



**Standing Committee
for Economic and Commercial Cooperation
of the Organization of Islamic Cooperation (COMCEC)**

COMCEC TRANSPORT AND COMMUNICATIONS OUTLOOK



**COMCEC COORDINATION OFFICE
October 2025**



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The COMCEC Transport and Communications Outlook is a contribution of the COMCEC Coordination Office to enrich the discussions during the Transport and Communications Working Group Meetings.

COMCEC Strategy, adopted during the 4th Extraordinary Islamic Summit held in Makkah on 14-15 August 2012, envisages Working Group Meetings as one of the instruments for its implementation. Through the Working Groups, country experts get the chance of elaborating the issues thoroughly in the respective cooperation areas and sharing their good practices and experience. The Working Groups are established for each cooperation area defined by the Strategy, namely (i) Trade, (ii) Transport and Communications, (iii) Tourism, (iv) Agriculture, (v) Poverty Alleviation, and (vi) Finance.

The COMCEC Outlooks are prepared in each cooperation area of the Strategy with a view to explore the global trends and current situation in the OIC Member Countries in the respective area and enrich discussions during the Working Groups Meetings by providing up-to-date data.

The views expressed and conclusions reached in this publication do not necessarily reflect the official views of the COMCEC Coordination Office, COMCEC or the governments of OIC Member Countries.

TABLE OF CONTENTS

TABLE OF CONTENTS.....	ii
LIST OF TABLES	iv
LIST OF FIGURES	v
1. INTRODUCTION	1
2. TRANSPORT, LOGISTICS, AND TRADE.....	3
3. TRANSPORT BY MODES	14
3.1. Road Transport.....	15
3.2. Road Safety In OIC Member Countries	24
3.3. Rail Transport	26
3.4. Maritime Transport.....	32
3.5. Air Transport.....	43
4. ENVIRONMENTAL EFFECTS OF TRANSPORT SECTOR.....	48
5. PRIVATIZATION IN TRANSPORT	51
6. TELECOMMUNICATIONS.....	56
6.1. Overview of Telecommunications in the World	57
6.2. Telecommunications in the OIC Member Countries	60
7. RURAL ACCESSIBILITY	63
8. CONCLUDING REMARKS.....	68

9. REFERENCES	74
10. APPENDIX.....	76
11. OIC COUNTRY FACTSHEETS.....	77

LIST OF TABLES

Table 2.1: Notable developments and trends in transport industry.....	5
Table 2.2: Quality of roads and efficiency of transportation (2024).....	7
Table 2.3: 2023 LPI scores of the OIC Member Countries	9
Table 2.4 LSCI scores for OIC Member Countries, exc. landlocked countries (2014-2021) Index (Maximum 2004=100).....	12
Table 3.1: Socio-economic and Road Network Indicators.....	16
Table 3.2: Percentage of Road Categories in OIC Member Countries, USA and the EU.....	18
Table 3.3: Estimated road traffic death rate (per 100 000 population) in OIC Member Countries	25
Table 3.4: Commercial fleet in OIC Member Countries by flag registration (1.000 dwt) (2024).....	37
Table 3.5: Container-port throughput in the OIC Member Countries over the 2015-2022 period (TEU)	40
Table 3.6: Container trade penetration in the OIC Member Countries (2022) (including transshipment).....	42
Table 3.7: OIC airports ranked in the top 20 for passenger and air cargo traffic (2023)	43
Table 3.8: Air passengers carried at the OIC Member Countries (2021).....	44
Table 3.9: Per capita air passengers carried at the OIC Member Countries (2021).....	46
Table 5.1: Distribution of PPI projects by infrastructure sectors (1991-2023).....	53
Table 5.2: Distribution of the PPI projects by PPI-types (1991-2023)	54
Table 5.3: Distribution of global transport PPI projects by modes (1991-2023)	55
Table 6.1: Fixed telephone subscriptions (per 100 people) in top 5 OIC Member Countries.....	61
Table 6.2: Mobile cellular subscriptions (per 100 people) in top 5 OIC Member Countries	61
Table 6.3: Fixed broadband subscriptions (per 100 people) in top 5 OIC Member Countries....	62
Table 6.4: Internet users (per 100 people) in top 5 OIC Member Countries.....	62
Table A.1 : The Official 3 Regional Groups of the OIC Member Countries*	76

