



REGIONAL OVERVIEWS: TRENDS AND POLICY DEVELOPMENT





AFRICA REGIONAL OVERVIEW



FIGURE 1. Access to all-weather roads in Africa, 2019

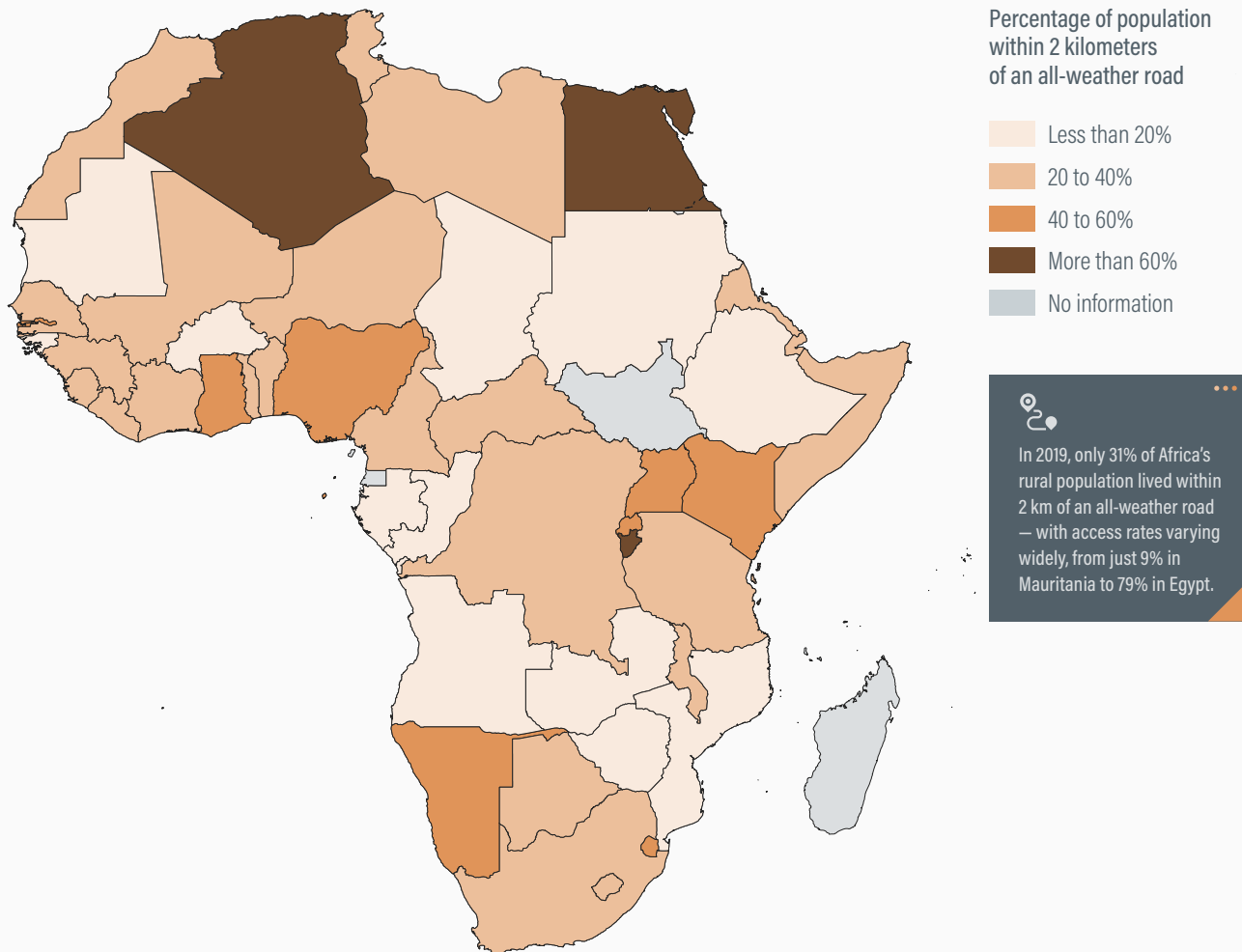
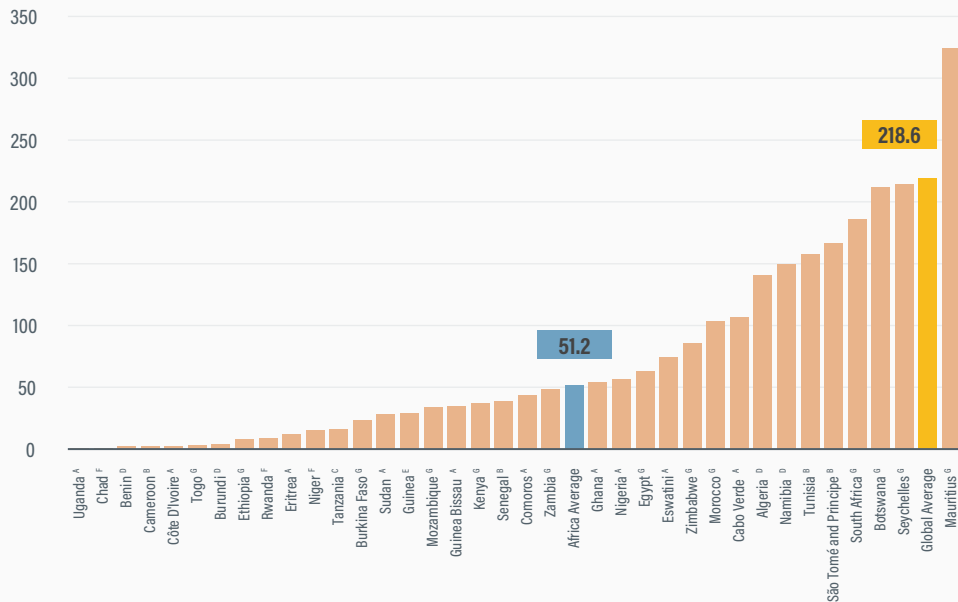


FIGURE 2. Motorisation rates per 1,000 people in Africa, various years

Four-wheeled vehicles per 1,000 people



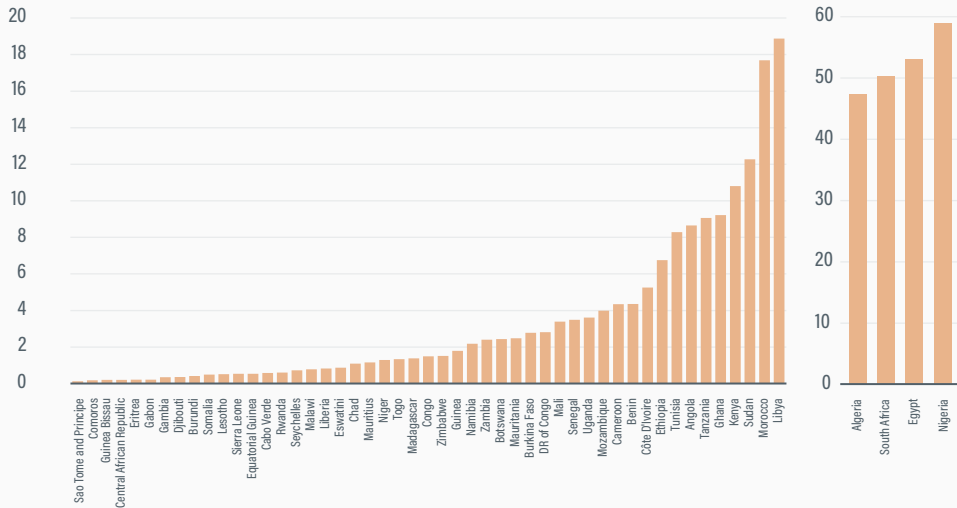
^A 2016 ^E 2020
^B 2017 ^F 2021
^C 2018 ^G 2022
^D 2019



Private vehicle ownership in Africa remains low, with just 51 vehicles per 1,000 people — only a quarter of the global average of 219, and with over three-quarters of the 72 million vehicles in use concentrated in just 10 countries. Mauritius is the only African country above the global average.

FIGURE 3. Transport GHG emissions in Africa, 2023

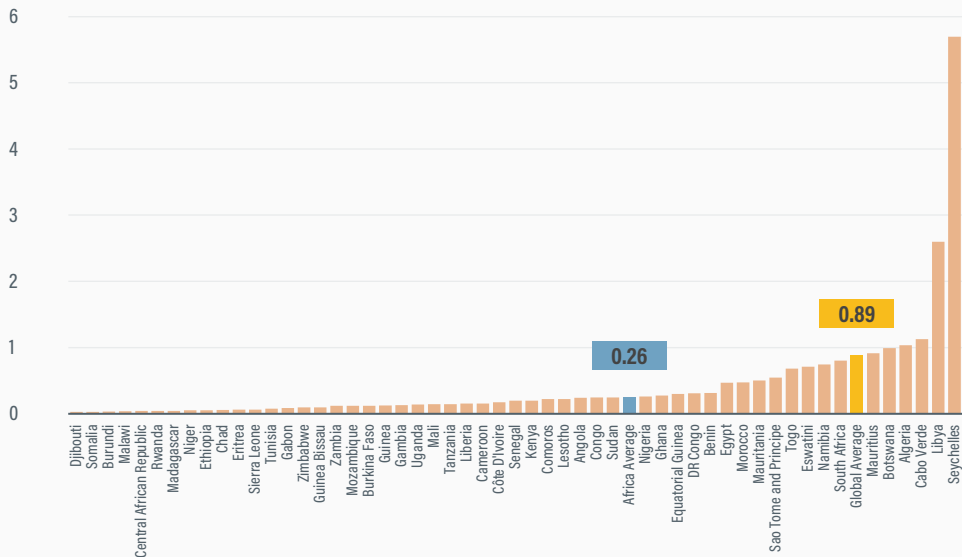
Transport GHG Emissions in million tonnes CO₂ equivalent, 2023



Transport emissions in Africa were highly concentrated: in 2023, just four countries — Nigeria, Egypt, South Africa and Algeria — accounted for over 56% of the continent's transport-related greenhouse gas emissions.

