AUTHOR:
Candela Echevarria Alcuaz
(Asociación Sustentar)

CONTRIBUTORS:
Maria Eugenia, Rivas Amiassorho, Agustina Calatayud (Inter American Development Bank);
Arturo Steinvorth (Fundación Centro para la Sostenibilidad Urbana)

Latin America and the Caribbean Regional Overview

TRANSPORT, CLIMATE AND SUSTAINABILITY GLOBAL STATUS REPORT - 4TH EDITION

SLOCAT Partnership on Sustainable, Low Carbon Transport

DEMOGRAPHICS, TRANSPORT AND SUSTAINABILITY DATA

Indicators	Latin America and the Caribbean	Global
Population size (2023)	651 million	8,000 million
Population growth (2015-2023)	6.5%	8.5%
Urban population share (2023)	85%	57%
Urban population growth (2015-2023)	10.7%	16%
GDP per capita (2023)	USD 8,419 (constant 2015 USD)	USD 11,337 (constant 2015 USD)
GDP growth (2015-2023)	8.9%	22.8%
Share of women employed in transport and storage (2023)	14.2%	15.6%
Motorisation rate (2022)	282.1 vehicles per 1,000 people	218.7 vehicles per 1,000 people
Share of urban population with convenient access to public transport (2020)	42.3%	52%
Share of rural population with access to all-weather primary and secondary roads (2020)	35.4%	38%
Transport total GHG emissions (2023)	615 million tonnes CO_2eq	7,123 million tonnes CO_2eq
Per capita transport GHG emissions (2023)	0.94 tonnes CO_2eq	0.89 tonnes CO_2eq
Fossil fuel subsidies (explicit and implicit) (2023)	USD 486 per capita (constant 2021 USD)	USD 813 per capita (constant 2021 USD)
Share of renewable energy sources in transport (2022)	12.5%	4.6% for 2023
Carbon intensity of electricity generation (2023)	272.4 gCO_2/kWh	417 gCO_2/kWh
Transport contribution to air pollution (2019)	6.1%	6%
Premature deaths attributable to air pollution by transport (2019)	1.7 per 100,000 people	2.3 per 100,000 people
Road casualties (2021)	14.6 per 100,000 people	15 per 100,000 people

Source: See endnote 1 for this section.

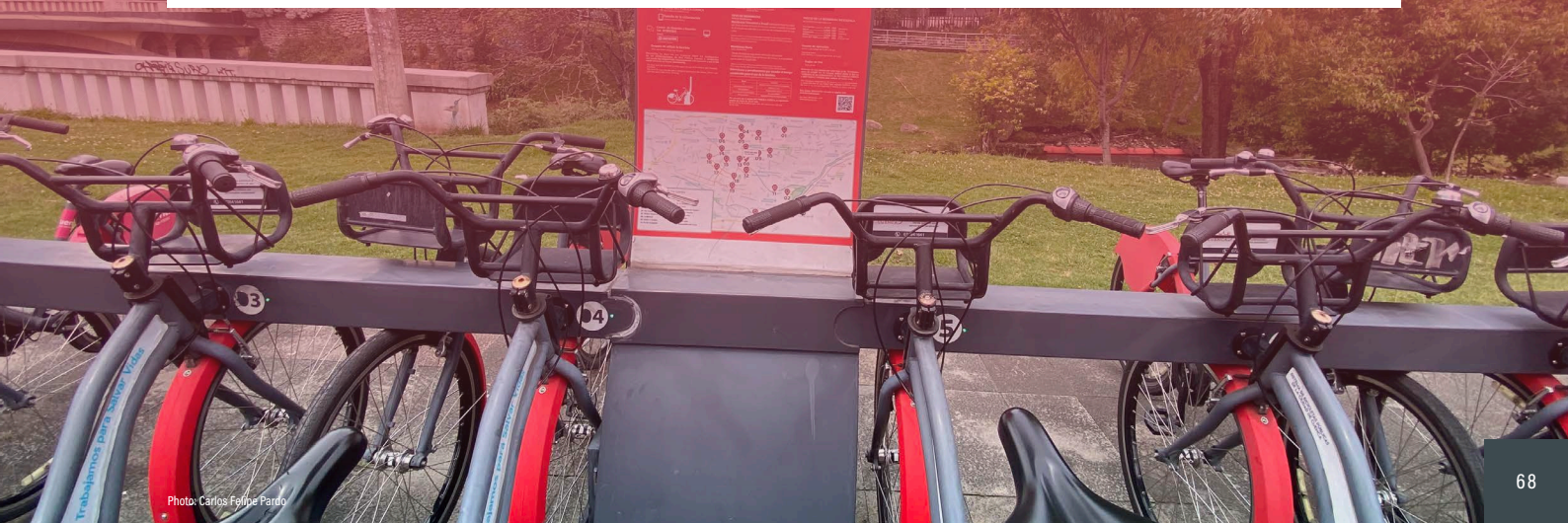

Photo: Carlos Felipe Pardo

KEY FINDINGS

Demand, use and access

- In Latin America and the Caribbean, around 42% of the urban population on average across countries had convenient access to public transport in 2020-2022. This was the third lowest regional value after Africa (33%) and Oceania (41%), and below the global average of 52%. In nearly 46% of assessed cities in the region (130 out of 285), half or more of the population had convenient access to public transport during 2020-2022.
- Although public transport has a higher market share than private transport in most of the region's cities, private motorisation (particularly motorcycles) is increasing due to factors such as service coverage, accessibility, subsidy levels and personal safety.
- In Latin America and the Caribbean, investments in pedestrian infrastructure have remained low, pointing to a key opportunity for inclusive, low-carbon transport planning.
- Passenger mass transport systems continued to expand as countries invest in extending existing metro lines and planning and developing new cable cars and urban rail. The expansion and modernisation of bus systems remained the dominant trend in public transport, although interest in extending passenger rail services has grown.
- At least eight Latin American cities have invested in cable car systems to address the accessibility and connectivity challenges faced by hillside communities, which are mostly informal and lack services.
- Informal transport services still account for a large share of motorised trips in low- and middle-income countries in Latin America and the Caribbean, including more than half of all trips in some cities. Informal transport services – such as minibuses, moto-taxis and tuk-tuks – improve access to opportunities and mobility and are valued for their responsiveness, flexibility and versatility. Despite these advantages, they often suffer from poor service quality—including overcrowding, unsafe driving, unreliable "fill-and-go" operations, limited accessibility for people with disabilities, and unclear routes.

KEY FINDINGS

- Road transport accounted for as much as 70% of the region's surface freight transport (roads, rail, inland waterways) in 2021. This fleet is mostly low-capacity trucks, which offer lower operational efficiency and generate more emissions than other vehicles. The average age of the region's truck fleet between 2015 and 2020 was around 15.6 years (3.9 years older than in the European Union), impacting emissions from the sector.

- The share of rail in the region's freight transport was relatively low, with Brazil and Colombia having the highest levels (27% each for 2017 data). The use of intermodal freight transport in the region remains limited.

- The average motorisation rate (covering four-wheeled motor vehicles) in Latin America and the Caribbean increased to 282 vehicles per 1,000 people in 2016-2022, or 1.3 times higher than the global average of 219 vehicles per 1,000 people. Nearly half of all countries in the region had motorisation rates above the global average during this period. In major cities, rising motorisation has worsened congestion, leading to higher fuel consumption and increased greenhouse gas and pollutant emissions.

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- Sales of new light- and heavy-duty vehicles (not including motorised two- and three-wheelers) increased nearly 1.6% on average in 2024, based on data from nine different automotive associations and chambers in the region.

- E-commerce market transactions in Latin America and the Caribbean increased 39% in 2022 and 20% in 2023, reaching USD 509 billion. The growth in online shopping has driven up demand for "last-mile" deliveries, particularly by motorcycles and vans, and altered trip patterns in urban areas, placing a burden on urban transport systems.

- Motorcycle sales in the region grew 51% between 2012 and 2023, rising from 3.7 million to 5.6 million. Factors include the relatively low acquisition and maintenance costs of motorcycles compared to cars, the limited availability of public transport in some places, rising traffic congestion and the growing prevalence of gig economy jobs related to food and goods delivery.

- Sales of battery electric cars in Latin America and the Caribbean nearly doubled between 2022 and 2023 (from around 22,400 units to 39,000 units) and reached 118,000 units in 2024, with leading markets in Brazil, Colombia, Costa Rica and Mexico. Electric cars represented 4% of total new car sales in the region in 2024, although the market is still considered emerging.

- Despite informal transport's significant contribution in the region, it has received limited attention in countries' decarbonisation strategies, and its electrification remains at an early stage. In 2024, sales shares of electric motorised two- and three-wheelers, trucks and vans were around 0.3% or less each.

- The number of electric public buses in the region grew nearly 75% between 2022 and February 2025, surpassing 6,500 units operating in 67 cities across 12 countries. Nearly 92% of the region's electric public buses are in Brazil, Chile, Colombia and Mexico. The share of electric public buses in the regional public transport fleet increased from 4.7% in 2023 to roughly 7.5% in 2025.

- The region plays a strategic role in the supply of materials for the energy transition and transport electrification; it is a global leader in the production of copper, lithium, and nickel, critical inputs for electric vehicle batteries and renewable energy technologies.

- Besides a strong presence of biofuels, the region is well positioned for electrification: Latin America and the Caribbean had the cleanest electricity grid among all regions in 2023 – at 272 grams of CO_2 equivalent per kilowatt-hour (kWh), while the global average was 417 grams of CO_2 equivalent per kWh.