LIST OF FIGURES

Figure 2.1: Merchandise exports (in million US dollars and natural logarithms) and LPI scores in OIC Member Countries (2023)	10
Figure 2.2: Average liner shipping connectivity scores by OIC regions (2006-2021).....	13
Figure 3.1: Percentage of Road Type (Motorway, Main, Secondary, Other Roads) by Country ..	17
Figure 3.2: Length of Road Network (km) / km ² Area of Country	19
Figure 3.3: Length of Road Network (km) / USD 10 million GDP	21
Figure 3.4: Length of Road Network (km) / 1,000 Population.....	23
Figure 3.5: Quality of road vs estimated traffic death rate in OIC Member Countries	26
Figure 3.6: Rail network density (km/100,000 km ² land area).....	28
Figure 3.7: Rail network density in OIC Member Countries (km/million population).....	30
Figure 3.8: Rail passengers carried by OIC Member Countries (million passenger-km).....	31
Figure 3.9: Rail freight carried by OIC Member Countries (million ton-km)	32
Figure 3.10: Change in total fleet by flag of registration (in 1000 dwt) (1980-2024)	33
Figure 3.11: OIC share in global commercial fleet by type of ship (1980-2024).....	35
Figure 3.12: Change in container fleet by flag of registration (in 1000 dwt) (1981-2024).....	38
Figure 3.13: Container port traffic in the OIC Member Countries (TEU: 20 foot equivalent units) (2022)	41
Figure 3.14: Total air passengers carried in the OIC Member Countries (1993-2021).....	45
Figure 3.15: Total air freight carried in the OIC Member Countries (million ton-km) (1993-2021)	47
Figure 4.1: World GHG emissions by sector (2023)	48
Figure 4.2: Transport GHG emissions and GDP per capita (PPP) in OIC Member Countries (2023)	49
Figure 5.1: Timeline of the initial transport PPI projects in the OIC region	52
Figure 5.2: Changes in the number of transport PPI projects by regions (1991-2023)	54
Figure 6.1: Fixed telephone subscriptions (per 100 people) (1976-2023)	57
Figure 6.2: Mobile cellular subscriptions (per 100 people) (1982-2023).....	58
Figure 6.3: Fixed broadband subscriptions (per 100 people) (2000-2023)	59
Figure 6.4: Individuals using the Internet (% of population) (1990-2023)	60
Figure 7.1: Rural vs. urban population of OIC member countries (%)	64
Figure 7.2: RAI for OIC Member Countries (2023)	66
Figure 7.3: Access to electricity (2023)	67
Figure 7.4: Optimal travel time to healthcare (motorized access)	68

1. INTRODUCTION

There is a strong emphasis on transportation sector within the OIC (Organization of Islamic Cooperation) framework. First of all, one of three principles of the COMCEC Strategy, which is enhancing mobility, is directly related to transport. Secondly, transportation is explicitly affirmed as one of the three priority sectors by the COMCEC along with agriculture and tourism. Thirdly, it is one of the six cooperation areas specified by the COMCEC Strategy besides trade, tourism, agriculture, poverty alleviation, and finance.

Such an emphasis on the transport sector is not surprising, since it is crucial for economic and social development of the nations. From the point of view of households, people spend considerable time and money for traveling to fulfil a wide variety of purposes such as business, education, shopping, vacation, and socializing. According to Eurostat statistics, transportation activities account for 5% of the EU's gross domestic product (GDP) and employs more than 6 million people (Eurostat, 2022). In addition, transport expenditures correspond to 10.8% of a household's budget on average within the EU (Eurostat, 2023).