FIGURE 4. Per capita transport greenhouse gas emissions in Africa, 2023

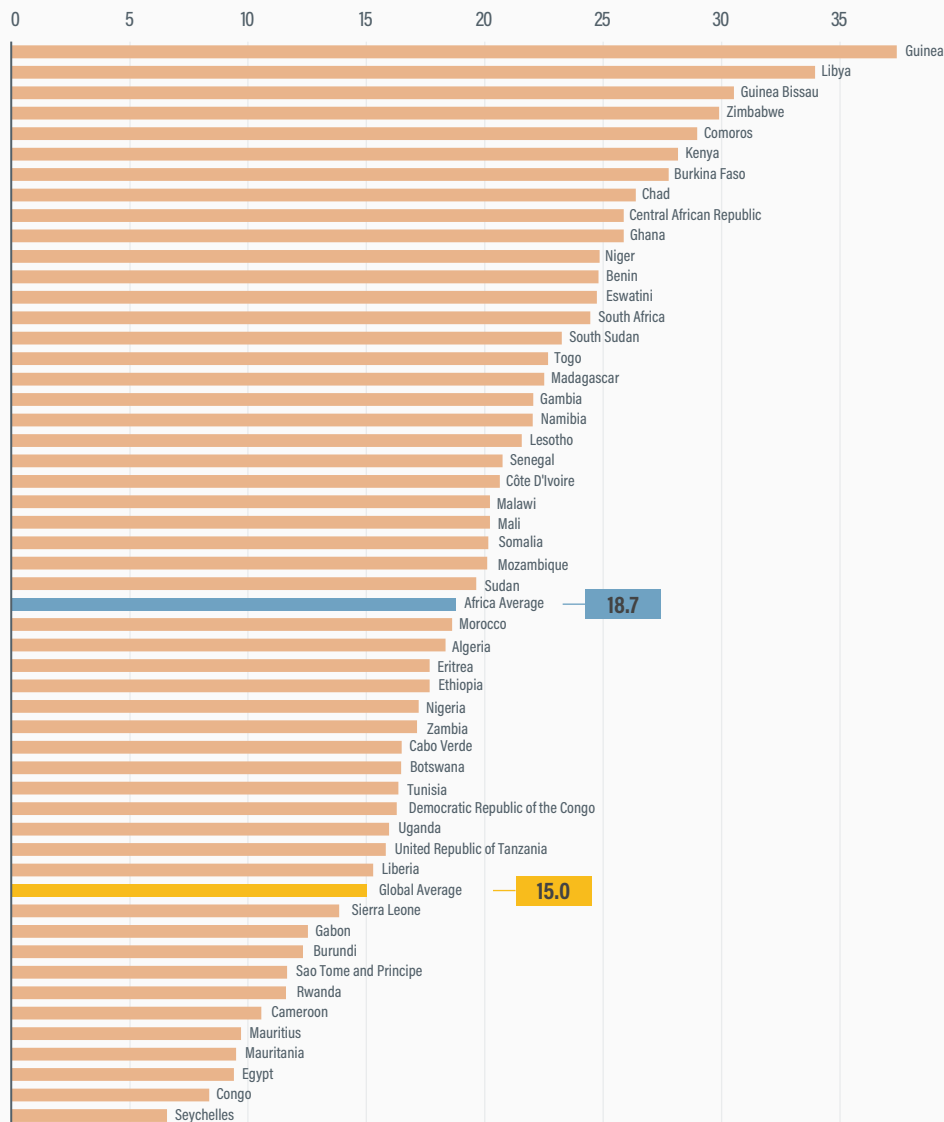
Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



In 2023, Africa continued recording the world's lowest per capita transport emissions — just a quarter of the global average. However, Seychelles stood out with the highest levels, driven by tourism and long-haul flights from Europe and beyond.

FIGURE 5. Road casualties per 100 000 people in Africa, 2021

Road casualties per 100,000 capita in Africa



Most African countries have road fatality rates above the global average, making Africa home to the world's most dangerous roads.

MODULE

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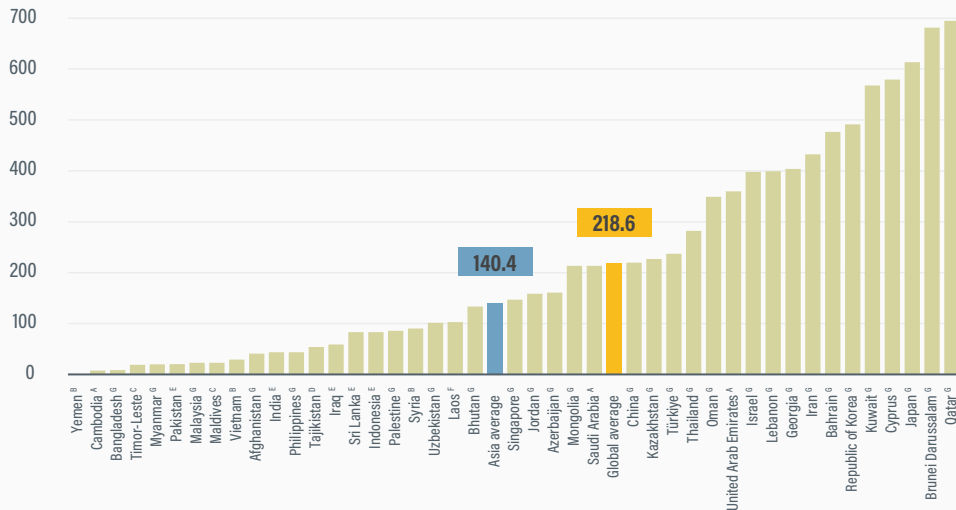


ASIA REGIONAL OVERVIEW



FIGURE 1. Motorisation rates per 1,000 people in Asia, various years

Four-wheeled vehicles per 1,000 people



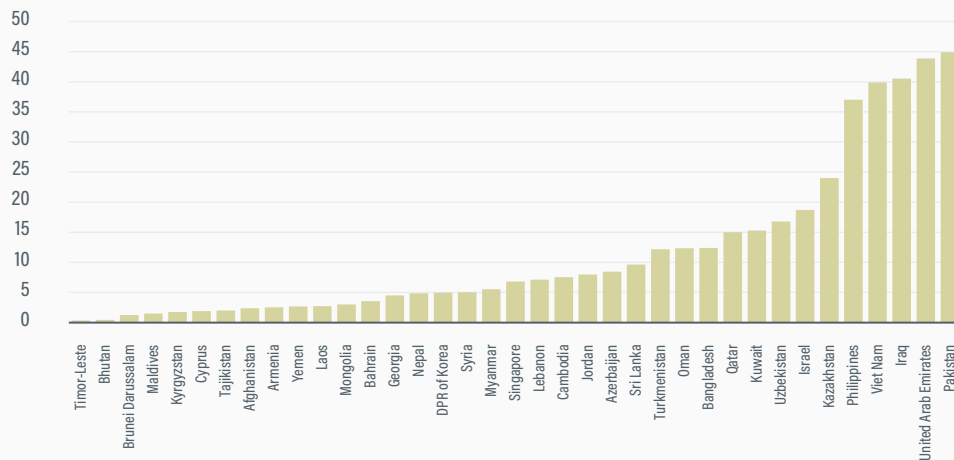
^A 2016
^B 2017
^C 2018
^D 2019
^E 2020
^F 2021
^G 2022



Asia's average motorisation rate is one-third lower than the global average — but one in three countries in the region have higher rates than the global average.

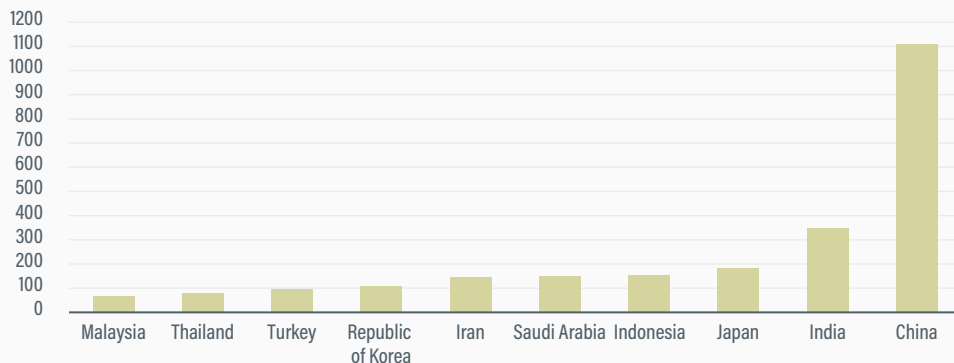
FIGURE 2. Transport greenhouse gas emissions in Asia, 2023

Asian countries with transport greenhouse gas emissions with less than 50 million tonnes, 2023



Transport greenhouse gas emissions in Asia vary widely. China alone emits more than 43 of the region's 46 countries combined (except India, Indonesia and Japan).

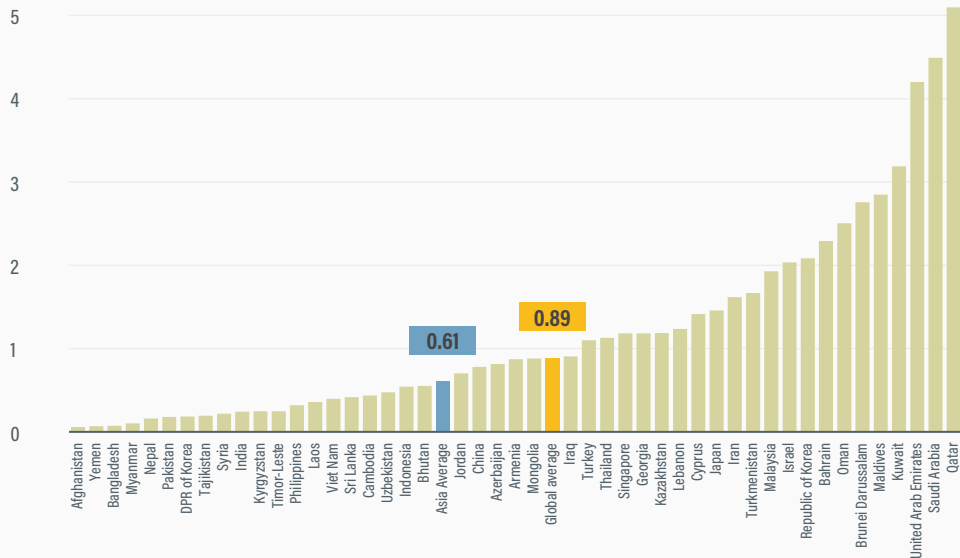
Asian countries with transport greenhouse gas emissions with more than 50 million tonnes, 2023



Transport greenhouse gas emissions in Asia vary widely. China alone emits more than 43 of the region's 46 countries combined (except India, Indonesia and Japan).