KEY FINDINGS

Sustainability and climate trends

- Transport greenhouse gas emissions in Latin America and the Caribbean fell 1.5% between 2019 and 2022, reflecting a decline related to the COVID-19 pandemic, but by 2023 they were already 1.1% above 2019 levels. Transport is now among the top two emitting sectors in most of the region's countries, as the relative contribution of transport to national emissions has grown.
- The transport sector accounted for 18% of the region's total regional greenhouse gas emissions in 2023.
- Under a "business as usual" scenario, the region's transport CO_2 emissions are projected to increase 17% by 2050 compared to 2019 levels.
- The average per capita transport greenhouse gas emissions in the region totalled 0.94 tonnes of CO_2 equivalent in 2023, slightly above the global average of 0.89 tonnes.
- Transport greenhouse gas emissions relative to economic output in Latin America and the Caribbean, at 1.1 tonnes of CO_2 equivalent per USD 10,000 in 2023, were second-highest among all world regions after Africa (1.29 tonnes), and above the global average of 0.78 tonnes of CO_2 equivalent per USD 10,000.
- Freight transport accounted for 44% of regional greenhouse gas emissions in 2019, mainly due to road freight. Maritime freight contributed 6% of transport emissions, rail 1% and air 3%. Freight vehicles were responsible for 40% of the region's urban CO_2 emissions in 2022 and contributed to congestion and severe road crashes, even though they accounted for only one-quarter of all urban vehicles in the region in 2022.
- Overall, the region's transition to low-emission freight transport has been slow. Some countries have implemented energy efficiency schemes and pilot programmes for the electrification of urban logistics.
- In 2019, excessive exposure to particulate matter caused by transport contributed to nearly 180,000 deaths, or 6% of total deaths, in Latin America and the Caribbean, similar to the global level of 6.1%. Only 7.8% of cities in Latin America and the Caribbean met the World Health Organization's air quality guidelines in 2024.


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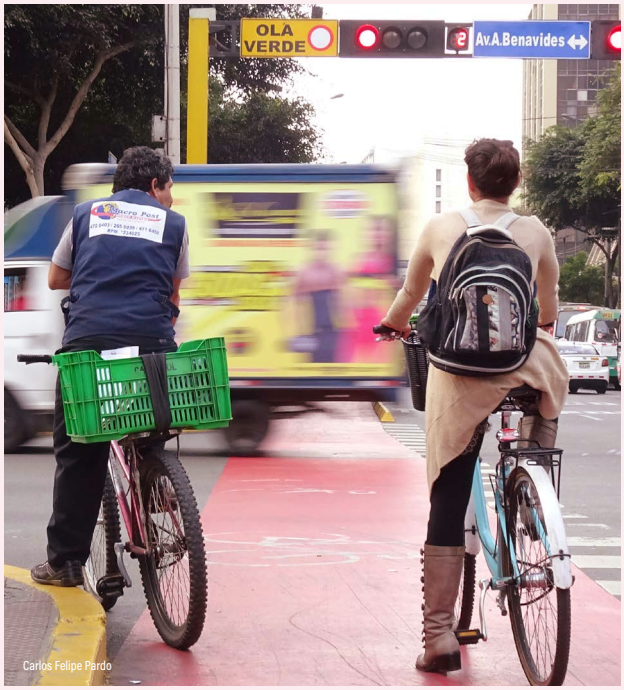
- In 2021, road traffic deaths in the region averaged 14.6 casualties per 100,000 people, close to the global average of 15 casualties per 100,000 people. By country, they ranged from 5.1 casualties in Trinidad and Tobago to 31.3 casualties in Haiti.
- The region faces persistent road safety challenges, including disproportionately high rates of fatal road incidents, with pedestrians and cyclists accounting for nearly half of all road traffic deaths in some countries in 2021. In the region, less than 40% of the assessed roads met the recommended three-star safety standard for bicyclists and motorcyclists, and less than 20% did so for pedestrians, indicating large infrastructure gaps.
- As of 2024, Latin America and the Caribbean was the third most vulnerable region to extreme weather events, after Africa and Asia. In 2022 and 2023, record droughts near the Panama Canal created bottlenecks and reduced the canal's transit capacity 50% in the second half of 2023, impacting global maritime trade.

KEY FINDINGS

Policy and investment developments

- Several countries in Latin American and the Caribbean have developed policy frameworks to enhance low-emission transport initiatives, sustainable transport infrastructure, and climate-resilient urban mobility, reflecting an ongoing commitment to green and inclusive transport solutions. However, the region's transport systems and infrastructure networks remain underprepared for the extreme weather events exacerbated by climate change.
- Although some countries have taken systemic action, the region continues to lag in public policy and action across all transport modes. Key barriers include limited resources, technological gaps and transport system characteristics.
- As of 25 May 2025, five countries in the region – Brazil, Cuba, Ecuador, Saint Lucia and Uruguay – had submitted to the United Nations their third-generation Nationally Determined Contributions (NDCs) towards reducing greenhouse gas emissions under the Paris Agreement.
- Several countries in the region have joined international frameworks for zero-emission transport.
- As of 25 May 2025, 16 countries in Latin America and the Caribbean had submitted National Adaptation Plans (NAPs) to the United Nations, out of a total of 63 NAPs submitted by low- and middle-income countries. Through NAPs, countries outline activities for enhanced infrastructure resilience and transport system adaptation.
- Cities across the region increased their adoption of local sustainable urban mobility plans (SUMPs), highlighting the role of cities as climate action leaders.
- Fossil fuel subsidies in Latin America and the Caribbean continued to incentivise fossil fuel use, contributing to high greenhouse gas emission levels. In 2023, the region's per capita fossil fuel subsidies totalled USD 486, the second lowest level after Africa (USD 198) and less than half the global average (USD 813). The region's fossil fuel subsidies as a share of total GDP, at 6.8%, were the second highest among global regions in 2023, below Asia's at 12.1%. Fossil fuel subsidies in the region are projected to increase 17% between 2023 and 2030, further undermining climate and sustainability efforts.
- Efforts to improve the efficiency of freight transport have been approached mainly through multi-stakeholder programmes, highlighting a regional shift towards collaborative and inclusive efforts.
- Aligned with a worldwide trend, some cities in the region have initiated parking reforms to reallocate space away from vehicle parking and towards broader needs such as housing, public spaces, and cycling and walking infrastructure.
- Cities continued to expand initiatives and actions to enhance the use of walking and cycling.
- Countries in the region have introduced a range of electric mobility strategies, including laws to promote electric vehicles and charging infrastructure, as well as tariff incentives for imports and taxes. Strategic plans, financial incentives, agreements and regulatory frameworks have helped to accelerate the electrification of road transport.
- The use of electric buses for public transport and other forms of shared transport has grown in the region.
- Since 2022, several cities in the region have expanded or launched bus rapid transit (BRT) systems as part of broader efforts to promote low-emission, high-capacity public transport.
- Countries increased their support for extending existing metro lines, and are planning and developing new cable cars and passenger rail services.



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Context, challenges and opportunities

Latin America and the Caribbean is one of the most urbanised regions in the world, with a majority of its population living in cities in 2023.[2] This rapid urbanisation presents both challenges and opportunities for building sustainable, inclusive transport systems. At the same time, the transport sector remains a significant contributor to regional greenhouse gas emissions, with road transport alone accounting for 92% of the fuel combustion-related carbon dioxide (CO_2) emissions from transport.[3]

Structural and policy challenges persist in the region. In 2023, fossil fuel subsidies represented 6.8% of gross domestic product (GDP) across the region.[4] Informal transport services continue to serve a large share of trips in many cities but are frequently overlooked in national strategies.[5]

Despite these obstacles, Latin America and the Caribbean is undergoing a slow but steady shift towards zero-emission transport. Electric vehicle sales more than quadrupled between 2022 and 2024 as battery electric cars rose from around 22,400 units to 118,000 units, with Brazil, Colombia, Costa Rica and Mexico leading this trend.[6] Electrification of public transport has shown strong momentum, with electric bus fleets growing 75% between 2022 and 2025, surpassing 6,500 units operating in 67 cities in 12 countries and likely representing over 7% of the total public bus fleet.[7]

Public transport is the most commonly used mode in many major cities across Latin America and the Caribbean. While some cities operate rail and aerial cable car systems, most trips are made using traditional buses or bus rapid transit (BRT) systems, which still primarily rely on fossil fuels. Electric buses currently make up only a small share of public transport fleets.

Walking plays an important role in urban mobility in the cities surveyed, often serving as a connection to both public and informal transport. Although bicycle use is increasing in some cities, its overall modal share remains low, and only a few cities have developed extensive cycling infrastructure.

Latin America and the Caribbean plays a strategic global role in both the energy transition and transport electrification. Argentina, Brazil, Chile and Peru are major producers of copper, nickel, and lithium, which are critical material inputs for electric vehicle batteries and renewable energy technologies.[8] These material sources, if harnessed using sustainable practices and industrial policies, could create regional value chains in battery production and electric vehicle assembly.

As of 25 May 2025, only five countries in the region (Brazil, Cuba, Ecuador, Saint Lucia and Uruguay) had submitted to the United Nations their third-generation Nationally Determined Contributions towards reducing greenhouse gas emissions under the Paris Agreement, enhancing climate action to 2035.[9]

Freight activities in the region are dominated by road transport, which accounted for 86% of all freight activity and 80% of freight-related CO_2 emissions in the region in 2019.[10] The existing truck fleet is ageing and has low capacity, resulting in emissions, pollution and health impacts. Progress on freight decarbonisation and intermodal transport has been limited, although some pilot programmes have advanced in Chile, Colombia and Mexico.[11]

Looking ahead, regional co-operation, investment in climate-resilient infrastructure and the scaling of successful pilot programmes will be crucial. With the 2025 United Nations Climate Change Conference (COP 30) to be hosted in Bélem, Brazil, the region has an opportunity to reaffirm its commitment to sustainable, low-carbon transport and to demonstrate leadership.