Problems and challenges associated with the transport industry are just as big as the transport industry itself. Regarding transportation infrastructure, developed countries try to maintain and improve their transportation network while developing and the least developed countries aim at developing a transport infrastructure to meet their basic needs. With respect to transportation finance and privatization, almost all countries suffer from insufficient public budgets and inefficient provision of transport services through public ownership and management. From environmental point of view, transportation is one of the biggest sources of greenhouse gas emissions and the rate of increase in transport emissions is quite high. In addition to these problems, other outstanding challenges like increasing traffic congestion, problems associated with the transportation safety and security, the lack of transit services are also noteworthy. Revealing these current challenges facing transportation sector, this brief Outlook, through a focused approach, attempts to provide an overview on how OIC Member Countries are performing in terms of transport and telecommunication sector.

The analyses within this Outlook include comparisons between the OIC Member Countries and other regions such as the European Union (EU), Latin America and the Caribbean, East Asia and Pacific, and the Organization for Economic Co-operation and Development (OECD). For more detailed analysis, the OIC Member Countries were divided into geographical regions such as OIC-Arab, OIC-Asia, and OIC-Africa when deemed necessary. Further information on this geographical classification is available at Table A.1 in the Appendix.

Information and communication technologies (ICT) is another critical area for economic and social development of countries. Radical developments in ICT during the second half of the 20th century have significantly changed the way information is gathered, stored, processed and transferred and thus accelerated the process of transformation into information society.

As technologies such as telegraph, telephone, radio and television have created unprecedented communication opportunities when they were invented, Internet has deeply affected the ways people communicate.

Internet usage has been rapidly increasing throughout the world. Governments try to develop fixed and mobile internet infrastructures and increase internet usage rates in their countries. However, distribution of both supply of and demand for internet are not evenly distributed across and within countries. Telecommunication section of the Outlook summarizes the developments about telecommunications in the world and OIC Member Countries by representing data on telephone and internet penetration rates.

2. TRANSPORT, LOGISTICS, AND TRADE

The increased per capita income and mobility needs of the households, trade globalization, deregulation and privatization trends in transportation infrastructure and services, and the technological progress in vehicle technology have all contributed to the high growth rate of the transportation industry.

International Transport Forum (ITF) estimates that the global trade-related freight volume will be over 300,000 (in billion tonne-km) by 2050. Maritime transport is more characterized by movement of freights as almost 85% of global trade is carried by sea in terms of weight. Therefore, increasing international trade will result in unprecedented challenges for the transport infrastructure, especially for ports. According to ITF projections, tonnes of goods loaded and unloaded at ports will be around 66 billion tonnes by 2050 (OECD/ITF, 2015).

With regard to the surface transport, worldwide road and rail passenger travel is expected to reach 30,000 and 19,000 (in billion tonne-km) by 2050. This increase mainly comes from non-OECD economies which will represent as much as 80% of global surface freight volumes by 2050 (OECD/ITF, 2015).

Table 2.1 highlights the notable developments and trends in various modes of the transport industry, categorizing them under "Transport in general," "Maritime transport," "Air transport," "Road transport," and "Rail transport. Increasing international trade creates demand for more efficient systems, but challenges such as insufficient policy frameworks, public funding shortfalls, and reliance on oil persist. Aging infrastructure, environmental concerns, deregulation, and security threats also shape the industry's landscape, indicating a need for innovative solutions.

Key trends in maritime transport include containerization, larger vessels, and the dominance of international and regional hub ports, which reflect the ongoing shift towards more centralized and efficient shipping routes. Maritime transport also faces the influence of major global shipping lines, rising trade with China, and increased liquefied natural gas (LNG) and liquefied petroleum gas (LPG) trade. This sector is closely tied to global economic stability and has been impacted by recent global crises, which emphasize the importance of resilient supply chains.

