The transport sector is responsible for approximately one quarter of greenhouse gas emissions.

95 per cent of the world's transport energy still comes from fossil fuels.

For 45% of countries transport is the largest source of energy related emissions. For the rest of the countries, it is the second largest source.

Between 2000-2019, transport CO2 rose in all regions, except Europe where they fell 2%.

Developing countries showed the fastest rates of growth, with Asia being the largest emitter in absolute terms in 2019.

The transport sector accounted for 57% of global oil demand and 28% of total energy consumption.

The Global Fuel Economy Initiative (GFEI) is supporting an additional 40 countries to realize the financial, and CO2 benefits of improved vehicle fuel economy.

The Airport Carbon Accreditation Scheme now has 173 certified airports worldwide, including 26 carbon neutral airports – 36% of air passengers now travel through an Airport Carbon Accredited airport.

International shipping saw emissions rise by about 0.85% on an annual average basis between 2010 and 2019. The GHG emissions of shipping as a whole (international, domestic and fishing) stood at close to 3% of the total global figure in 2018.

In 2018, aviation accounted for roughly 12% of transport-related CO2 emissions. For the 2000-2019 period, aviation emissions rose by an annual average rate of 2% which was associated with an average annual increase of 5% in commercial passenger flight activity.
• Transport-related CO\textsuperscript{2} emissions of the tourism sector are 22% of the whole

• Currently, the CO\textsubscript{2} emissions in the transport sector are about 30% in the case of developed countries and about 23% in the case of the total man-made CO\textsubscript{2} emissions worldwide.

• By achieving a 60% share of battery-electric and plug-in hybrid vehicles on the road, more than 60 billion tons of CO\textsubscript{2} could be saved between now and 2050.

• Transport’s share of total national GHG emissions range from up to 30% in high income economies to less than 3% in LDCs.