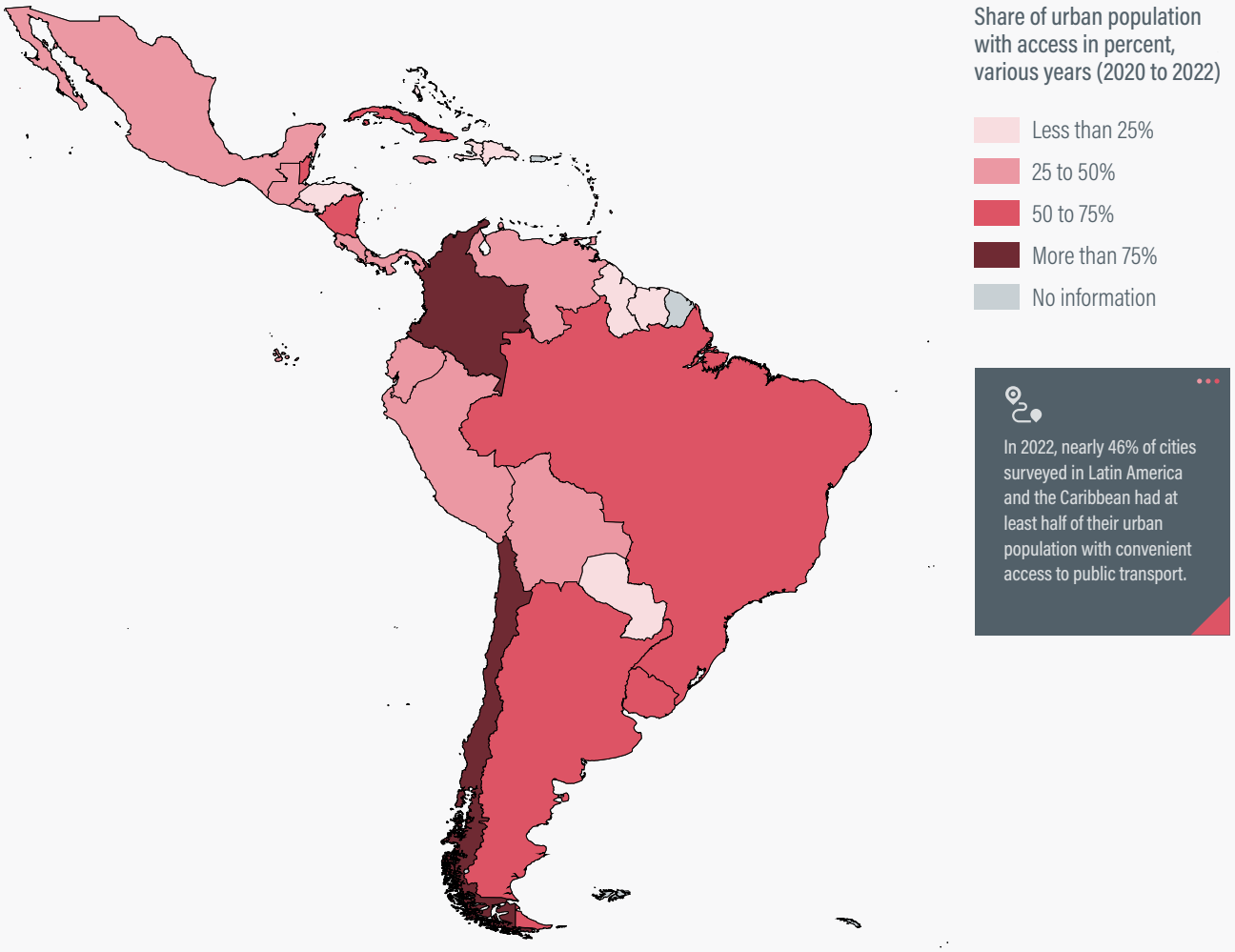
Demand, use and access

Latin America and the Caribbean is one of the most urbanised regions in the world, with 85% of its population living in cities in 2023.[12] Enhancing transport while limiting negative impacts such as traffic congestion, road crashes and environmental pollution is key to ensuring safe, equitable and sustainable access to opportunities for both city dwellers and rural inhabitants in the region.[13]

In Latin America and the Caribbean, around 42% of the urban population on average across countries had convenient access to public transport in 2020-2022.[14] This was the third lowest regional value after Africa (33%) and Oceania (41%), and below the global average of 52%.[15] In nearly 46% of assessed cities in the region (130 out of 285), half or more of the population had convenient access to public transport during 2020-2022 (Figure 1).[16]

Although public transport has a higher market share than private transport in most of the region's cities, private motorisation (particularly motorcycles) is increasing due to factors such as service coverage, accessibility, subsidy levels and personal safety.[17] Regional rural areas and urban peripheries tend to have lower coverage of transport services, and the higher prevalence of unpaved infrastructure in these areas increases their vulnerability to climate-related impacts. Communities that depend on only a few existing public transport routes to access employment opportunities, goods and services are more vulnerable to disruptions that can prevent them from meeting their basic needs.[18]

FIGURE 1. Share of urban population with convenient access to public transport in Latin America and the Caribbean, various years (2020 to 2022)



Source: See endnote 16 for this section.

- Despite an overall decline in public transport ridership, nearly 80% of inter-city trips in Colombia are taken by passenger bus.[19]

Public transport remains the primary mode of mobility for women across much of Latin America and the Caribbean, due to lower rates of vehicle ownership and the nature of their trips, which often involve multiple purposes and off-peak travel. However, most transport systems in the region are not designed with women's safety, comfort or caregiving responsibilities in mind, resulting in accessibility gaps and exposure to harassment.[20]

According to UNDP's 2025 report, recent mobility surveys in selected Latin American cities show that public transport and walking are the most common modes of travel: in Quito, 58% of trips are by public transport and 15% on foot; in Buenos Aires, 38% and 25% respectively; in Mexico City, 43% and 34%; and in Bogotá, 26% and 36%. Bicycle use remains relatively low, ranging from 1% in Mexico City to 6.3% in Bogotá.[21]

In Latin America and the Caribbean, investments in pedestrian infrastructure have remained low, pointing to a key opportunity for inclusive, low-carbon transport planning.[22] Walking remains a critical mode of transport in this region, despite poor pedestrian environments that lack safety or shade.[23]

- In Bogotá (Colombia), the shared bicycle system celebrated two years of operation as of September

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2024 and comprised 3,300 bikes distributed across 300 stations.[24] In 2024, the system facilitated 3 million trips and served 130,000 users, and in its first year of operation it helped reduce 205 tonnes of CO_2 emissions.[25]

- Mexico City (Mexico) had more than 500 kilometres of bike lanes and a bike share system with 10 stations as of 2024, and aimed to add 40 kilometres of lanes and 7 stations in 2025.[26]
- As of 2025, the "Mi Bici Tu Bici" bicycle programme in Rosario (Argentina) had more than 139,000 registered users, 758 bicycles and 89 stations spread across all city districts.[27] In 2024, the subscription system was modernised to enable payment by credit or debit card, digital wallet or cash.[28]
- In Brazil's cycling retail sector (one of the region's largest), sales fell 34.3% on average in 2023 but showed signs of recovery in 2024 as nearly half of retailers reported improved sales, supported by growing demand for higher-value bicycles, greater product diversification and rising use of e-commerce platforms.[29]

Passenger mass transport systems continued to expand as countries invest in extending existing metro lines and planning and developing new cable cars and urban rail.[30] The expansion and modernisation of bus systems remained the dominant trend in public transport, although interest in extending passenger rail services has grown.

- After more than eight decades of discussions, the metro system in Bogotá (Colombia) is becoming a reality, achieving 50% completion as of March 2025.[31] The system will span 23.9 kilometres, include 16 stations, and have a capacity of 1,800 passengers, and is expected to be operational by 2028.[32]
- In Quito (Ecuador), the city's first metro system began operating in December 2023 with 22.5 kilometres and 15 stations.[33]
- In February 2025, Buenos Aires (Argentina) announced its first metro expansion in 25 years, with plans to build Line F with 11 new stations along 9 kilometres, which will cross-cut existing radial lines to improve system integration and reduce travel time by 40%.[34] Civil works are scheduled to begin in 2026, with operations expected by 2031.[35]

At least eight Latin American cities have invested in cable car systems to address the accessibility and connectivity challenges faced by hillside communities, which are mostly informal and lack services.[36] While these systems have provided important spatial and social connectivity benefits, they lack the high capacities of bus and metro systems. Their effectiveness depends heavily on their integration with the rest of the public transport network, including co-ordinated fares, seamless transfers and physical connections to bus and metro systems; otherwise, their potential to reduce travel times and improve modal equity is limited.[37] In some contexts, concerns about safety, particularly for women, have underscored the need for targeted measures to prevent harassment and improve passenger security.[38]

- In La Paz (Bolivia), the passenger cable car system accounted for 14.4% of all public transport trips in 2023, with an average daily capacity of 191,760 passengers.[39]
- The cable car system in Medellín (Colombia) covers nearly 12 kilometres and serves 40,000 daily passengers.[40]
- Mexico City (Mexico) operates three cable car systems. The newest line was inaugurated in 2024 and can transport 70,000 to 80,000 persons per day.[41]
- Panama City (Panama) is evaluating offers to build a 6.6-kilometre cable car to connect the city's peripheries with metro stations.[42]
- Salvador de Bahía (Brazil) is developing its first cable car system to connect the Manoel Dendé community with the city's metro network.[43]

Informal transport services still account for a large share of motorised trips in low- and middle-income countries in Latin America and the Caribbean, including more than half of all trips in some cities.[44] Informal transport services – such as minibuses, moto-taxis and tuk-tuks – improve access to opportunities and mobility and are valued for their responsiveness, flexibility and versatility.[45] Despite these advantages, they often suffer from poor service quality—including overcrowding, unsafe driving, unreliable "fill-and-go" operations, limited accessibility for people with disabilities, and unclear routes.[46]

Although data on the electrification of informal transport remain limited, some cities have launched pilot programmes

for electric minibuses and three-wheelers – notably Bogotá (Colombia), Lima (Peru) and Montego Bay (Jamaica).[47] These efforts aim to reduce emissions from the informal and semi-formal fleets that serve a large share of daily trips, particularly in low-income and peri-urban areas.[48] Research studies, mapping and data collection on these services have continued to grow, despite challenges related to informality. Moving towards a hybrid model with integration, regulation, investment and innovation would transform informal transport services into more efficient, safe and sustainable mobility [49]