The airline industry is increasingly interconnected through alliances and mergers, and the influence of low-cost carriers has reshaped the market, making air travel more accessible. Road transport's notable challenges primarily involve environmental concerns, such as rising greenhouse gas emissions and urban congestion. The focus on road safety and the high dependence on personal vehicles indicate a need for sustainable transport alternatives and infrastructure improvements, especially in densely populated areas.

High-speed rail networks are increasingly viewed as a sustainable alternative to air and road travel for short-to-medium distances, particularly in densely populated or interconnected regions. However, the initial infrastructure investment is substantial, and maintenance can be costly, requiring long-term financial commitment from both the public and private sectors. Integrating rail into multimodal transport corridors supports seamless transitions between different transport modes enabling efficient and faster movement of goods. This multimodal approach is particularly beneficial for landlocked countries, which rely heavily on rail to access international markets. It also aligns with the goals of reducing carbon footprints, as rail is generally more energy-efficient than road transport.

Table 2.1: Notable developments and trends in transport industry

Transport Mode	Notable challenges and trends
Transport in general	- Increasing international trade - Lack of national policy frameworks - Lack of assured public funding - Need for increased private-sector investments - Aging infrastructure - Environmental effects of transportation - Deregulation and privatization - Oil dependency - Terrorism and security concerns
Maritime transport	- Containerization - Increasing vessel sizes - Rise of international and regional hub ports - Operations of major ports by major shipping lines - Trade with China - Global crisis - Increase of LNG and LPG trade
Air transport	- Airline alliances - Inclusion of aviation into EU ETS - Airport privatizations and rise of global airport companies - Air cargo: fast, reliable, and cheaper than before - Rise of low cost carriers - Mergers and acquisitions - Fall of state-owned airlines
Road transport	- Increasing greenhouse gas emissions - Congestion in big cities - Emphasis on road safety - Car dependency
Rail transport	- Deregulation of rail industry - Implementation of high-speed railway network - Multimodal trade corridors through rail network

Transport infrastructure is crucial for both economic and social development of the nations and “quality infrastructure is a key pillar of international competitiveness” (OECD, 2012). It is therefore not surprising to see that developing transport infrastructure is assessed as a powerful instrument for a wide variety of policy goals such as reducing logistics costs, poverty (through enhancing rural road infrastructure) and congestion, and enabling the mobility of the workforce, etc. The problems associated with the transport infrastructure vary across the nations. For developed nations, for example, the major transportation problem is to sustain the aging infrastructure in the most cost-effective way and to maintain their competitive power through efficient transport networks. For least developed nations, the major concern is to establish a transportation infrastructure by meeting at least the basic needs.

Table 2.2 presents the variation in the quality of transport infrastructure and services in terms of indexes among the OIC Member Countries. The indexes range from 1 to 7, where 1 represents the extremely underdeveloped infrastructure and 7 stands for extensive and efficient infrastructure by international standards. Countries like the United Arab Emirates (6.22) and Qatar (5.89) have high road quality scores, indicating well-developed road networks. In contrast, some African OIC Member Countries, such as Sierra Leone (2.97), score lower, reflecting infrastructure challenges.

Second column of Table 2.2 shows the indexes for the quality of roads whereas the rest of the columns provide comparable indexes for railroad, air transport, seaport and public transport services, respectively. Efficiency in train services varies significantly, with Saudi Arabia scoring 5.31, indicating strong rail service performance. However, many Gulf countries (e.g., Qatar, Oman) lack substantial rail services, shown as "N/A". High efficiency in air transport is notable in Qatar (6.10) and Bahrain (5.64), aligning with these countries' investment in major international hubs. Other countries, especially in Sub-Saharan Africa, display lower scores, suggesting limited or less efficient air transport options. UAE (5.47) and Indonesia (5.48) excel in seaport service efficiency, likely due to their strategic positions in global maritime trade. In contrast, countries without a significant coastline, or those with less developed port facilities, scored lower. Gulf countries generally lead in transport infrastructure quality across the board, reflecting their investments in connectivity and logistics infrastructure, while many Sub-Saharan and lower-income OIC Member Countries face infrastructure development challenges