FIGURE 3. Per capita transport greenhouse gas emissions in Asia, 2023

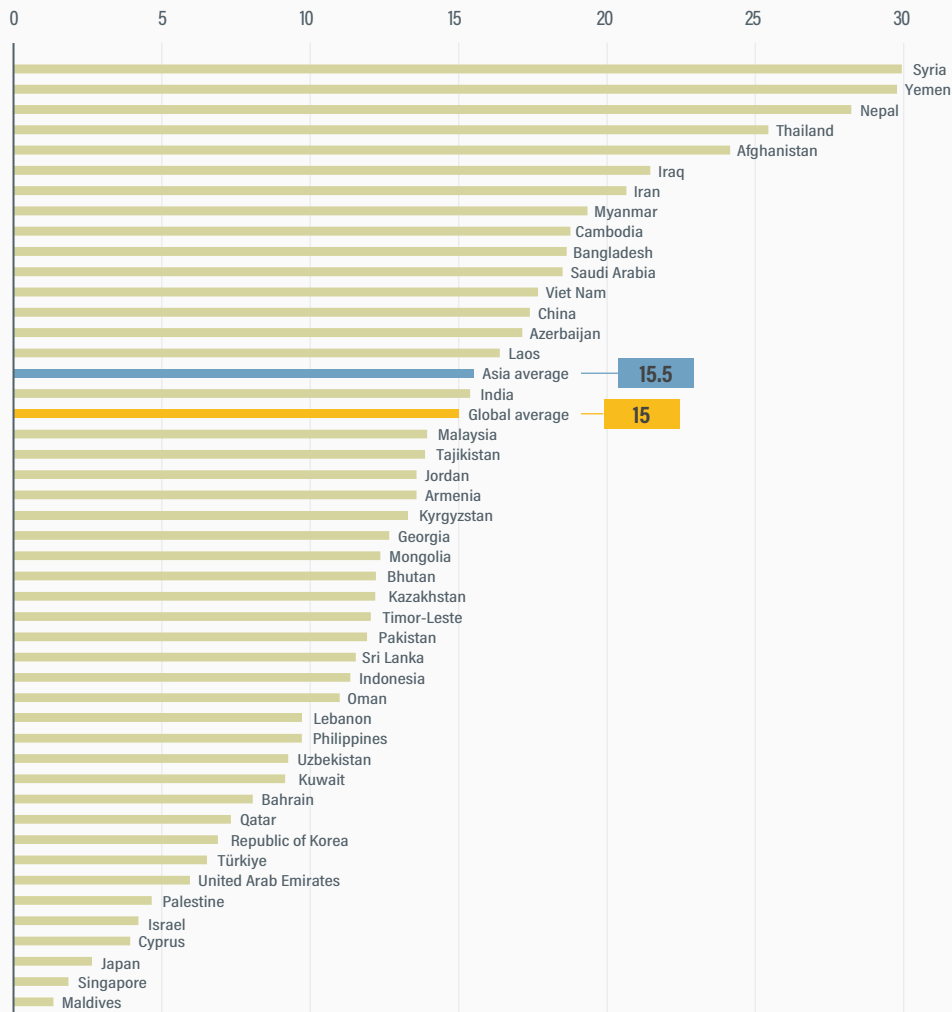
Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



In 2023, the top three transport emitters in Asia released over seven times more per capita emissions than the regional average.

FIGURE 4. Road casualties per 100,000 people in Asia, 2021

Road casualties per 100,000 capita in Asia



Asia's above-average per capita road fatalities are driven by a handful of countries facing severe road safety challenges.

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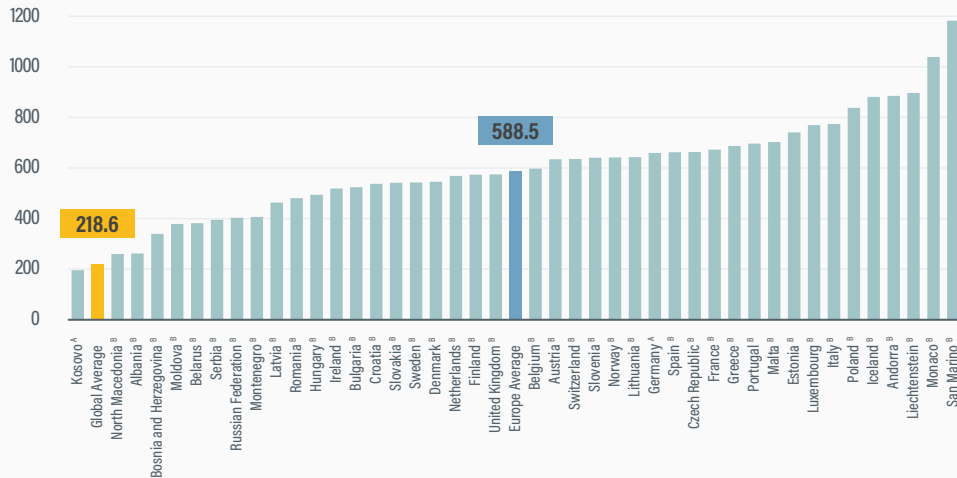


EUROPE REGIONAL OVERVIEW



FIGURE 1. Motorisation rates per 1,000 people in Europe, various years

Four-wheeled vehicles per 1,000 people



^A 2021

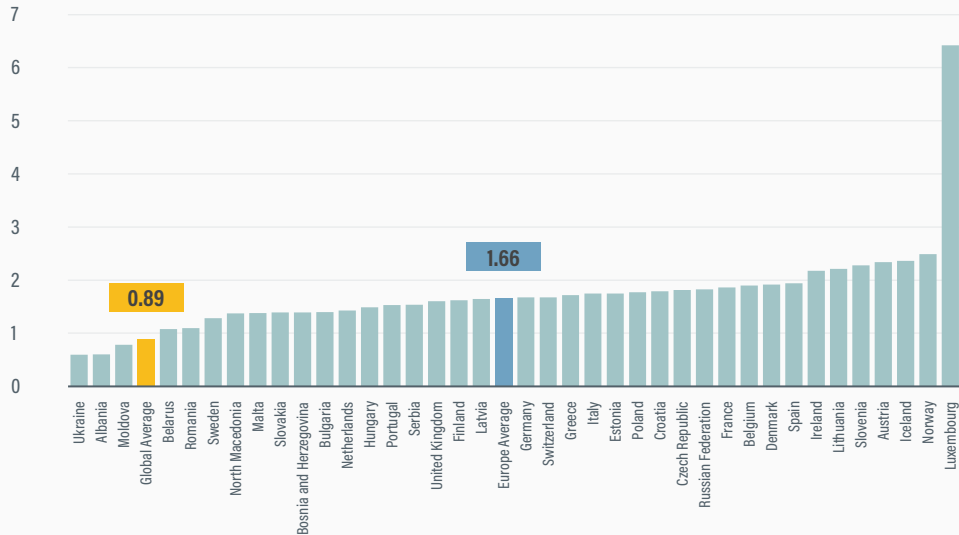
^B 2022



Europe's average vehicle ownership is more than double the global rate — and in the top five countries, mostly small states, there are nearly 800 vehicles per 1,000 people.

FIGURE 2. Per capita transport greenhouse gas emissions in Europe, 2023

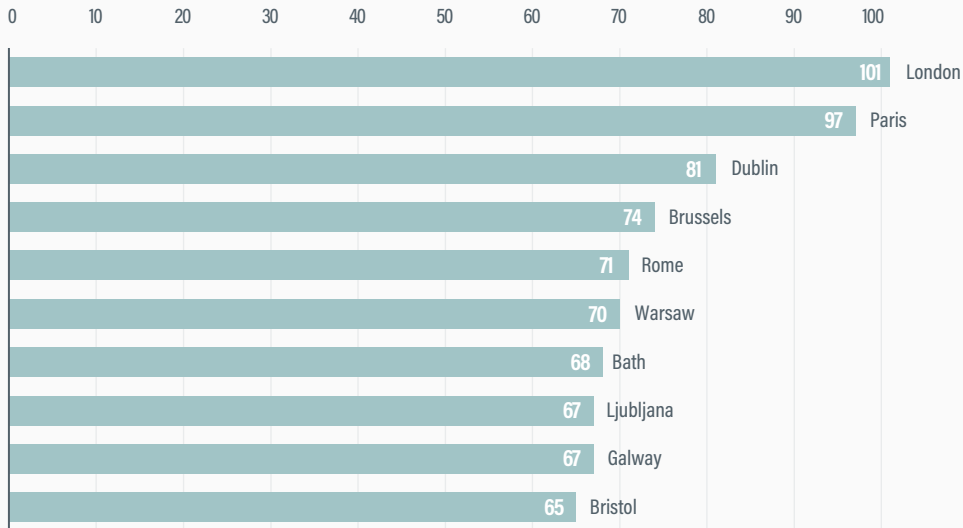
Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



With the exception of Albania, Moldova and Ukraine, all European countries have per capita transport emissions well above the global average. Luxembourg stands out in particular, driven by cross-border fuel demand.

FIGURE 3. Hours of annual average traffic delays in major European cities, 2024

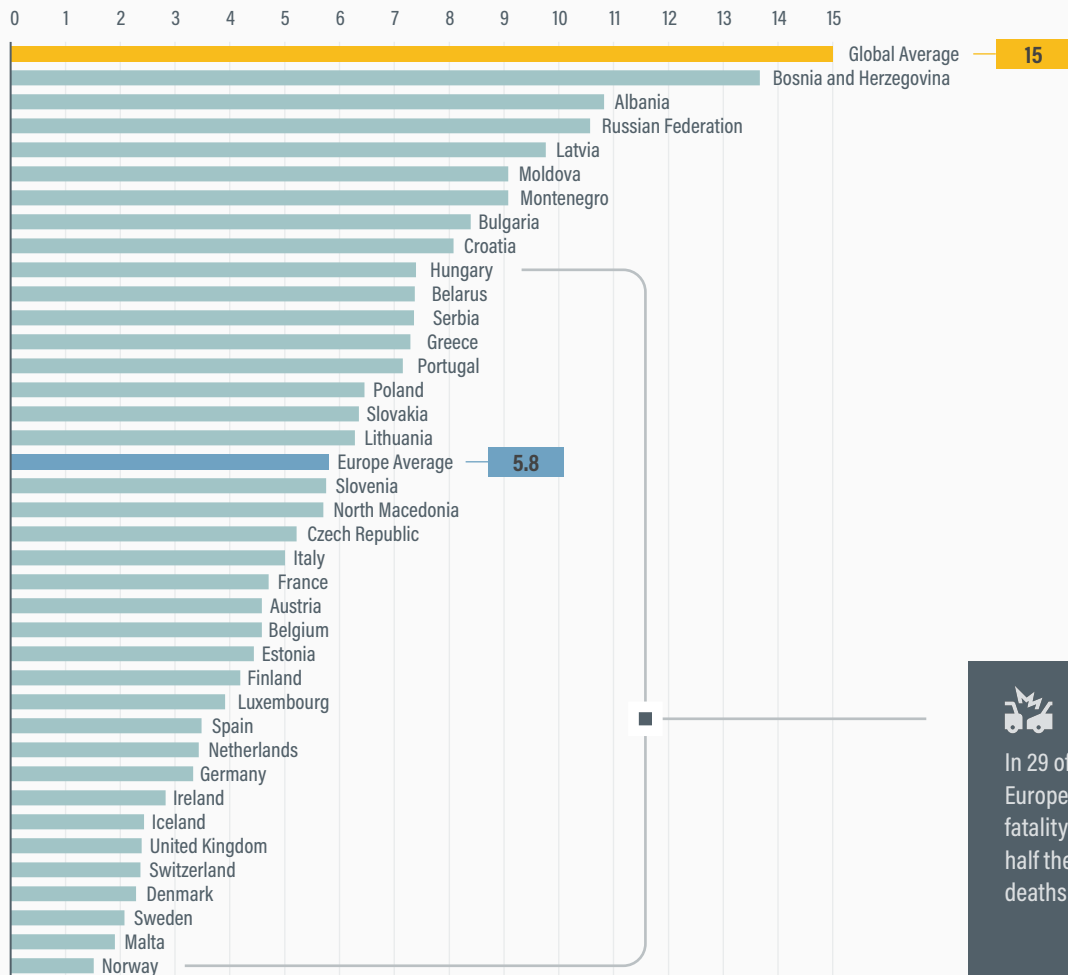
Hours Delay in 2024



In 2024, travellers in these cities lost an average of 65 to 101 hours to traffic congestion — the equivalent of spending 3 to 4 full days stuck in traffic per year.