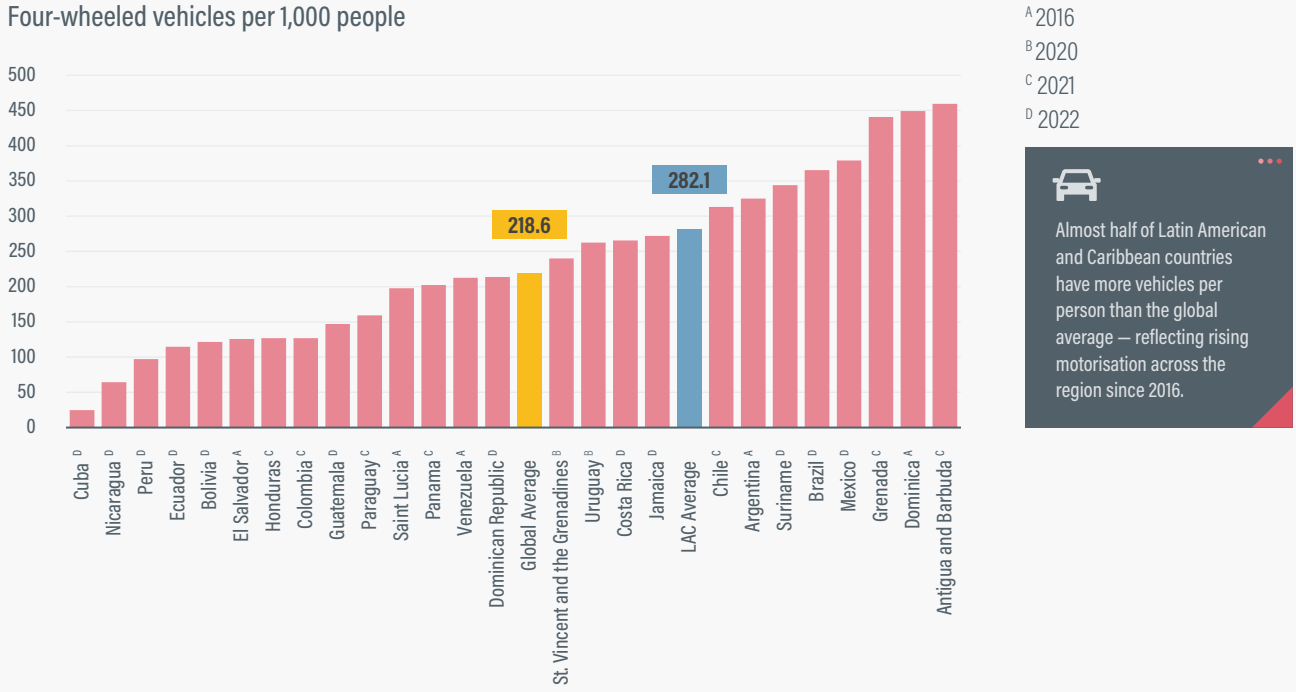
- When informal services were included in the analysis of transport modes, absolute access to public transport increased 54% in the Mexico City Metropolitan Area (Mexico) and 35% in Bogotá (Colombia).[50]
- In San José (Costa Rica), a "Living Lab" case study has been using field research and community engagement to explore the inclusivity, operations and impact of informal transport.[51]

Road transport accounted for as much as 70% of the region's surface freight transport (roads, rail, inland waterways) in 2021.[52] This fleet is mostly low-capacity trucks, which offer lower operational efficiency and generate more emissions than other vehicles.[53] The average age of the region's truck fleet between 2015 and 2020 was around 15.6 years (3.9 years older than in the European Union), impacting emissions from the sector.[54] Ownership of freight vehicles is generally distributed among a variety of small-scale owners, which hinders fleet renewal and affects the sustainability of the sector.[55]

The share of rail in the region's freight transport was relatively low, with Brazil and Colombia having the highest levels (27% each for 2017 data).[56] The use of intermodal freight transport in the region remains limited.[57] However, regarding intermodal transport, Mexico showed the greatest progress in railway construction, while Colombia and Costa Rica have carried out studies to optimise intermodal logistics.[58]

The average motorisation rate (covering four-wheeled motor vehicles) in Latin America and the Caribbean increased to 282 vehicles per 1,000 people in 2016-2022, or 1.3 times higher than the global average of 219 vehicles per 1,000 people (Figure 2).[59] Nearly half of all countries in the region had motorisation rates above the global average during this period.[60] In major cities, rising motorisation has worsened congestion, leading to higher fuel consumption

FIGURE 2. Motorisation rates per 1,000 people in Latin America and the Caribbean, 2016-2022



Source: See endnote 59 for this section.

and increased greenhouse gas and pollutant emissions.[61] The average travel time in the region has continued to rise, with people spending around 17 days per year in traffic congestion, according to 2025 reports.[62]

Sales of new light- and heavy-duty vehicles (not including motorised two- and three-wheelers) increased nearly 1.6% on average in 2024, based on data from nine different automotive associations and chambers in the region.[63] Many countries in the region rely on used vehicle imports, particularly in Central America and the Caribbean. [64]

- In Chile, sales of light- and medium-duty vehicles grew 2.9% in January 2025 compared to a year prior, reaching 25,834 units; this sales recovery started in mid-2024 and was driven by improved economic expectations, lower unemployment and favourable credit conditions.[65]
- Sales of cargo trucks in Chile increased 12.6% to 1,163 units in January 2025, and bus sales surged 65.1%, with 213 units sold, driven mainly by higher sales of minibuses, taxi buses and inter-city buses.[66]
- In Peru, sales and registrations of new light vehicles fell 8.2% in 2024, while sales of two- and three-wheeled motorcycles increased 3.8% and heavy vehicle sales increased 5.3%.[67]
- In Brazil, vehicle registrations grew 14% in 2024.[68] In São Paulo, where congestion costs represent up to 8% of the city's GDP, the rise in private vehicle registrations has outpaced public transport improvements and road capacity expansion.[69]

E-commerce market transactions in Latin America and the Caribbean increased 39% in 2022 and 20% in 2023, reaching USD 509 billion.[70] **The growth in online shopping has driven up demand for "last-mile" deliveries, particularly by motorcycles and vans, and altered trip patterns in urban areas, placing a burden on urban transport systems.** This underscores the need for integrated planning of urban freight, digital platforms and sustainable last-mile solutions. The e-commerce expansion is attributed to shifts in consumer behaviour since the COVID-19 pandemic, particularly with increased digital adoption and the growth of new online platforms.[71]

Motorcycle sales in the region grew 51% between 2012 and 2023, rising from 3.7 million to 5.6 million.[72] **Factors include the relatively low acquisition and maintenance costs of motorcycles compared to cars, the limited availability of public transport in some places, rising traffic congestion and the growing prevalence of gig economy jobs related to food and goods delivery.**[73]

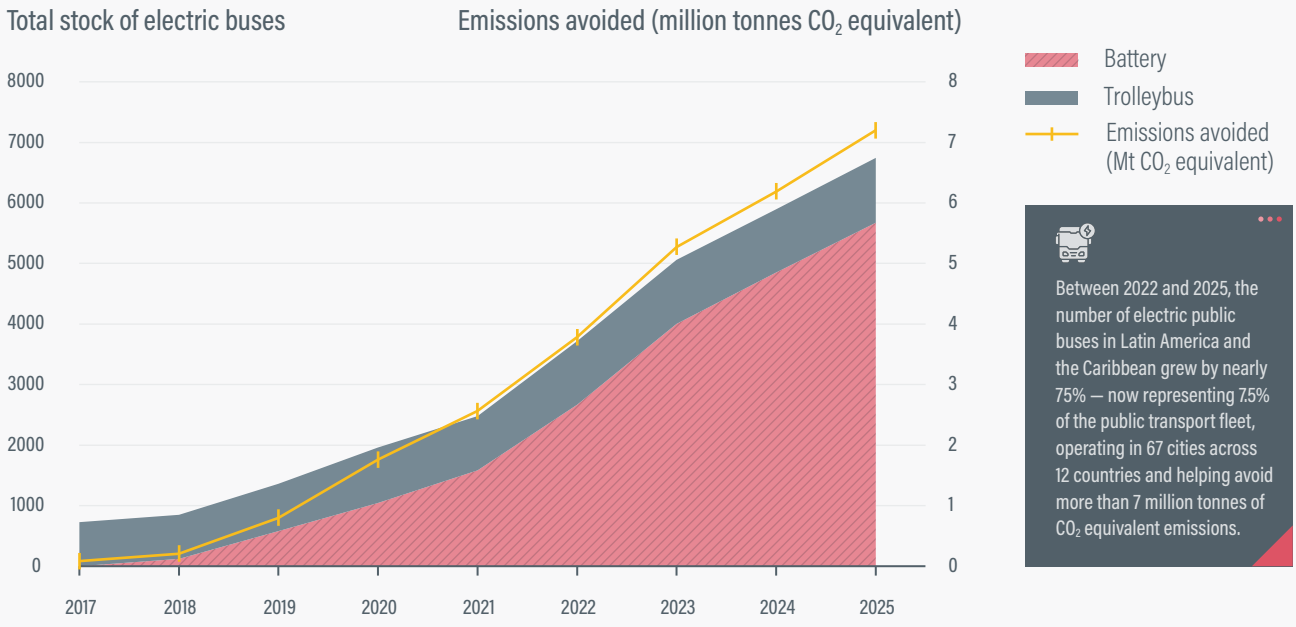
- In Colombia, monthly registrations of new motorcycles increased 45% between March 2024 and March 2025, rising from 58,990 registrations to 85,763.[74]
- In Argentina, the number of new motorcycles registered in the Official National Single Automotive Registry units grew 2.7% in 2024, bringing the total fleet size to more than 7 million vehicles.[75]
- In Brazil, the region's largest motorcycle market, registrations increased 16.1% in 2023, the third consecutive year of strong growth.[76] In 2024, motorcycle sales increased 18.6% to reach 1.9 million units.[77] The rising preference in Brazil for compact, urban-use models – such as city bikes (42.3%) and scooters (33.9%) – reflects a broader shift in mobility, particularly in response to rising congestion, affordability concerns, and the expansion of delivery and ride-hailing services.[78]
- In the Dominican Republic, motorcycle registrations grew 35% between 2022 and 2024, reflecting the increasing reliance on motorcycles as an affordable and flexible transport option, particularly in areas with limited public transport coverage.[79]

