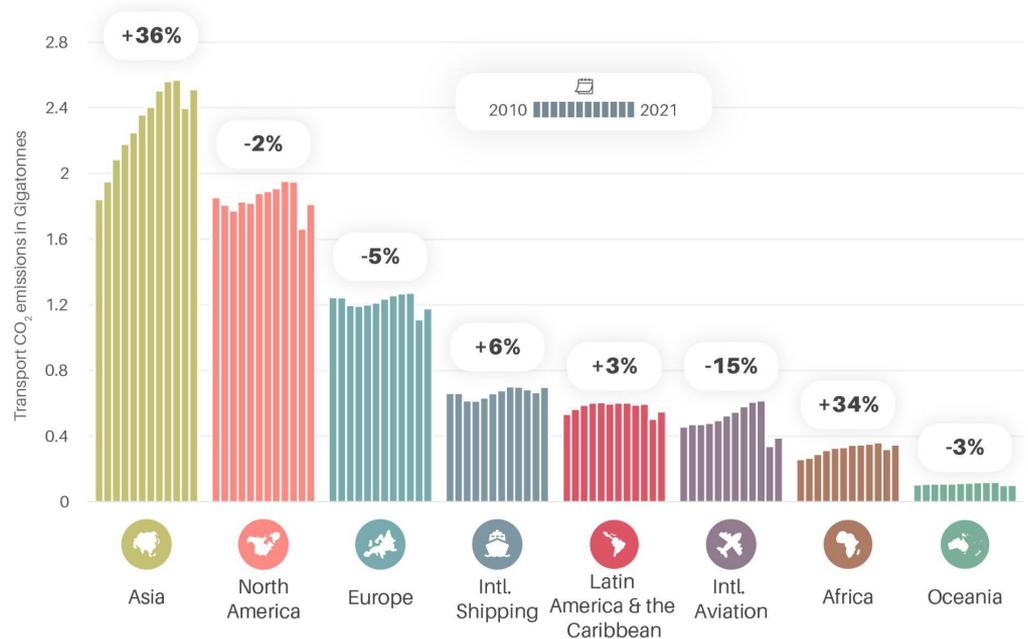


Asia continues to spearhead emissions growth

With its blooming population and economy, Asia continued to record the highest emissions growth among other regions, with 36% from 2010 to 2021.

North America, Europe and Oceania experienced emission reductions during the same period.

Transport CO₂ emission for regions and international shipping and aviation in gigatonnes from 2010 to 2021





Reductions of transport emissions are urgently required to achieve decarbonised pathways

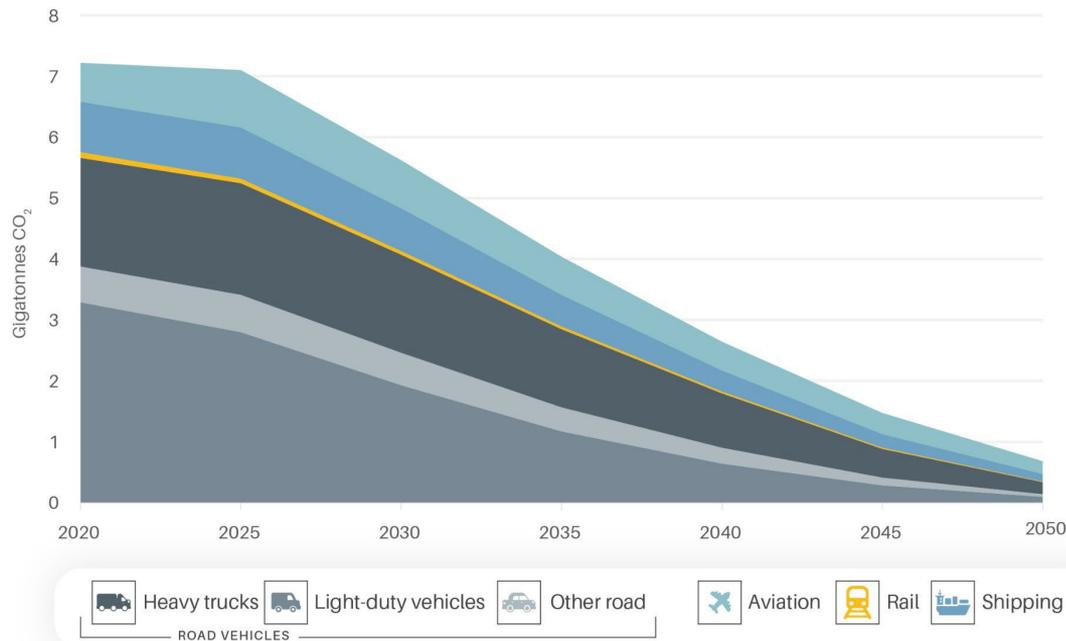
Achieving transport pathways that limit global warming to 1.5°C with no or limited overshoot will **require a 59% reduction of CO₂ emissions from transport by 2050**, compared to 2020 levels.