FIGURE 4. Road casualties per 100,000 people in Europe, 2021

Road casualties per 100,000 people in Europe



In 29 of the 37 featured European countries, road fatality rates are less than half the global average of 15 deaths per 100,000 people.

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LATIN AMERICA AND THE CARIBBEAN REGIONAL OVERVIEW



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

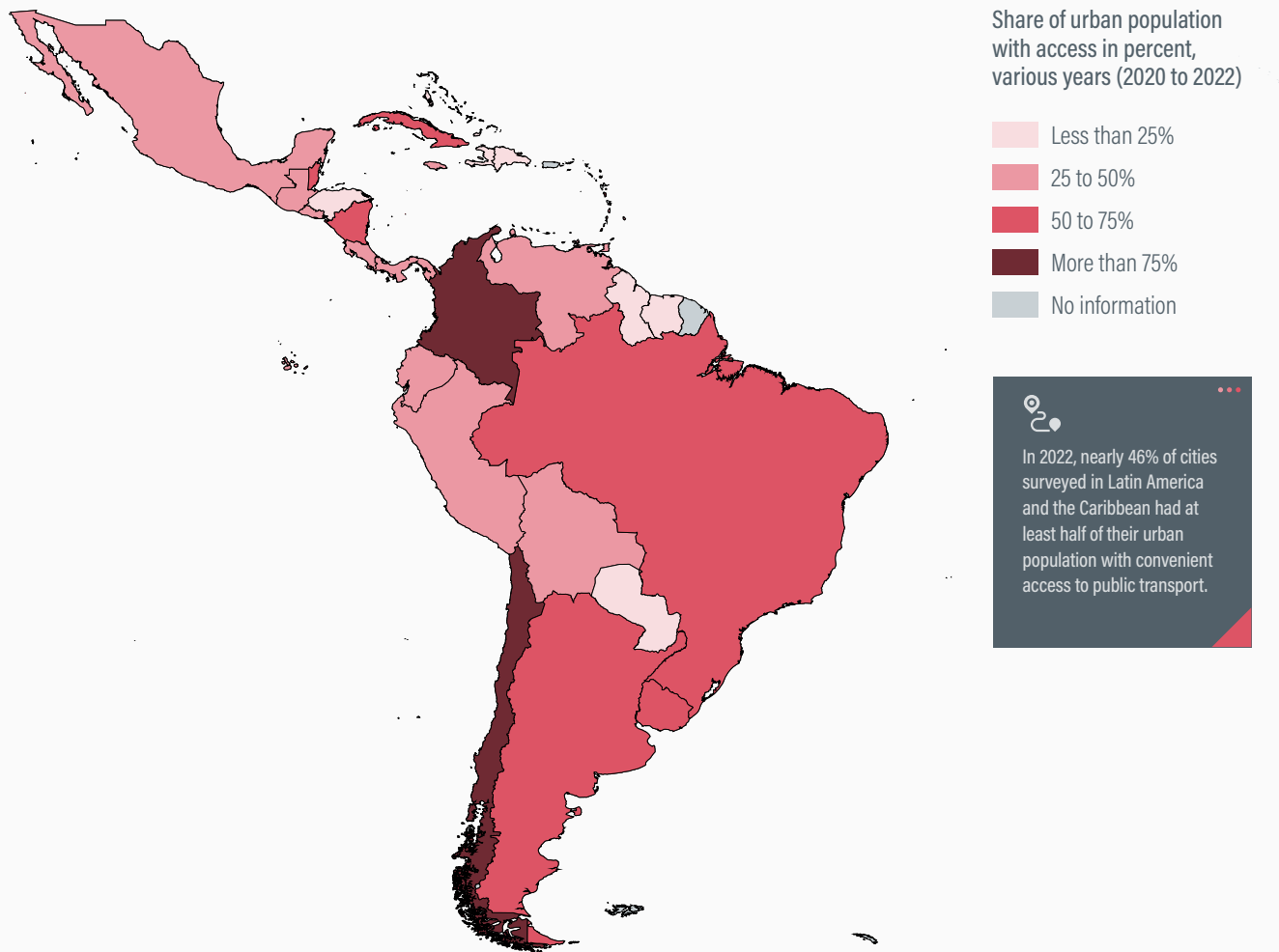
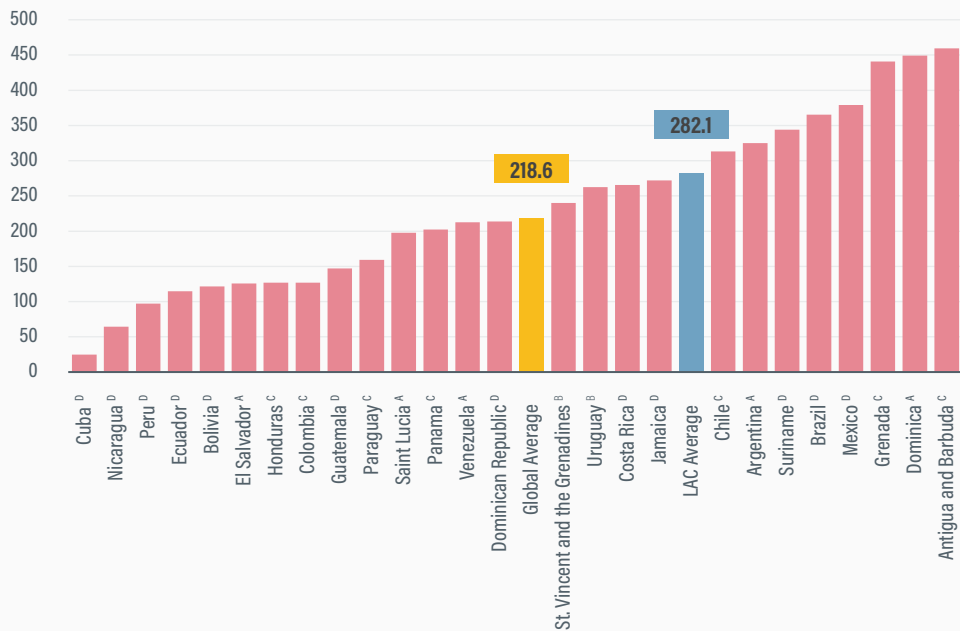


FIGURE 1. Motorisation rates per 1000 in LAC, various years

Four-wheeled vehicles per 1,000 people



^A 2016

^B 2020

^C 2021

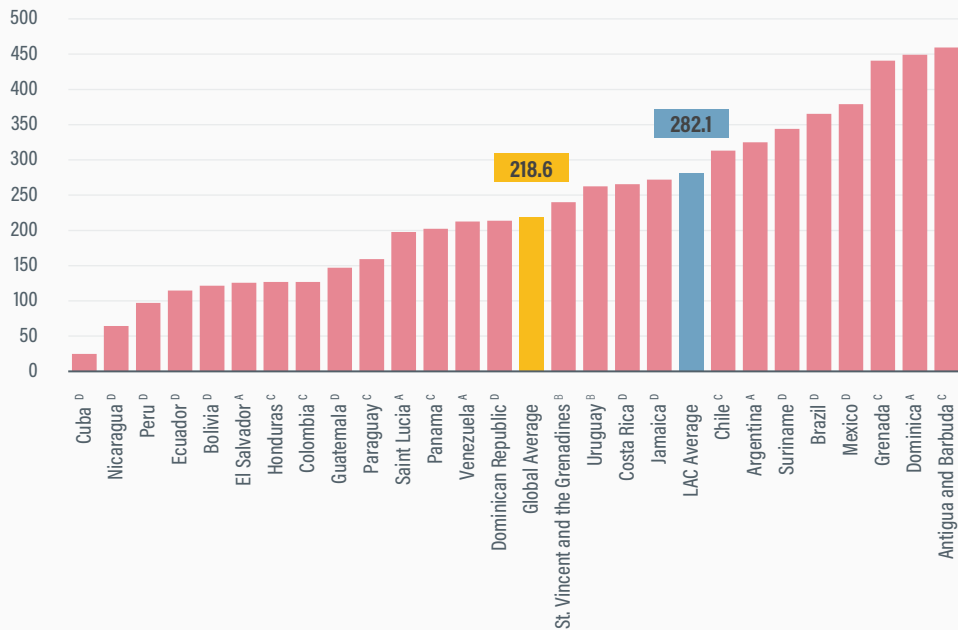
^D 2022



Almost half of Latin American and Caribbean countries have more vehicles per person than the global average — reflecting rising motorisation across the region since 2016.

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

Four-wheeled vehicles per 1,000 people



^A 2016

^B 2020

^C 2021

^D 2022



Almost half of Latin American and Caribbean countries have more vehicles per person than the global average — reflecting rising motorisation across the region since 2016.