Sales of battery electric cars in Latin America and the Caribbean nearly doubled between 2022 and 2023 (from around 22,400 units to 39,000 units) and reached 118,000 units in 2024, with leading markets in Brazil, Colombia, Costa Rica and Mexico.[80] **Electric cars represented 4% of total new car sales in the region in 2024, although the market is still considered emerging.**[81]

- In 2024, the region's electric vehicle stock totalled around 565,000 electric two- and three-wheelers, 215,000 electric cars, 5,600 electric buses and 2,100 electric trucks.[82]
- Brazil led electric vehicle sales in the region in 2024, with more than 62,000 registrations (up nearly three-fold from 2023 and representing 6.4% of total car sales), driven largely by Chinese automakers.[83] However, the country's focus on ethanol-based biofuels has slowed electric vehicle adoption, as biofuels remain a cost-competitive alternative that is supported by existing refuelling infrastructure.[84]
- In 2024, electric car sales neared 11,000 vehicles each in Colombia (7.4% of annual car sales) and Costa Rica (15% of sales), but sales remain limited in other Central and South American countries.[85]

Despite informal transport's significant contribution in the region, it has received limited attention in countries' decarbonisation strategies, and its electrification remains at an early stage.[86] **In 2024, sales shares of electric motorised two- and three-wheelers, trucks and vans were around 0.3% or less each.**[87] In Brazil, the largest market for electric motorcycles, sales grew 15% in 2023, driven by urban adoption and the expansion of delivery services, but then fell 6.7% in 2024, indicating shifting market conditions.[88]

FIGURE 3. Total electric buses in Latin America and the Caribbean, 2017-2025



Source: See endnote 89 for this section.

The number of electric public buses in the region grew nearly 75% between 2022 and February 2025 (Figure 3)**, surpassing 6,500 units operating in 67 cities across 12 countries.**[89] **Nearly 92% of the region's electric public buses are in Brazil, Chile, Colombia and Mexico.**[90] **The share of electric public buses in the regional public transport fleet increased from 4.7% in 2023 to roughly 7.5% in 2025.**[91] The cumulative avoided emissions over the entire lifespan of the electric buses totalled an estimated 7.2 million tonnes of CO_2 equivalent from 2017 to 2025.[92]

- In Brazil, the market for electric public buses remains relatively small but has expanded rapidly, with registrations growing 145% in 2023 (to 86 units) and a further 213% in 2024 (to 285 units).[93]
- In 2024, Santiago (Chile) had the largest electric bus fleet among cities outside of China, with 2,500 electric buses.[94] An additional 1,800 electric buses are planned to be added by the end of 2025, which would represent 68% of the total fleet operating in the city at that time.[95]
- As of April 2025, the countries with the highest numbers of electric buses in the region were Chile (2,729 units) and Colombia (1,590), followed by Brazil (1,059) and Mexico (835).[96] The leading cities were Santiago (2,550 units), Bogotá (1,486) and São Paulo (789).[97]
- Barbados aims to remove all of its remaining diesel vehicles and to transition its bus fleet to 120 fully electric buses by late 2025.[98]

The region plays a strategic role in the supply of materials for the energy transition and transport electrification; it is a global leader in the production of copper, lithium, and nickel, critical inputs for electric vehicle batteries and renewable energy technologies.[99] Chile and Argentina are among the world's top lithium producers, and Brazil and Peru are key copper exporters.[100] These resources, if managed sustainably, offer the potential to create regional value chains through local battery processing and electric vehicle manufacturing.[101]

Regional initiatives demonstrate that despite promising steps, biofuels have not yet been widely adopted, green hydrogen is still at an early stage, and the electrification of heavy-duty transport is low.

- In Brazil, biofuels (particularly ethanol) account for 21% of transport energy demand and are a central part of national energy policy.[102]
- In 2022, 120 electric semi-trailers manufactured by China's BYD were deployed in Mexico; however, more widespread adoption is constrained by cost, infrastructure and regulatory barriers.[103]

Besides a strong presence of biofuels, the region is well positioned for electrification: Latin America and the Caribbean had the cleanest electricity grid among all regions in 2023 – at 272 grams of CO_2 equivalent per kilowatt-hour (kWh), while the global average was 417 grams of CO_2 equivalent per kWh.[104]

Sustainability and climate trends

Transport greenhouse gas emissions in Latin America and the Caribbean fell 1.5% between 2019 and 2022, reflecting a decline related to the COVID-19 pandemic, but by 2023 they were already 1.1% above 2019 levels.[105] **Transport is now among the top two emitting sectors in most of the region's countries, as the relative contribution of transport to national emissions has grown.**[106] This reflects both rising vehicle activity and slower decarbonisation of the transport sector compared to energy and industry.[107]

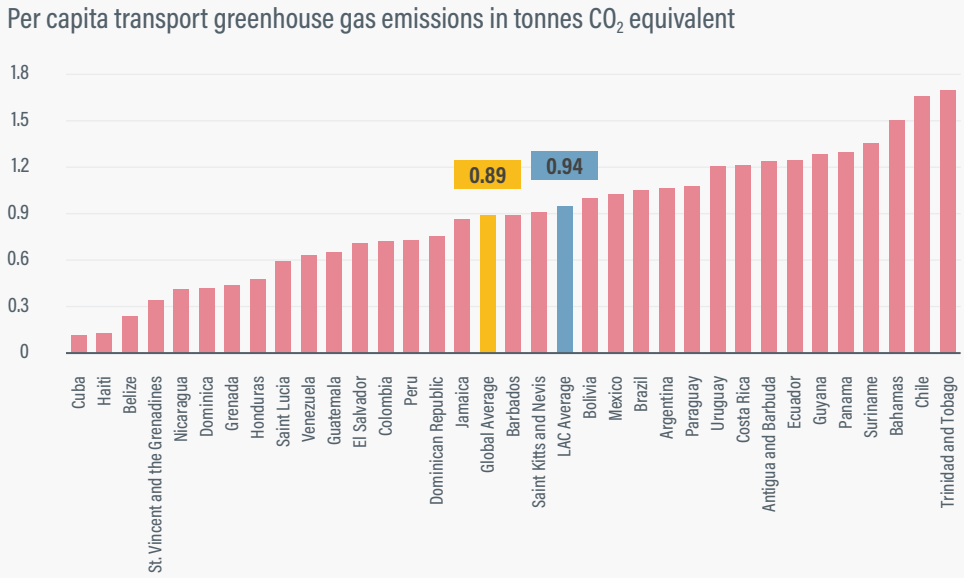
The transport sector accounted for 18% of the region's total regional greenhouse gas emissions in 2023.[108] Road transport contributed the bulk of the transport CO_2 emissions related to fuel combustion, at 92% in 2019, followed distantly by domestic aviation (4%), domestic shipping (2%) and rail transport (1%).[109] Passenger transport contributed 56% of the region's transport CO_2 emissions, of which 46% were from land transport and 9% from air transport in 2019.[110]

Under a "business as usual" scenario, the region's transport CO_2 emissions are projected to increase 17% by 2050 compared to 2019 levels.[111] In this scenario, governments are expected to address decarbonisation only slowly, focusing on incremental measures such as promoting technological advancements to replace internal combustion engine vehicles, managing demand, encouraging modal shifts and investing in alternatives to private vehicles. In contrast, in a high-ambition scenario, governments would adopt more aggressive strategies to decarbonise the sector, such as providing alternatives to private motorised vehicles, enhancing public transport systems, promoting walking and cycling, improving transport efficiency and transforming freight transport.[112]

The average per capita transport greenhouse gas emissions in the region totalled 0.94 tonnes of CO_2 equivalent in 2023, slightly above the global average of 0.89 tonnes.[113] The highest emitting countries were Trinidad and Tobago and Chile (close to 1.7 tonnes each), and the lowest were Haiti, Cuba and Belize (below 0.25 tonnes each) (Figure 4).[114]

Transport greenhouse gas emissions relative to economic output in Latin America and the Caribbean, at 1.1 tonnes of CO_2 equivalent per USD 10,000 in 2023, were second-highest among all world regions after Africa (1.29 tonnes), and above the global average of 0.78 tonnes of CO_2 equivalent per USD 10,000.[115]

FIGURE 4. Per capita transport greenhouse gas emissions in Latin America and the Caribbean, 2023



In 2023, per capita transport emissions in Latin America and the Caribbean matched the global average — but national levels ranged widely, from just 0.1 tonnes in Cuba and Haiti to nearly 1.7 tonnes in Chile and Trinidad and Tobago.

Source: See endnote 114 for this section.