Table 2.2: Quality of roads and efficiency of transportation (2024)

Country	Quality of roads, 1-7 (best)	Efficiency of train services, 1-7 (best)	Efficiency of air transport services, 1-7 (best)	Efficiency of seaport services, 1-7 (best)	Efficiency of public transport services, 1-7 (best)
United Arab Emirates	6.22	5.12	6.13	5.47	5.52
Qatar	5.89	N/A	6.10	5.30	5.56
Oman	5.76	N/A	5.30	5.04	5.04
Saudi Arabia	5.69	5.31	5.46	4.92	4.66
Egypt, Arab Rep.	5.53	4.78	5.36	5.01	4.82
Bahrain	5.47	N/A	5.64	4.77	4.29
Indonesia	5.20	5.26	5.48	5.25	5.05
Malaysia	5.16	4.84	5.27	4.94	4.54
Türkiye	5.11	3.57	5.71	4.65	4.41
Azerbaijan	5.01	5.17	5.11	4.50	5.25
Benin	5.00	2.25	4.74	4.92	4.72
Jordan	4.94	2.98	5.51	4.58	4.65
Cote d'Ivoire	4.64	3.42	4.61	4.27	4.34
Albania	4.63	2.10	5.20	4.66	4.00
Morocco	4.62	4.48	4.74	4.49	3.65
Uzbekistan	4.50	4.73	4.76	3.29	4.81
Tajikistan	4.25	3.75	4.00	2.24	4.49
Pakistan	4.10	3.90	4.52	4.21	4.23
Senegal	3.90	3.66	4.24	3.81	3.57
Bangladesh	3.76	3.44	4.31	3.76	3.10
Kuwait	3.74	N/A	4.73	3.89	3.75
Tunisia	3.70	2.92	3.49	3.62	2.66
Algeria	3.69	3.83	3.58	3.38	3.61
Kazakhstan	3.56	4.02	4.53	2.70	4.16
Iran, Islamic Rep.	3.54	3.38	3.28	3.80	3.57
Kyrgyz Republic	3.34	2.30	3.42	1.37	3.63
Cameroon	3.25	3.25	3.45	3.57	3.46
Sierra Leone	2.97	N/A	2.85	2.96	2.63
Nigeria	2.91	2.55	3.76	2.70	2.98
Mali	2.84	2.85	4.28	2.83	3.70
Lebanon	2.62	N/A	4.35	3.58	1.95
OIC AVG.	4.37	3.75	4.64	4.02	4.09
African Group	3.64	3.00	3.99	3.58	3.63
Arab Group	4.99	4.38	5.04	4.42	4.54
Asian Group	4.13	3.47	4.34	3.77	3.93
OIC Maximum	United Arab Emirates	Saudi Arabia	United Arab Emirates	United Arab Emirates	Qatar
OIC Minimum	Lebanon	Albania	Sierra Leone	Kyrgyz Republic	Lebanon

Source: Travel & Tourism Development Index 2024 (World Economic Forum, 2024)

Transport infrastructure, logistics services, and trade go hand in hand and nations that are able to deliver their products in the cheapest, fastest, and the most reliable way through their efficient logistics infrastructure and services gain competitive advantage in the global trade. That is why, as a historical fact, trade capitals of the world have been those cities and countries with better accessibility and connectivity. The rapid growth of world trade after World War II as a result of decreasing transportation costs (Hummels, 2007) is another implication of the linkage between trade and logistics (Hummels, 2007).

As underlined above, quality of logistics infrastructure and services is a major determinant in terms of shares of countries in the global trade. In this section some important measures with respect to trade and logistics will be analysed to better understand the current situation of the OIC Member Countries.