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

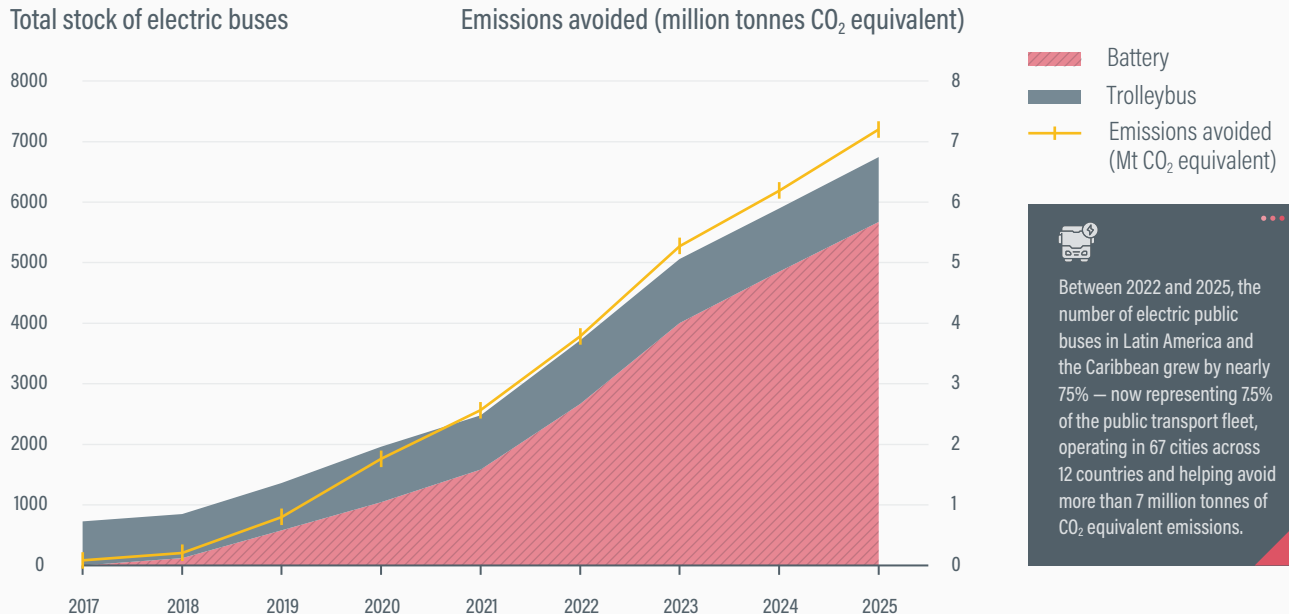
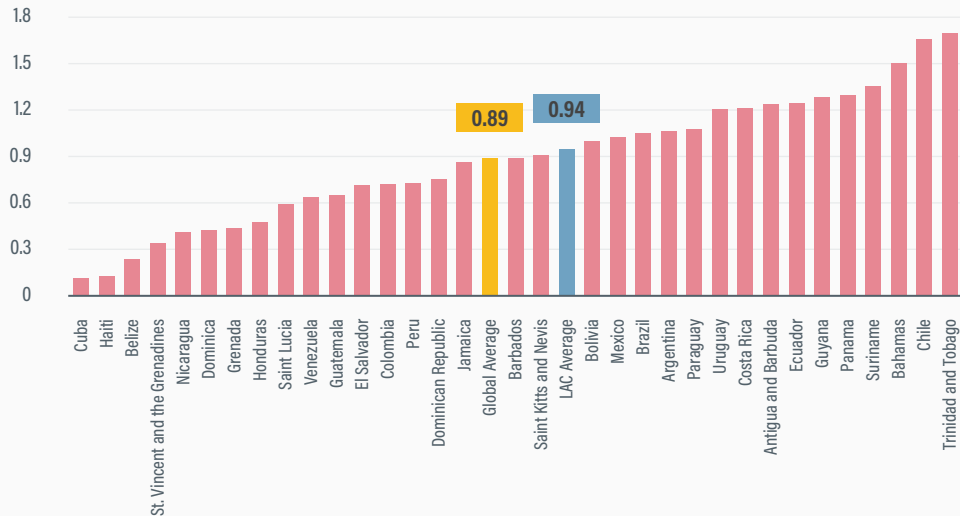


FIGURE 4. Per capita transport greenhouse gas emissions in Latin America and the Caribbean, 2023

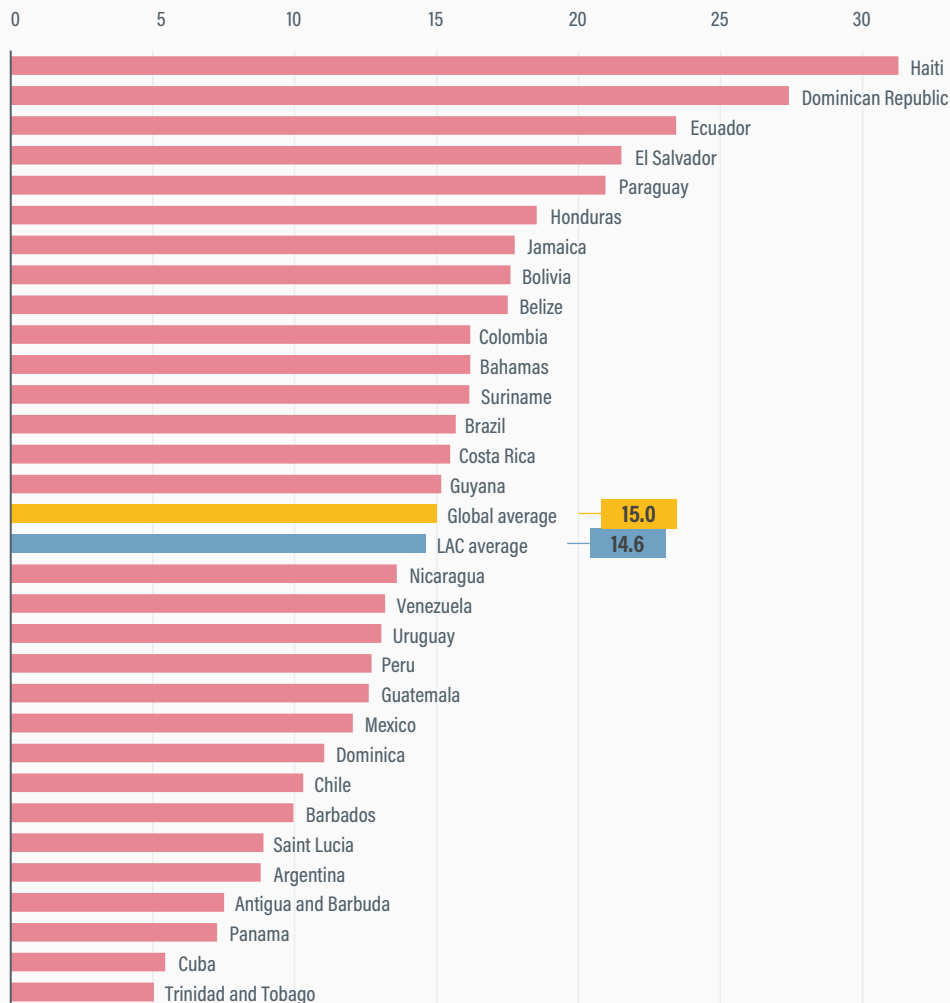
Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



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.

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

Road casualties per 100,000 people in Latin America and the Caribbean



In 2021, road traffic fatalities in Latin America and the Caribbean were with 14.6 fatalities per 100,00 people close to the global average of 15 fatalities per 100,000 people.

MODULE

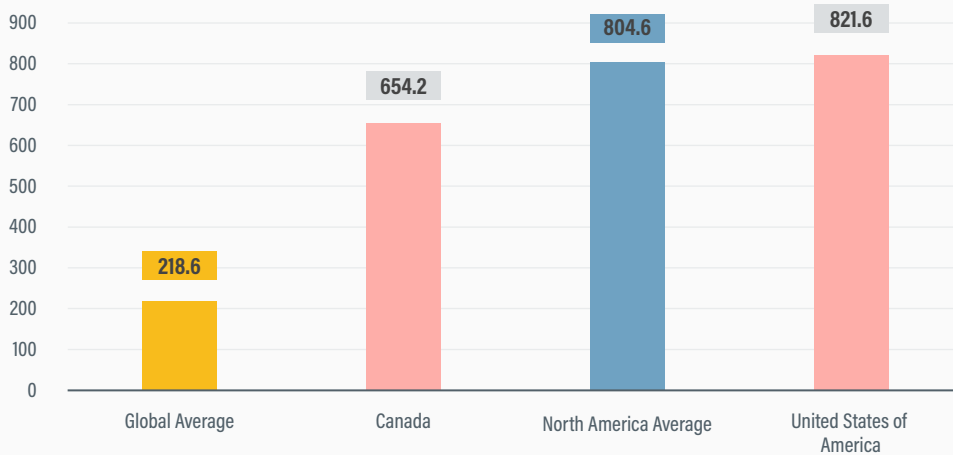
3.5



NORTH AMERICA REGIONAL OVERVIEW

FIGURE 1. Motorisation rates per 1,000 people in North America, 2022

Four-wheeled vehicles per 1,000 people



Vehicle ownership in North America is nearly four times the global average — driven primarily by the United States, where there are over 820 vehicles per 1,000 people.

FIGURE 2. Shares of battery electric vehicles sold in Canada and the United States, 2024

Shares of battery electric vehicles sold as percentage of total vehicle sales, 2024

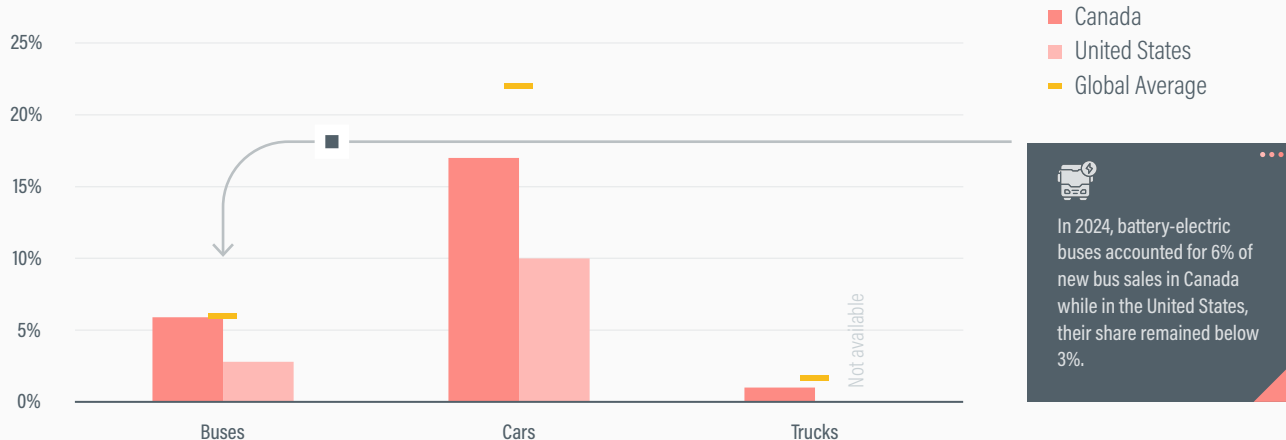
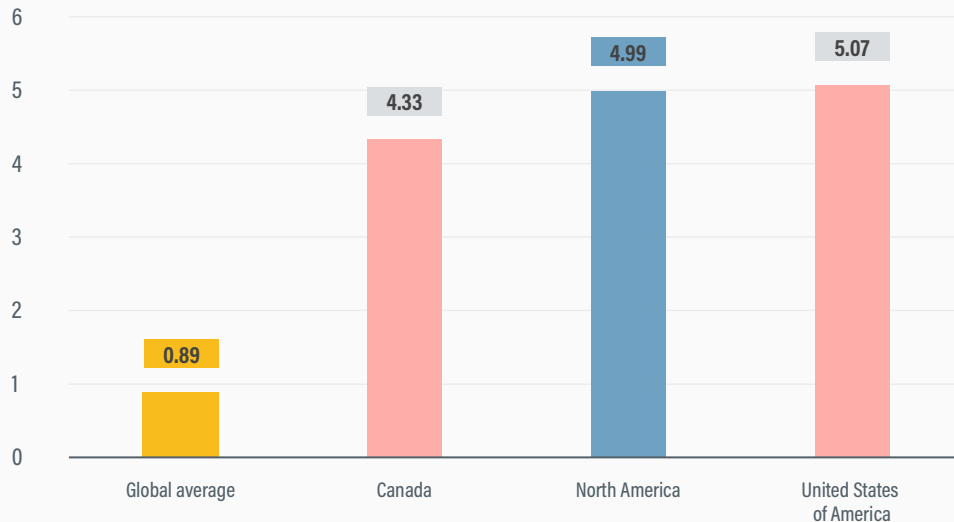