Freight transport accounted for 44% of regional greenhouse gas emissions in 2019, mainly due to road freight. [116] **Maritime freight contributed 6% of transport emissions, rail 1% and air 3%.**[117] **Freight vehicles were responsible for 40% of the region's urban CO_2 emissions in 2022 and contributed to congestion and severe road crashes, even though they accounted for only one-quarter of all urban vehicles in the region in 2022.**[118]

Overall, the region's transition to low-emission freight transport has been slow. Some countries have implemented energy efficiency schemes and pilot programmes for the electrification of urban logistics.[119]

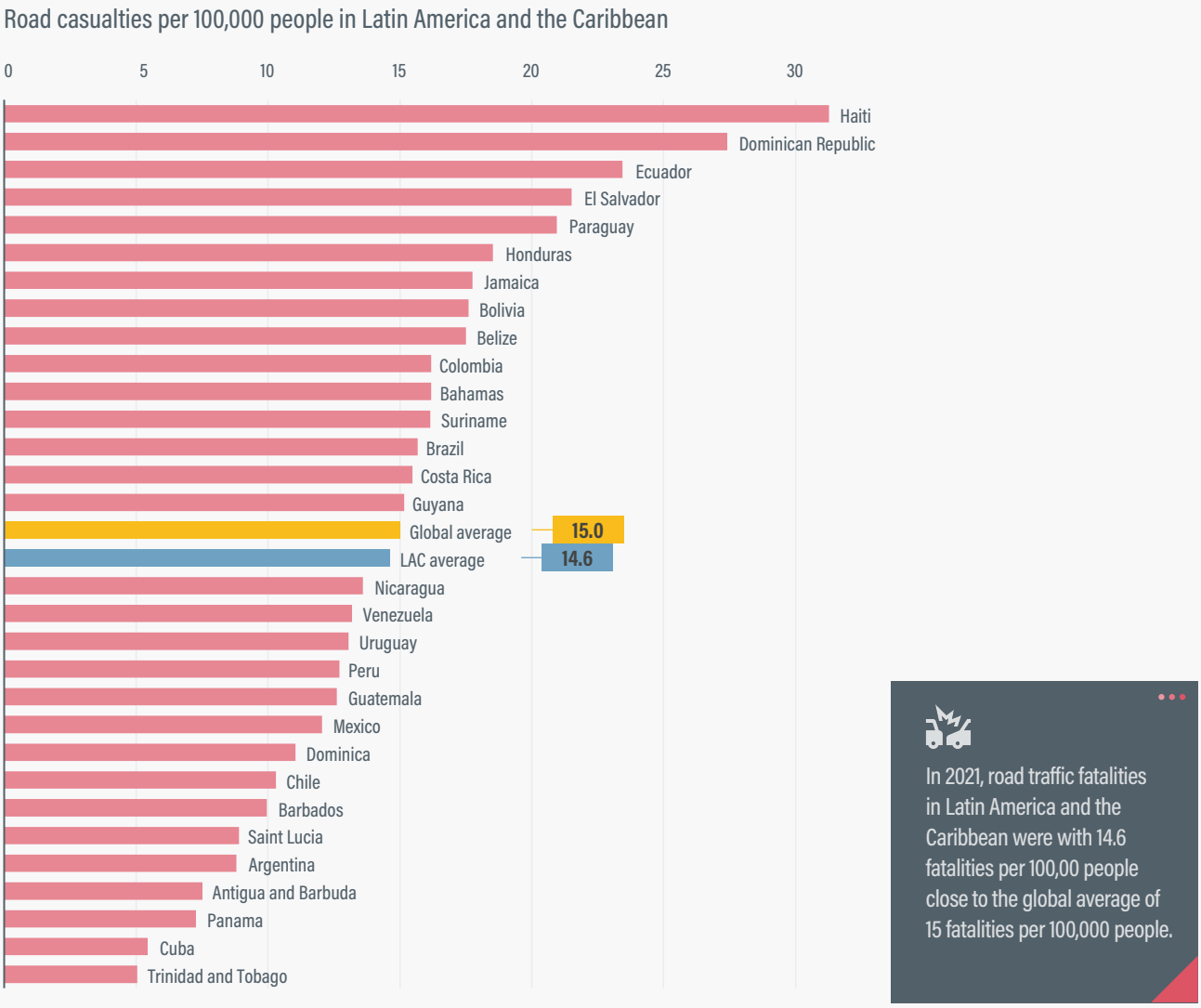
- In 2021, Chile became the first country in the region to have an efficiency law in place for all road vehicle segments.[120] As of 2024, more than 300 companies and 8,000 vehicles were enrolled in Chile's Giro Limpio ("Clean Route") programme, which certifies freight operators based on their fuel efficiency performance and adoption of cleaner technologies, leading to fuel and emissions savings.[121]
- Colombia had upgraded 28,000 heavy goods vehicles to Euro 6 standards as of 2025.[122]
- In 2025, Brazil's Phase L7 of the national Proconve programme came into effect. It sets more stringent emission limits for new light-duty vehicles and requires manufacturers to adopt advanced technologies to meet progressive targets, as part of broader efforts to improve air quality and align with global environmental standards.[123]

In most cases, fossil fuel prices in the region are directly fixed by governments or are regulated in ways that are not fully aligned with market price fluctuations. Countries have introduced a variety of price mechanisms including liberalised prices, fully flexible prices, flexible prices with some degree of smoothing, ad hoc prices and fixed prices.[124]

- As of April 2025, the region's lowest petrol and diesel prices were in Venezuela, Bolivia and Ecuador (ranging from USD 0.004 to USD 0.706 per litre), whereas the highest petrol prices were in Barbados, Uruguay, Belize and Bahamas (ranging from USD 1.43 to USD 1.93 per litre).[125]
- In Peru, the government programme Ahorro GNV facilitated the conversion of 73% of the country's light-duty vehicles from diesel to compressed natural gas in 2022, saving consumers around 50% per month and providing access to a cleaner, more economical and stable fuel.[126]
- Since October 2023, a Peruvian decree has mandated that international land transport vehicles entering its territory must comply with regulations on fuel quality, impacting neighbouring Bolivia.[127]

In 2019, excessive exposure to particulate matter caused by transport contributed to nearly 180,000 deaths, or 6.1% of total deaths, in Latin America and the Caribbean, similar to the global level of 6%.[128] **Only 7.8% of cities in Latin America and the Caribbean met the World Health Organization's air quality guidelines in 2024**; these recommend that annual average concentrations of particulate matter 2.5 should not

FIGURE 5. Road casualties per 100,000 people in Latin America and the Caribbean, 2021



Source: See endnote 131 for this section.

exceed 5 micrograms per cubic metre.[129]

In 2021, road traffic deaths in the region averaged 14.6 casualties per 100,000 people, close to the global average of 15 casualties per 100,000 people.[130] By country, they ranged from 5.1 casualties in Trinidad and Tobago to 31.3 casualties in Haiti (Figure 5).[131]

The region faces persistent road safety challenges, including disproportionately high rates of fatal road incidents, with pedestrians and cyclists accounting for nearly half of all road traffic deaths in some countries in 2021.[132] In the region, less than 40% of the assessed roads met the recommended three-star safety standard for bicyclists and motorcyclists, and less than 20% did so for pedestrians, indicating large infrastructure gaps.[133]

As of 2024, Latin America and the Caribbean was the third most vulnerable region to extreme weather events, after Africa and Asia.[134] In 2022 and 2023, record droughts near the Panama Canal created bottlenecks and reduced the canal's transit capacity 50% in the second half of 2023, impacting global maritime trade.[135]

Policy and investment developments

Several countries in Latin American and the Caribbean have developed policy frameworks to enhance low-emission transport initiatives, sustainable transport infrastructure, and climate-resilient urban mobility, reflecting an ongoing commitment to green and inclusive transport solutions. However, the region's transport systems and infrastructure networks remain underprepared for the extreme weather events exacerbated by climate change, with disruptions to roads, ports, airports and public transport affecting markets and industries such as tourism.[136]

- In 2024, Belize submitted to the United Nations its First Biennial Transparency Report on emissions, which provides updates on the national emissions inventory, progress towards achieving the country's Nationally Determined Contribution (NDC), policies, climate impacts, and support provided and received.[137] Belize's second-generation NDC submission of 2021 included mitigation and adaptation targets related to transport.[138]
- To better connect the country, Colombia has made efforts to reactivate the railway system, concession airports, build new roads, strengthen ports, and promote the energy transition and social transformation.[139]
- Ecuador's National Sustainable Mobility Policy, presented in 2023, established strategies and actions for cities to enhance sustainable urban mobility.[140]
- After Mexico adopted the 2020 General Law of Mobility and Road Safety, Jalisco became one of the first states to invest in transport transformation, identifying the need to build streets that prioritise safe access for pedestrians and public transport.[141]
- In 2024, Mexico adopted the National Public Collective Urban Transport Policy (PNTPCU), which aims to promote cleaner alternatives, reduce environmental impact, decrease car dependence, and improve accessibility, sustainability, safety and governance.[142] The goal is to enhance public transport infrastructure and services, reduce inequality and combat climate change while fostering strategic planning for long-term urban mobility improvements.[143]
- In March 2025, Uruguay enacted the regulatory framework for its National Sustainable Urban Mobility Policy, which includes reforms to subsidies, taxes and other incentives to align the tax system with sustainable mobility objectives, and also aims to advance regulations on energy efficiency and the safety of electric vehicles.[144]

Although some countries have taken systemic action, the region continues to lag in public policy and action across all transport modes. Key barriers include limited resources, technological gaps and transport system characteristics.[145]

In Brazil, the government's Mover programme (Mobility and Innovation for the Automotive Sector), launched in 2023, aims to accelerate the transition to low-emission vehicles and to improve the sustainability of domestic manufacturing.[146] The programme adopts a well-to-wheel emission approach and introduces tax incentives, promoting innovation in areas such as energy efficiency, advanced propulsion, biofuels and vehicle recyclability.[147] The programme fosters collaboration among industry, start-ups, and research institutions, with a goal to advance Brazil's progress in long-term decarbonisation and competitiveness.[148]

As of 25 May 2025, five countries in the region – Brazil, Cuba, Ecuador, Saint Lucia and Uruguay – had submitted to the United Nations their third-generation Nationally Determined Contributions (NDCs) towards reducing greenhouse gas emissions under the Paris Agreement.[149] Among these, Saint Lucia is the only country with a mitigation target specifically for transport, while Brazil and Cuba both have non-greenhouse gas transport targets.[150]

- Brazil's 2024 NDC features a target to obtain 50% of transport energy from biofuels by 2033.[151]
- Cuba's 2025 NDC aims for electric vehicles to comprise 10% of the total vehicle fleet by 2030 and 15% by 2035.[152]
- Saint Lucia's NDC commits to a 22% reduction in greenhouse gas emissions from transport and energy by 2035, compared to 2010 levels.[153]

Several countries in the region have joined international frameworks for zero-emission transport.