Meeting the **IEA net-zero emission scenario**, will require a **90% reduction of CO₂ emissions from transport by 2050**, compared to 2020 levels.

Different modes will require different decarbonisation levels:

i.e. road vehicles contribute more than rail, shipping and aviation.

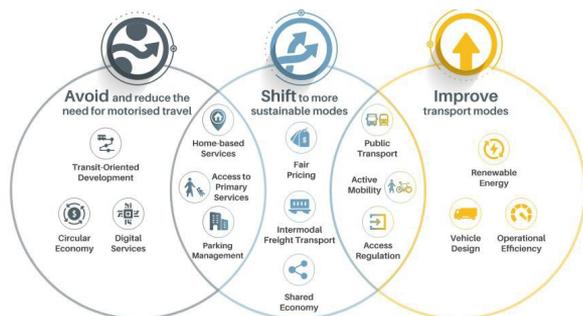
Global transport CO₂ emission trajectories by mode, 2020 to 2050





Avoid measures show the biggest potential towards oil independence, followed by *Shift* and *Improve* measures

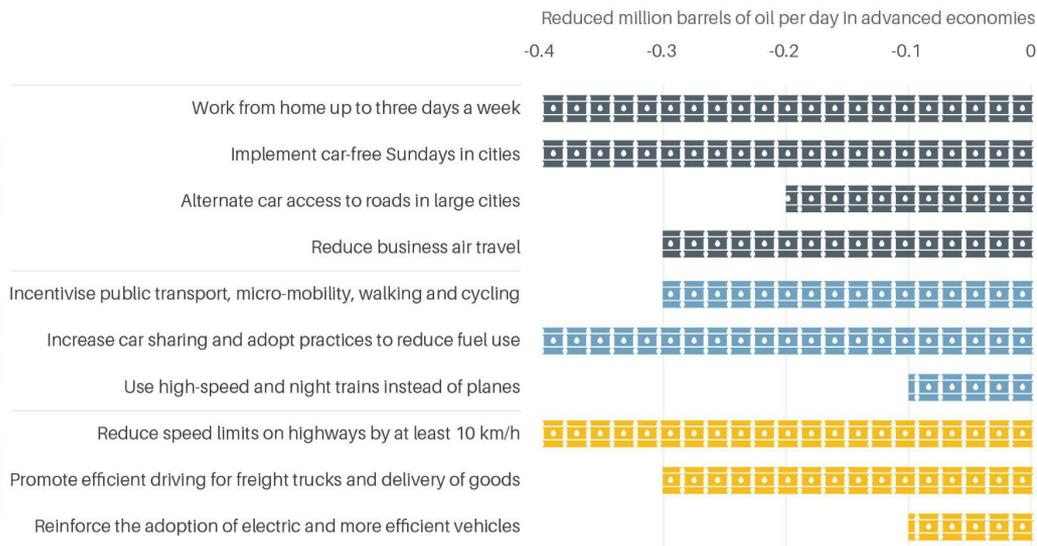
More about *Avoid-Shift-Improve* at www.slocat.net/asi



*The A-S-I diagram presents a non-exhaustive list of measures for illustrative purposes only.