FIGURE 3. Per capita transport greenhouse gas emissions in North America, 2023

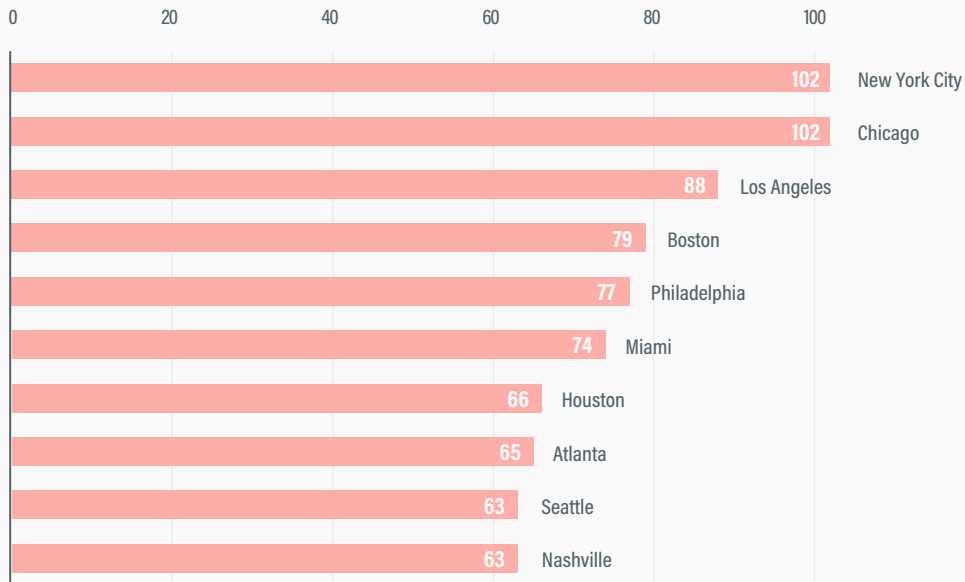
Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



Per capita transport emissions in North America were 5.6 times higher than the global average of 0.89 tonnes of CO₂ equivalent.

FIGURE 4. Hours of annual average traffic delays in major North American cities, 2024

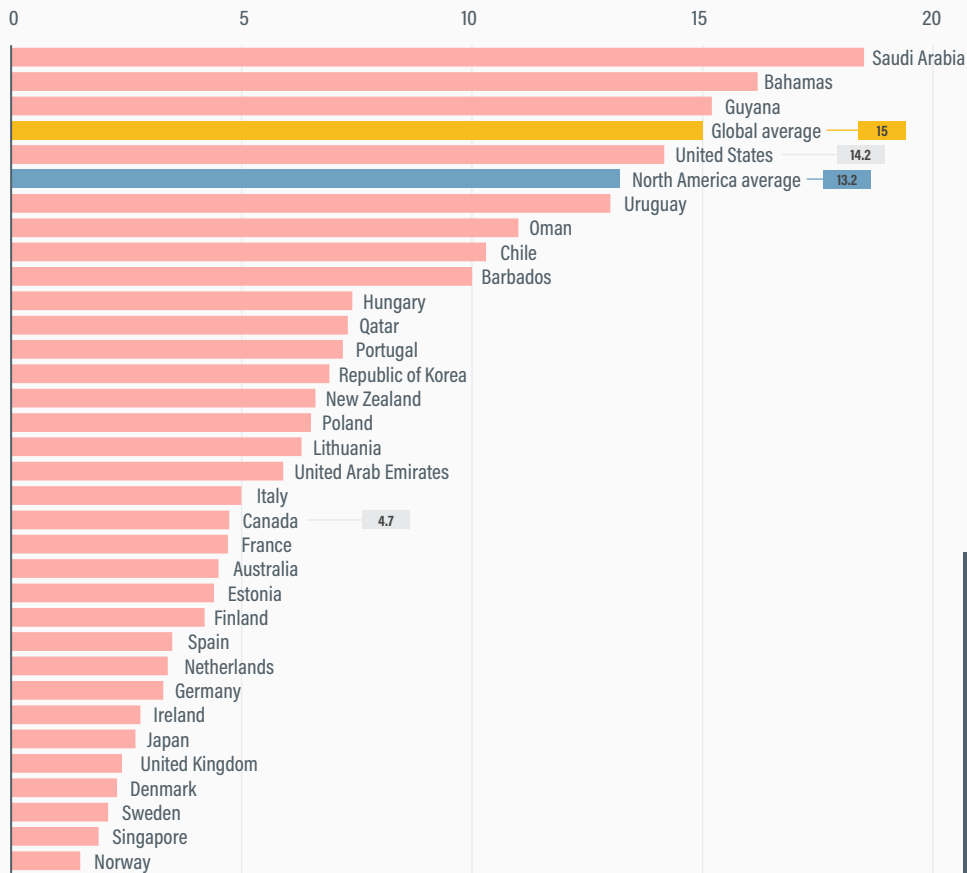
Hours Delay in 2024



In 2024, traffic delays in North American cities ranged from 63 to 102 hours, the equivalent of up to four full days lost to congestion per year.

FIGURE 5. Road casualties per 100 000 people in North America, 2021

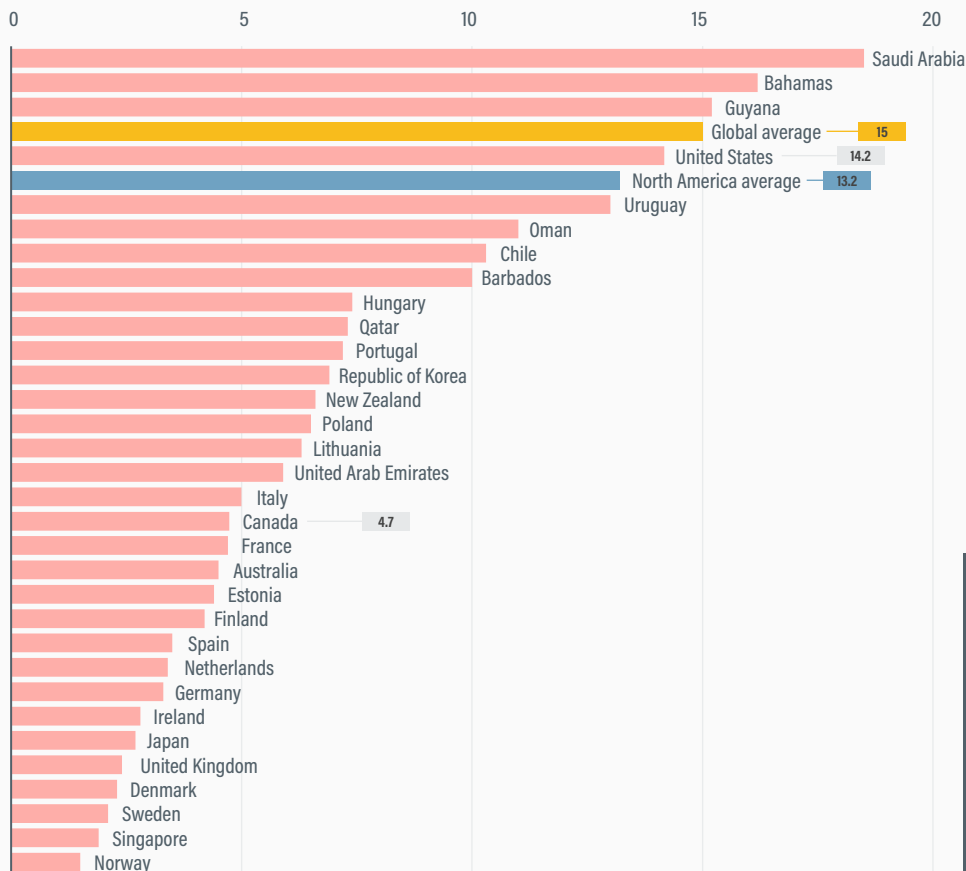
Road casualties per 100,000 people, 2021



In 2021, the United States had one of the highest road traffic fatality rates among high-income countries — despite being slightly below the global average.

FIGURE 5. Road casualties per 100,000 people in selected high-income countries, 2021

Road casualties per 100,000 people, 2021



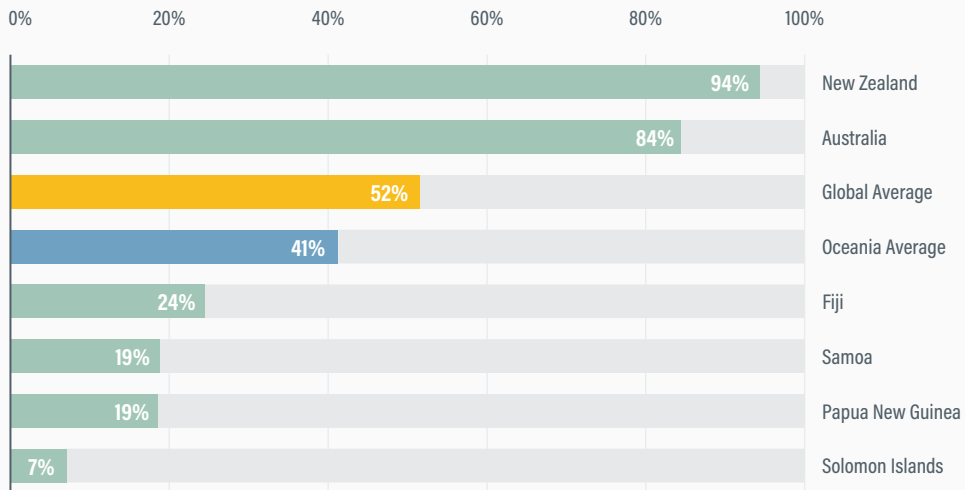
In 2021, the United States had one of the highest road traffic fatality rates among high-income countries — despite being slightly below the global average.