- At COP 28 in 2023, Colombia signed the Global Memorandum of Understanding (Global MOU) on Zero-Emission Medium- and Heavy-Duty Vehicles, committing to achieve 100% zero-emission new truck and bus sales by 2040.[154]
- In 2024, Costa Rica endorsed the Zero-Emission Vehicle (ZEV) Declaration under the Accelerating to Zero (A2Z) Coalition, reinforcing its ambition to align transport decarbonisation with the goals of its National Decarbonization Plan 2050.[155]

As of 25 May 2025, 16 countries in Latin America and the Caribbean had submitted National Adaptation Plans (NAPs) to the United Nations, out of a total of 63 NAPs submitted by low- and middle-income countries.[156] **Through NAPs, countries outline activities for enhanced infrastructure resilience and transport system adaptation.** Countries in the region that submitted NAPs during 2023 and 2024 were Argentina, Ecuador, Haiti, Trinidad and Tobago, and Uruguay.

- Argentina's 2023 NAP aims to adapt transport infrastructure and operations to climate change by

developing sustainable urban transport, strengthening railways and waterways, and working towards more efficient transport energy use and replacement of fossil fuels with renewable energy.[157]

- In its 2023 NAP, Haiti seeks to enhance infrastructure resilience through better construction standards, zoning, risk and disaster management, maintenance and improved urban planning.[158]
- Uruguay has released several specialised NAPs, with focus areas including cities and infrastructure (2021), agriculture (2021), coastal adaptation (2021) and energy (2024).[159]

Cities across the region increased their adoption of local sustainable urban mobility plans (SUMPs), highlighting the role of cities as climate action leaders. Cities that completed SUMPs through the MobiliseYourCity Partnership between 2022 and 2025 included Arequipa (Peru) and Baixada Santista (Brazil).[160] SUMPs are expected to be completed in the coming years in Córdoba (Argentina), La Paz (Bolivia), Puebla (Mexico), and cities in Paraguay and Uruguay.[161]

- Buenos Aires (Argentina) released its Sustainable Mobility Plan (Plan de Movilidad Sustentable 2030) in 2023, based on a vision for accessible, sustainable, safe and individual transport.[162]
- Córdoba (Argentina) finalised its SUMP in 2023, although information on the implementation of actions remains limited, indicating that the execution phase may still be developing.[163]
- The Brazil National Urban Mobility Policy (PNMU), most recently amended in December 2023, mandates that all municipalities with over 20,000 inhabitants—as well as those located in metropolitan regions, designated as tourist destinations or seeking federal funding for urban mobility—prepare a Mobility Plan. Although most of these cities have not yet submitted their plans, several have finalised theirs in the past two years.[164] Brazilian municipalities often face barriers such as limited technical capacity, institutional support and financial resources, highlighting the urgent need for public policies that offer both technical and financial assistance to enable equitable mobility planning across the country.[165]
- After Costa Rica adopted its Pedestrian Mobility Law in 2021, 15 local governments developed an Intermunicipal Urban Development Plan Oriented to Transport, which aims to shift the paradigm away from car-centred mobility to improve the quality of life for urban residents and visitors.[166]
- In 2024, Peru published its Manual for the Development of Sustainable Urban Mobility Plans, with the objective of guiding and promoting the development of SUMPs in cities across the country.[167]

Fossil fuel subsidies in Latin America and the Caribbean continued to incentivise fossil fuel use, contributing to high greenhouse gas emission levels. In 2023, the region's per capita fossil fuel subsidies totalled USD 486, the second lowest level after Africa (USD 198) and less than half the global average (USD 813).[168] The region's fossil fuel subsidies as a share of total GDP, at 6.8%, were the second highest among global regions in 2023, below Asia's at 12.1%.[169] Fossil fuel subsidies in the region are projected to increase 17% between 2023 and 2030, further undermining climate and sustainability efforts.[170] Although removing fossil fuel subsidies supports the decarbonisation of transport, such subsidies remain politically difficult to reform and are deeply entrenched in most countries of the region.[171]

- Between 2018 and 2022, Brazilian subsidies to the oil and gas industry totalled USD 58 billion (BRL 335 billion), five times higher than those for renewable energy despite an increase in subsidies for renewables, which are a dominant energy source.[172] In 2023, the government reduced consumer subsidies for fossil fuels but increased financial support for the extraction and development of new reserves; this sparked protests against the environmental consequences of these investments, particularly oil exploration in the Amazon.[173]
- In Ecuador, following protests in 2023 and reductions in subsidies in 2024, the consumption of gas oil decreased; however, diesel and petrol consumption by taxis increased.[174]

Efforts to improve the efficiency of freight transport have been approached mainly through multi-stakeholder programmes, highlighting a regional shift towards collaborative and inclusive efforts.

- In Argentina, the government's Plataforma Observatorio Nacional de Transporte Sostenible (PONTS), launched in 2024, supports the decarbonisation of the transport sector, including freight transport, by promoting efficiency, competitiveness, and implementing activities that will support the Argentine government in implementing measures that are part of the National Climate Change Adaptation and Mitigation Plan (PNAyMCC).[175]
- In 2023, Brazil launched the Green Mobility and Innovation Program, offering companies tax incentives to develop and manufacture low-emission road transport vehicles.[176]
- As of December 2023, the Chilean voluntary programme Giro Limpio – which seeks to certify and recognise efforts by transport companies to improve their energy and environmental performance – had expanded to 376 transport companies, 56 freight generators and 11 logistics operators.[177] Next steps include a methodology for quantifying energy savings and emissions associated with the land freight transport sector; a practical guide on

electro-mobility and charging infrastructure for heavy-duty vehicles; and promoting women's participation.[178]

- Through its GiroZero programme, Colombia reduced its CO_2 emissions from freight transport from more than 6.6 million tonnes in 2019 to just over 6.2 million tonnes in 2023.[179] The programme provides tools, research and testing; publishes public policy recommendations; and supports companies in reducing their environmental footprints.[180]
- In 2024, Mexico's Programa Transporte Limpio – a voluntary programme that engages 851 participating cargo transport companies – evaluated 97,800 vehicles and prevented the release of an estimated 3.2 million tonnes of CO_2 emissions.[181]

Aligned with a worldwide trend, some cities in the region have initiated parking reforms to reallocate space away from vehicle parking and towards broader needs such as housing, public spaces, and cycling and walking infrastructure.

- After realising that 42% of the built area in Rio de Janeiro (Brazil) from 2006 to 2015 was dedicated to vehicles, the city changed its building code in 2019 to restrict off-street parking and to promote walking and cycling by removing parking minimums, among other measures.[182]
- The government of Guadalajara (Mexico) has prioritised walking, cycling and transit by expanding regulated parking zones in the city centre, including variable pricing structures where parking fees are higher at peak hours. By discouraging long-term parking in high-demand areas, the reform aims to make spaces available for short-term users and to incentivise alternative mobility options.[183]

Cities continued to expand initiatives and actions to enhance the use of walking and cycling.[184]

- In 2024, Buenos Aires (Argentina) was ranked as the sixth best city in the world for cycling.[185] From 2009 to 2023, the share of bicycle trips in the city grew from 0.4% to 7.0%, to total 400,000 trips per day.[186] Buenos Aires has 300 kilometres of bike lanes and began installing bike parking in 2011, with the total number of spaces reaching 5,000 in 2022.[187]
- Every Sunday, the biggest roads in Bogotá (Colombia) are shut to cars and left open to bikes, skates, and feet, attracting an estimated 1,500 million non-motorised users.[188] In February 2023, the system comprised 608 kilometres of bicycle infrastructure.[189] Although the infrastructure has not yet reached the targets set in the 2020-24 Strategic Plan, the number of trips nearly doubled from 2023 to 2024.[190]
- In 2022, Colombia adopted a National Strategy for Active Mobility that aims to encourage cycling and walking as alternative modes of transport, specifically with a gender and differential approach, to address the challenges of climate change and mobility transformation.[191]
- In 2025, the Ecobici bicycle sharing system in Mexico City (Mexico) totalled 9,300 bicycles distributed at 689 stations across six municipalities.[192]

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- In the first half of 2024, Mexico City added nearly 243 kilometres of cycling infrastructure, bringing the total network to 412 kilometres (up 8% from 2023) and benefiting nearly 1.1 million people.[193]
- Since 2013, Mexico City has built mass bike parking facilities, rising from 968 spaces in 2013 to 2,276 spaces across 10 facilities in 2024, and increasing the storage capacity by 135%.[194]
- At the 2023 UN Climate Change Conference (COP 28), Rio de Janeiro (Brazil) became the first Latin American city to join the Breathe Cities initiative.[195] Its goal is to ensure that 6.7 million residents breathe cleaner air by expanding air quality data, raising awareness with communities, and taking targeted steps to drive climate action, such as providing technical assistance to support the development of a low-emission district and upgraded clean public transport.[196]

Countries in the region have introduced a range of electric mobility strategies, including laws to promote electric vehicles and charging infrastructure, as well as tariff incentives for imports and taxes.[197] Strategic plans, financial incentives, agreements and regulatory frameworks have helped to accelerate the electrification of road transport. Many of these measures focus on facilitating the acquisition and operation of electric vehicles, and supporting the installation of charging points to enable this transition. Developing an electric mobility incentive framework is considered crucial for the early-stage deployment of the technology, but countries in the region are at different stages of development.