Major actions to reduce oil dependency



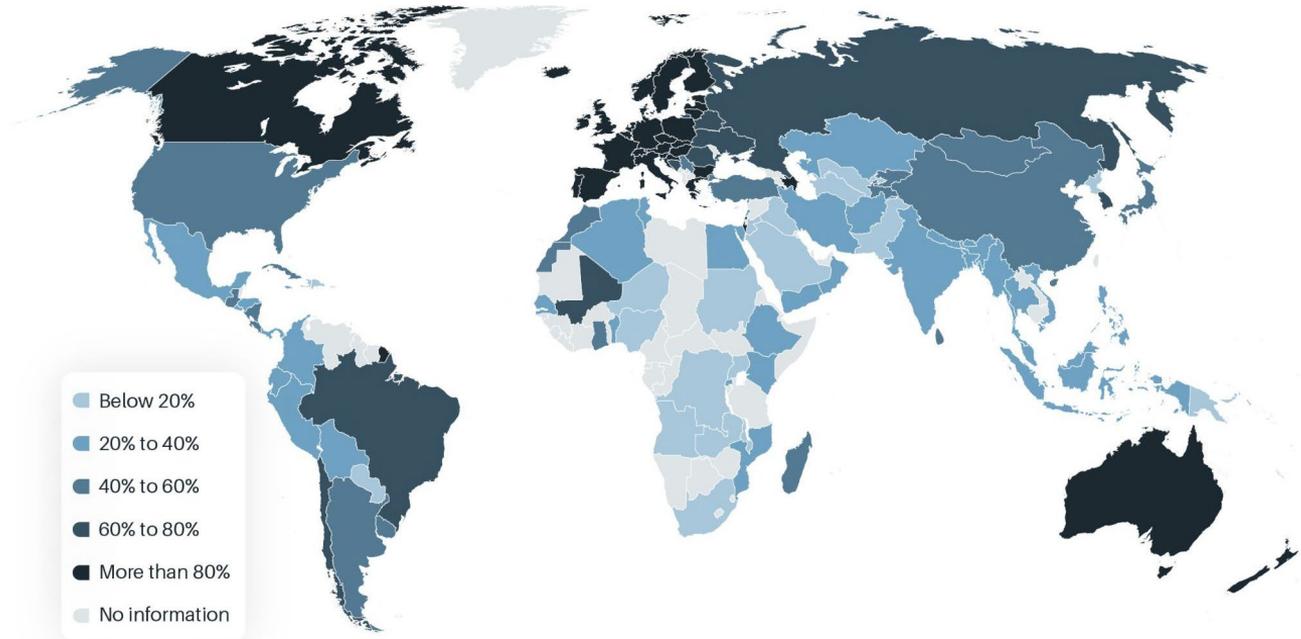


Access to public transport in Africa and Asia is still falling short

Average percentage of urban population with convenient access to public transport

Convenient access to public transport
(% of urban population):

	Africa	32%
	Asia	38%
	Europe	92%



The percentages reflect the average share of population who live within a walking distance of 500 metres to a low-capacity public transport system (bus, tram etc.) and 1000 metres to a high-capacity public transport system (trains, ferries etc.).



International aviation is still recovering from the COVID-19 hit, while shipping remains stable

International aviation CO₂ emissions took a 45% hit in 2020, falling to pre-millennium levels.

From 2020 to 2021, international aviation CO₂ emissions increased by 15%, still remaining 37% below 2019 levels.

Despite the drastic pandemic impacts on global trade, international shipping CO₂ emissions only fell by 2% in 2020. By 2021, they were higher than pre-pandemic levels.

CO₂ emissions by international aviation and shipping in million tonnes from 2015 to 2021





Transport adaptation and resilience in LMICs is still underserved

Low-income countries experience higher infrastructure vulnerability than middle- and high-income countries.

As climate change impact intensifies, they require more support to design and adopt new, resilient, low carbon transport systems.

Relationship between infrastructure vulnerability and economic strength, 2020