OCEANIA REGIONAL OVERVIEW

FIGURE 1. Share of urban population with convenient access to public transport in Oceania, 2020

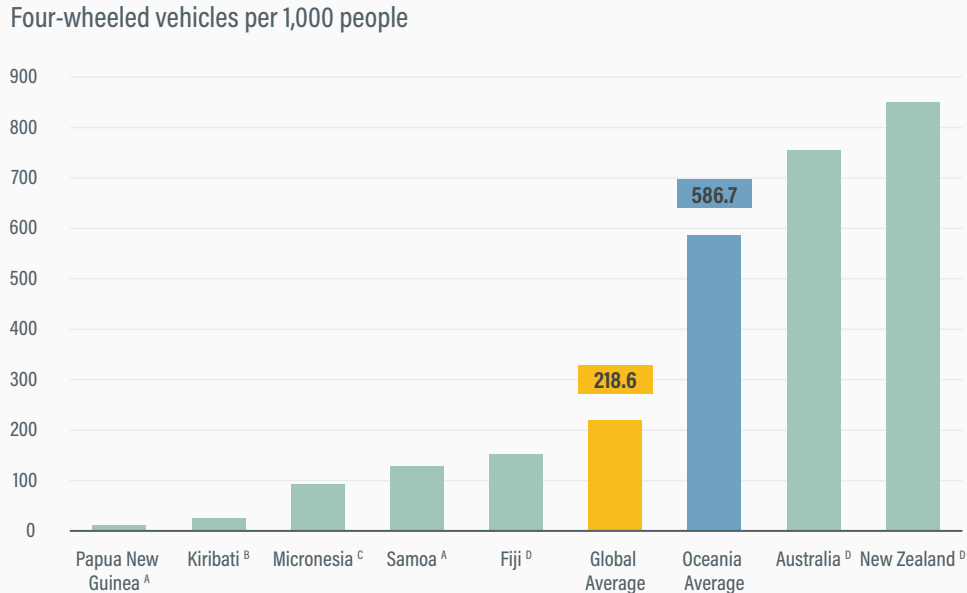
Share of urban population with convenient access to public transport, 2020



In 2020, access to public transport varied widely across Oceania, ranging from the highest shares in access to the lowest — with the region ranking second-lowest in the world, just above Africa.

FIGURE 2. Motorisation rates per 1,000 people in Oceania, various years

Four-wheeled vehicles per 1,000 people



^A 2016

^B 2017

^C 2020

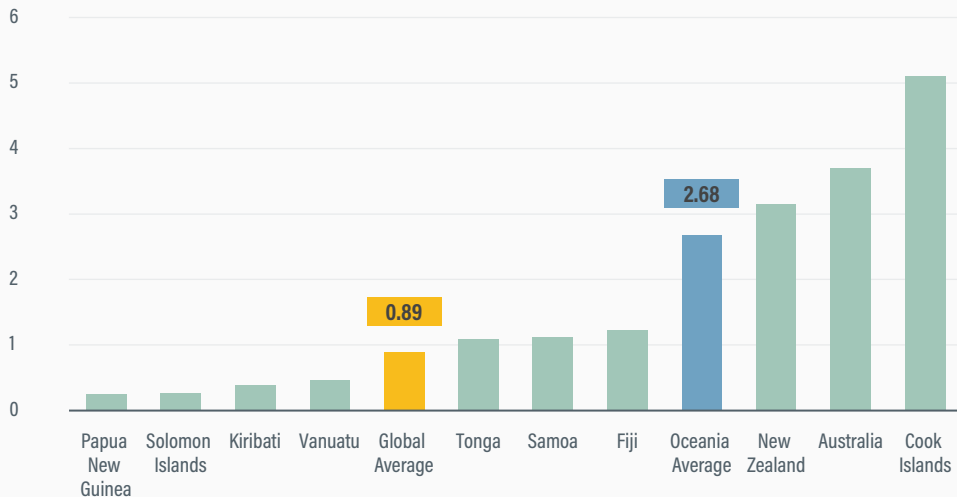
^D 2022



In 2016-2022, vehicle ownership in Oceania was driven by Australia and New Zealand — where rates reached over four times the global average.

FIGURE 3. Per capita transport greenhouse gas emissions in Oceania, 2023

Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



In 2023, per capita transport emissions in Oceania reached 2.7 tonnes of CO₂ equivalent, three times the global average of 0.9 tonnes.

FIGURE 4. Average annual hours of traffic delay in major Oceanic cities, 2024

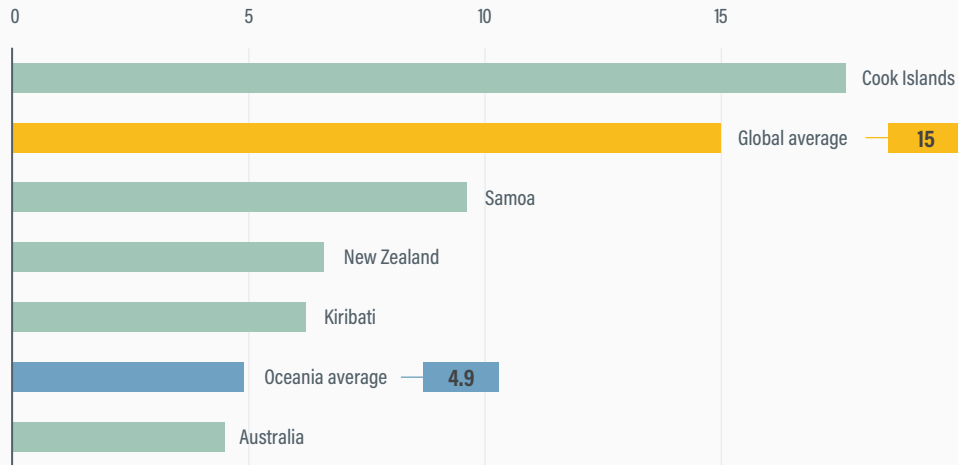
Hours Delay in 2024



In 2024, drivers in major cities across Australia and New Zealand spent between 24 and 85 hours, equivalent to one to four full days, stuck in traffic congestion.

FIGURE 5. Road casualties per 100,000 people in Oceania, 2021

Road casualties per 100,000 people in Oceania



In 2021, Oceania had the safest roads of any region, with 4.9 road deaths per 100,000 people, well below the global average of 15.

MODULE

S1

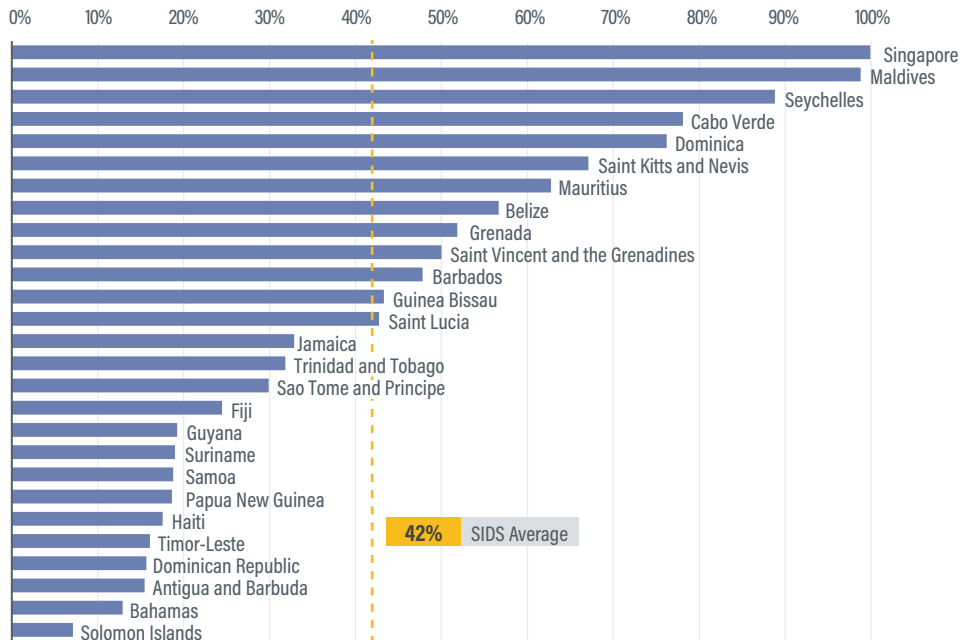


SMALL ISLAND DEVELOPING STATES OVERVIEW



FIGURE 1. Average access to public transport for urban population in SIDS, 2020

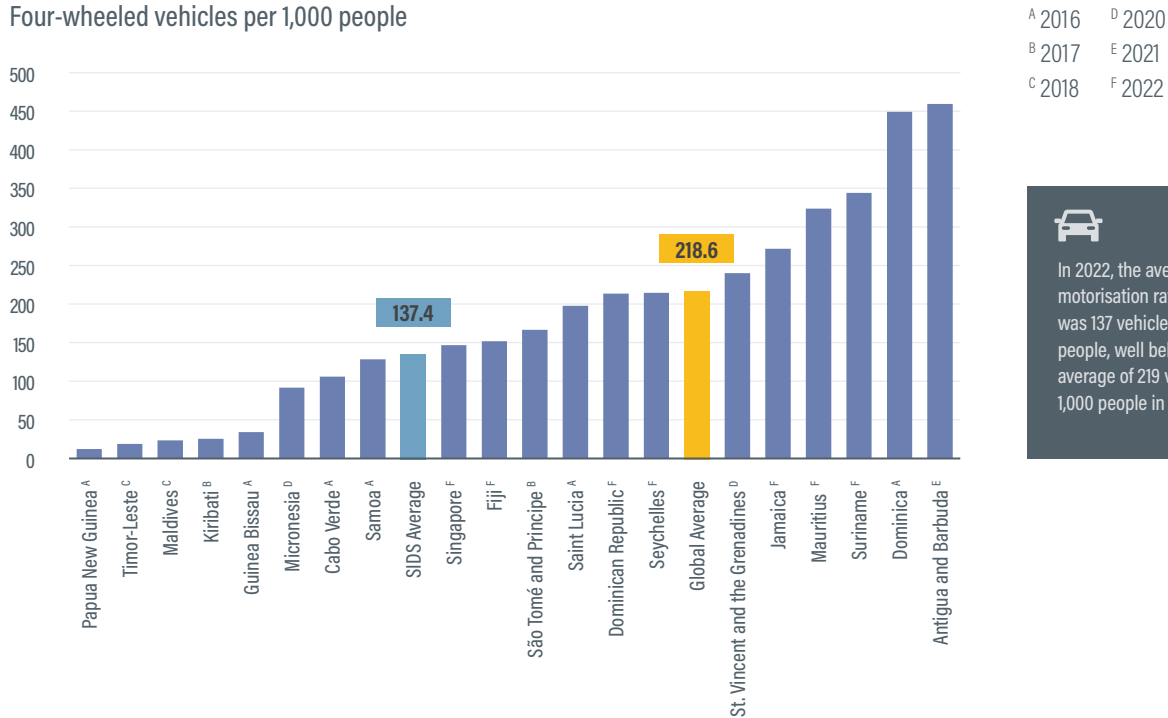
Average national average of urban population with convenient access to public transport



In 2020, just an average of 42.4% of the urban population across SIDS had convenient access to public transport.