- In 2025, Rio de Janeiro was the first city in Brazil to open a public electric vehicle charging station, in line with the municipality's Sustainable Development and Climate Action Plan, which aims to make the city neutral in greenhouse gas emissions and targets a 40% share of electric and hybrid vehicles in the fleet by 2050.[198] Rio de Janeiro's regulation 158/25 seeks to guarantee condominium unit owners the right to install electric vehicle charging infrastructure in their private parking lots.[199]
- Chile's 2024-2026 Roadmap for the Advancement of Electromobility outlines actions including deploying public chargers in urban and inter-urban areas, adding 1,000 zero-emission buses, introducing electric buses to wider regions, and providing scholarships for electromobility-related training.[200]
- Costa Rica updated its Law of Incentives and Promotion for Electric Transportation in 2023 to promote the installation and distribution of fast chargers, reducing the gap between the number of electric vehicles and the availability of charging points.[201]
- Guatemala's Electric Mobility Incentives Law, published in 2022, aims to facilitate and promote the import, sale, and use of electric, hybrid, and hydrogen vehicles and electric transport systems.[202] Between January 2024 and January 2025, sales of light electric vehicles in Guatemala increased 113% and sales of electric motorcycles grew 93%.[203]
- After Panama approved its electro-mobility law in 2022, the country's public charging infrastructure expanded, and electric vehicle sales rose from 21 units in 2020 to 359 units by March 2023.[204]
- Asunción (Paraguay) received its first 30 electric public buses in 2023, following the implementation of the Master Plan for Multimodal Electric Mobility for Public and Logistic Transport in 2022.[205]
- In Uruguay, an agreement to allow electric taxis to recharge at 128 electric bus charging points was signed in 2024 between the National Administration of Power Plants and Electric Transmissions (UTE), the Cooperative of Uruguayan Collective Transport of San José (CUTCSA) and the Unified Taxi Guild (CPATU).[206]

The use of electric buses for public transport and other forms of shared transport has grown in the region.

- The electric ferry *China Zorrilla*, which will operate between Argentina and Uruguay, was launched in 2025. It is expected to contribute to the decarbonisation of regional cross-border maritime transport, with an estimated annual reduction of 37,545 tonnes of CO_2 equivalent.[207]
- In 2022, Barbados set an excise tax for electric vehicle purchases, reduced import duties for used electric vehicles to 10%, and lowered the tariff on both electric and solar

battery-powered vehicles by 10%.[208] Barbados has begun replacing its state-owned bus fleet with electric models.[209]

- In Fortaleza (Brazil), the Re-ciclo project uses solar-powered electric tricycles to collect recyclables, promoting environmental sustainability while creating jobs for female recyclers.[210]
- Antofagasta (Chile) runs 40 electric buses, the first such service outside the metropolitan area of Santiago.[211]
- Costa Rica's National Plan for Decarbonization 2050 aims to transition at least 30% of the public transport fleet to zero emissions by 2035 and 85% by 2050.[212] Under this framework, the National Bank of Costa Rica launched the country's first Electromobility Investment Fund in 2025.[213]
- In 2025, Guatemala introduced a 100% electric minibus service aimed at connecting six neighbourhoods to a key shopping centre while integrating with TransMetro and TuBus; the service includes two initial free trips for all users and two free trips per day for seniors.[214]
- Both Jamaica and Trinidad and Tobago have committed to adding electric buses to their fleets.[215]
- Veracruz (Mexico) launched a pilot project of 60 electric taxis in 2025 and plans to modify its regulatory framework to allow electric vehicles to offer taxi services.[216]

Since 2022, several cities in the region have expanded or launched bus rapid transit (BRT) systems as part of broader efforts to promote low-emission, high-capacity public transport.

- Feira de Santana (Brazil) launched a 27-kilometre BRT line in early 2024 along a major urban corridor reducing travel times and increasing access to services for citizens.[217]
- The TransBrasil, a new BRT corridor in Rio de Janeiro (Brazil), partially opened in 2024 with 20 stations along a 26-kilometre route and is expected to expand to 60 kilometres by 2030. The network aims to serve 250,000 people per day and increase employment opportunities for low-income households by 23%.[218]
- Guadalajara (Mexico) inaugurated its Mi Macro Periférico BRT corridor in 2022, operating along a 41.5-kilometre ring road and serving more than 170,000 passengers daily with a fleet of buses.[219]

Countries increased their support for extending existing metro lines, and are planning and developing new cable cars and passenger rail services.

- In October 2024, Belize launched its first public transport commuter app, which will transform the commuting experience for residents and visitors and set a new standard for reliability, safety and efficiency in the country's public transport services.[220]
- Santo Domingo (Dominican Republic) expects to complete the extension of its metro Line 2C by the end of 2026, as part of a metro-teleferic connection in the city.[221]
- In 2024, Mexico approved a reform to Article 28 of the Constitution that prioritises rail passenger transport service and compensates the State for the allocation of public or private concessions, without affecting freight transport.[222] With an initial budget of USD 7,500 million, the government has started work on two of the five planned rail lines.[223]
- Panama aims to install its first cable car system by 2028 and is evaluating proposals for a 6.6 kilometre line with six stations.[224]
- The proposed Transcontinental electric train mega-project, presented in 2024 at the Institute of Mining Engineers of Peru (IIMP), envisions connecting 12 countries across 3,000 kilometres, enhancing connectivity while strengthening regional commerce, logistics and economic development.[225]

In November 2025, Belem (Brazil) will host the annual UN Climate Change Conference (COP 30). Stated priorities include defending multilateralism and science; focusing on action and implementation by translating words into transformative actions on the ground; supporting the implementation of robust NDCs and NAPs; building developing countries' capacity to engage in government-led, systematic and institutionalised national reporting; and designing holistic investment strategies.[226] Other focus areas include the urgency of fulfilling the mandate on indicators, advancing the Baku adaptation roadmap, and establishing a "Circle of Indigenous Leadership" to integrate traditional knowledge into global climate strategies and negotiations.[227] Regional co-operation, investment in climate-resilient infrastructure and the scaling of successful pilot programmes will be crucial. With COP 30, the region has an opportunity to reaffirm its commitment to sustainable, low-carbon transport and demonstrate leadership.

Partnerships in action

SLOCAT partners engaged in dozens of actions during 2023-2024, including:

- **EUROCLIMA**, the European Union's flagship programme for climate action in Latin America, has been restructured along thematic action lines, including urban mobility, energy, resilience and forests. The mobility component extends beyond an earlier focus on NUMPs, SUMPs and pilot projects to support countries through technical assistance, policy support, capacity development and knowledge exchange. The programme is implemented by agencies such as GIZ and AFD and works across multiple levels of government to promote regional co-operation through its communities of practice.[228]

- The **GEF-8**, through its Sustainable Cities Integrated Program, promotes integrated, systems-based strategies to foster net zero carbon, nature-positive, inclusive and climate-resilient urban development.[229] The Greening Transportation Infrastructure Development initiative supports countries in designing transport infrastructure portfolios at the national or land/seascape levels that embed sustainability from the start, while aligning with broader urban transformation goals.[230] As part of GEF-8, countries in Latin America and the Caribbean – including Costa Rica, Guatemala, and Trinidad and Tobago – also receive assistance in preparing their Biennial Transparency Reports for the UN.[231]
- The 2023 report ***Transportation 2050: Pathways to Decarbonization and Climate Resilience in Latin America and the Caribbean*** analyses the state of transport and climate change, identifies country gaps relevant to the sector's transformation, and proposes policy recommendations based on best practices, in order to build an institutional and policy architecture to accelerate the pace of systemic change that the sector needs to comply with international objectives.[232] The report was published by the Inter-American Development Bank (IDB) in collaboration with the Airport Council International, the International Association of Ports and Harbors, the International Road Federation, the International Transport Forum and the International Association of Public Transport (UITP).
- The **MobiliseYourCity Partnership** focuses on comprehensive, integrated and participatory urban mobility planning at the local and national levels by providing methodological guidelines for developing sustainable urban mobility plans (SUMPs) and national urban mobility plans (NUMPs). As of December 2023, the Latin America and Caribbean region had seen the completion of 8 SUMPs and 3 NUMPs, of which 4 SUMPs and 2 NUMPs were in the implementation stage.[233]
- The **International Association of Public Transport (UITP)** aims to promote best practices in public transport and to develop co-operation to provide alternatives for mobility within cities in Latin America and the Caribbean. UITP develops publications, training, debates, meetings and seminars and includes members from Argentina, Bermuda, Bolivia, Brazil, Chile, Colombia, Costa Rica, Ecuador, Mexico, Panama and Uruguay.[234]
- **Asociación Sustentar**, as part of its coordination of the Transport and Resource Efficiency Working Group of the LEDS LAC Platform, delivered a knowledge product that summarises the challenges and opportunities in the region to advance on decarbonisation of the transport sector, with a focus on the electrification of public transport. Based on input from discussions with the High Ambition Group (HAG) for the Energy Transition of Transport and other sources, the analysis evaluated the strategies and action plans that countries are adopting through their NDCs and stakeholders in the region.[235]
- **Despacio** focuses on improving the well-being of communities and individuals by managing slow, human, friendly and sustainable cities.[236] In 2024, Despacio, with support by the C40 Climate Leadership Group, started the "C40 Inclusive e-freight LATAM" project to identify and assess gaps and barriers in access to knowledge, as well as to strengthen the technical and financial skills of the workforce in urban freight transport.[237] The project seeks to enable a just transition towards decarbonising the freight transport sector in cities like Bogotá, Curitiba, Medellín, Mexico City, Quito and Rio de Janeiro.[238]
- In April 2025, at the eighth meeting of the **Forum of the Countries of Latin America and the Caribbean on Sustainable Development** (held by the United Nations Economic Commission for Latin America and the Caribbean), intergovernmental parties recognised that improving environmental quality in cities is necessary to achieve sustainable development and will require efforts in areas such as air, soil, and water pollution, water scarcity, sanitation, sustainable transport, sustainable production and consumption, and energy efficiency.[239]
- **E-Motion** is a regional Green Climate Fund programme supporting the large-scale transition to electro-mobility in Latin America. The first implementation phase includes Paraguay, Panama, and Uruguay, combining financial assistance from CAF with technical support from GIZ.[240]

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