FIGURE 2. Average motorisation rate (four-wheeled vehicles per 1,000 people) in SIDS, 2016-2022

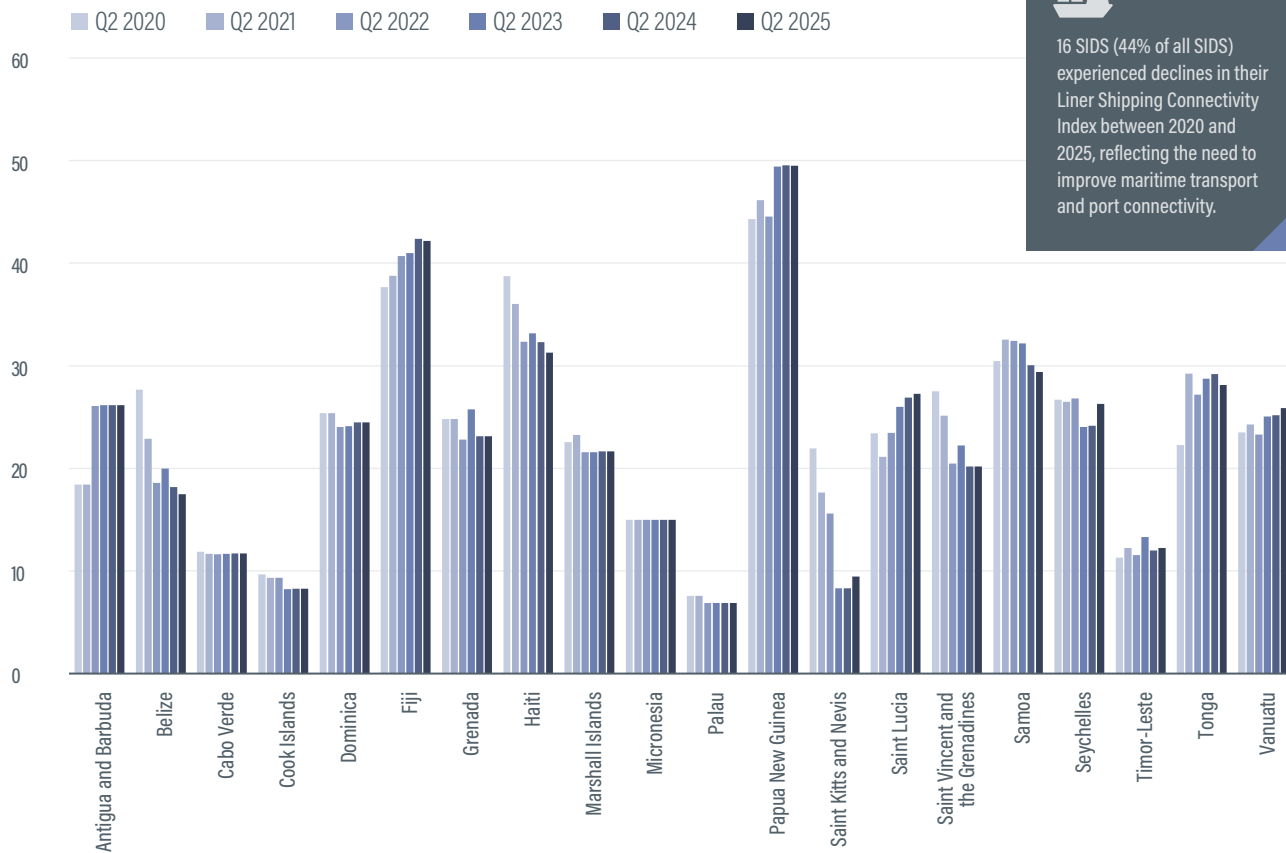
Four-wheeled vehicles per 1,000 people



In 2022, the average motorisation rate in SIDS was 137 vehicles per 1,000 people, well below the global average of 219 vehicles per 1,000 people in 2022.

FIGURE 3. Liner Shipping Connectivity Index for selected SIDS, Q2 2020 to Q2 2025

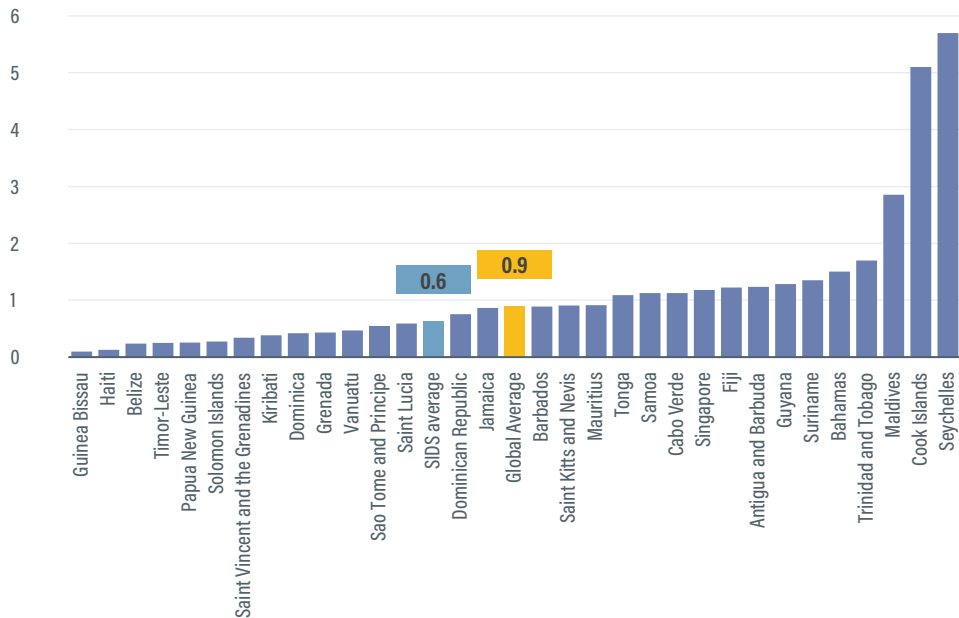
Index (with Q1 2023 = 100)



16 SIDS (44% of all SIDS) experienced declines in their Liner Shipping Connectivity Index between 2020 and 2025, reflecting the need to improve maritime transport and port connectivity.

FIGURE 4. Per capita transport greenhouse gas emissions in SIDS, 2023

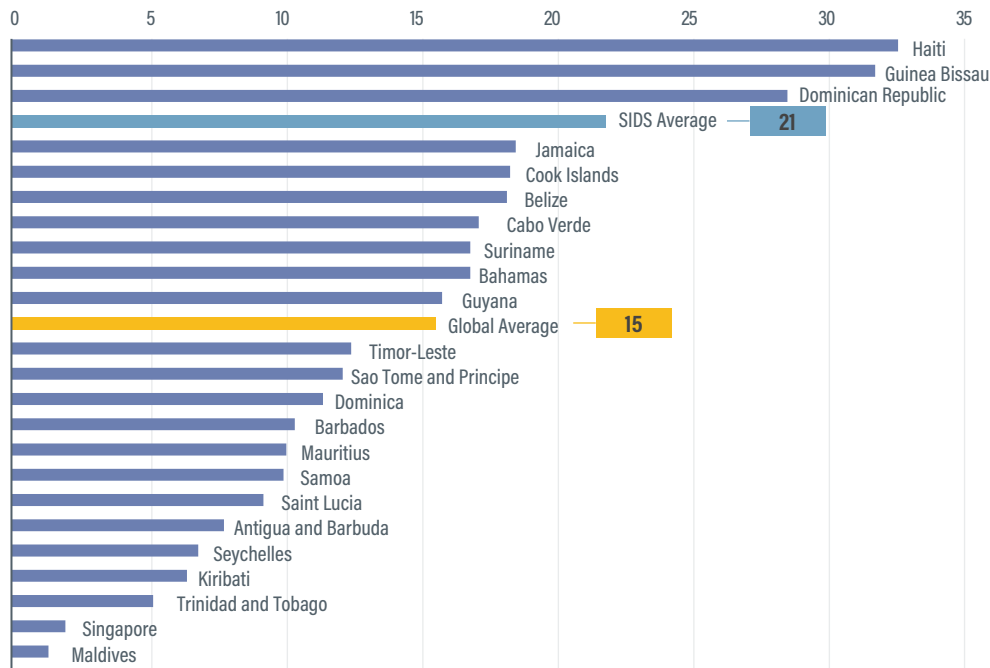
Per capita transport greenhouse gas emissions in tonnes, 2023 in tonnes CO₂ equivalent



In 2023, SIDS had per capita transport emissions of 0.63 tonnes — below the global average of 0.89 and close to Asia's 0.61. However, emissions varied widely, with the Maldives, Cook Islands and Seychelles standing out due to high tourism-related demand.

FIGURE 5. Road casualties per 100,000 people in SIDS, 2021

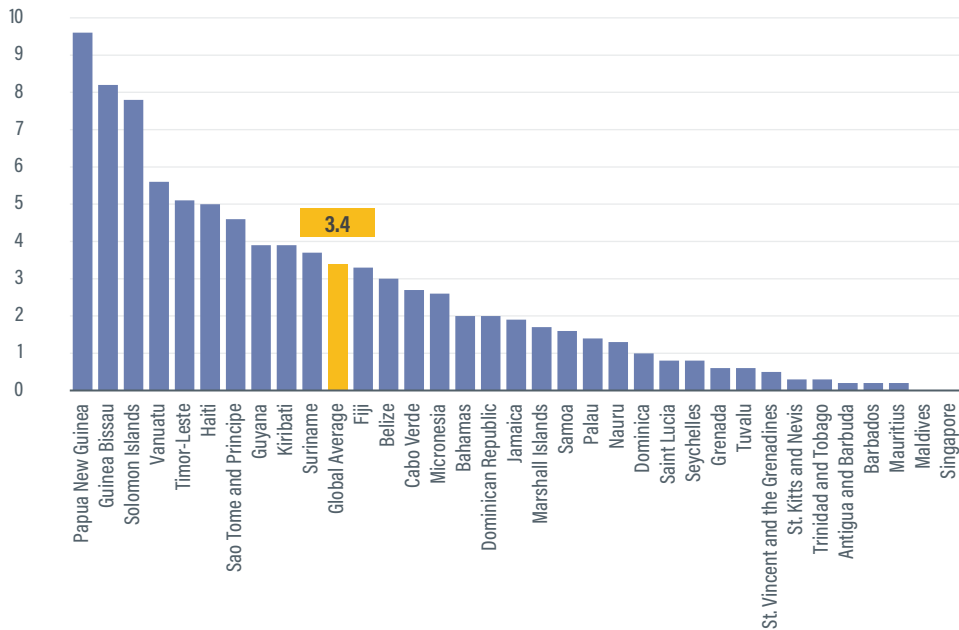
Road casualties per 100,000 capita



On average, SIDS have per capita road fatality rates above the global average of 15 deaths per 100,000 people. Among those with available data, half of the countries have rates below the global average.

FIGURE 6. Physical infrastructure risk in SIDS, 2025

Physical Infrastructure Risk (0-10, higher value means higher risk), 2025 scores



The impacts of climate change tend to be more severe in SIDS than in other countries due to inadequate resilient infrastructure and geographical characteristics. In 2023, one-third of SIDS faced infrastructure risk levels above the global average of 3.4.