The most widely used measure for logistics performances of the countries is the World Bank Logistics Performance Index (LPI). As can be seen in Table 2.3 The United Arab Emirates (UAE) leads with an LPI score of 4.00, reflecting its advanced logistics infrastructure, supported by high scores in infrastructure (4.10) and timeliness (4.20). The UAE's strategic location and investments in logistics hubs, like the Jebel Ali Port, contribute significantly to its high performance. Malaysia (3.60) and Bahrain (3.50) rank close to each other, with Malaysia slightly ahead in areas like international shipments and customs. Both countries leverage well-developed trade infrastructures, making them crucial nodes in Southeast Asia and the Middle East, respectively. Saudi Arabia and Türkiye, both scoring 3.40, show strengths in infrastructure and tracking, benefiting from modern logistics frameworks and extensive transport networks. The countries in the bottom of the list face several challenges like significant infrastructure degradation, limited infrastructure investment and persistent security challenges. These limitations directly affect the logistics performance of the countries.

Table 2.3: 2023 LPI scores of the OIC Member Countries

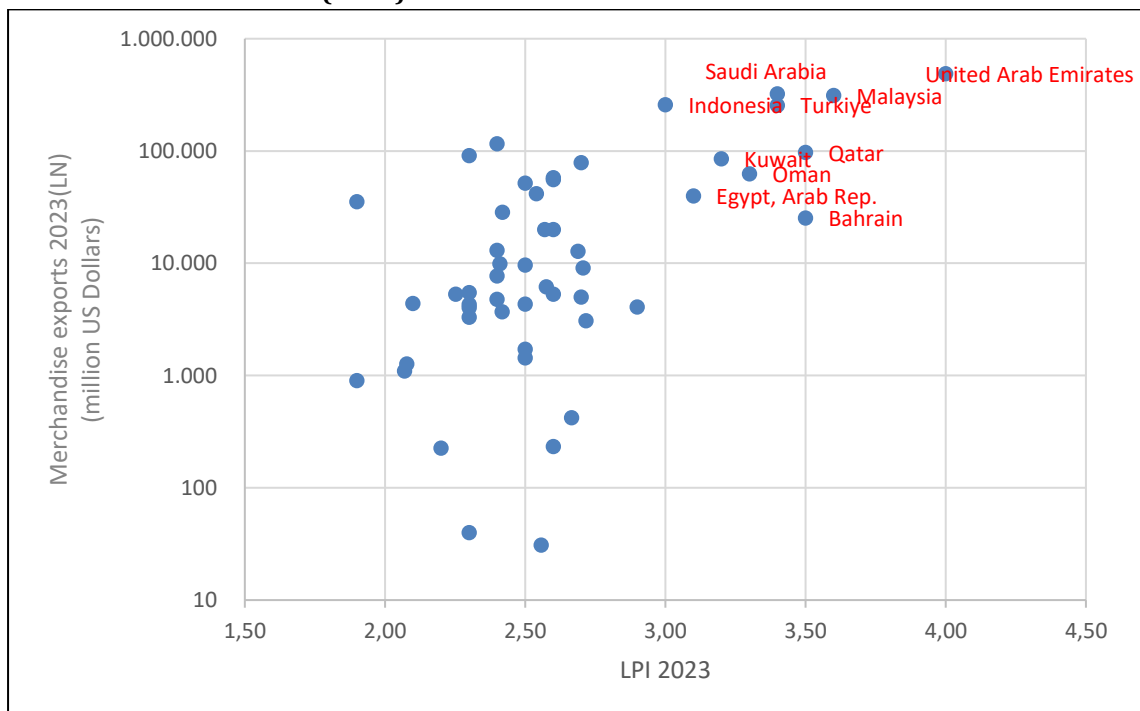
Country		LPI Score	Customs Score	Infrastructure Score	International Shipments Score	Logistics Competence and Quality Score	Timeliness Score	Tracking and Tracing Score	Year
United Arab Emirates		4.00	3.70	4.10	3.80	4.00	4.20	4.10	2023
Malaysia		3.60	3.30	3.60	3.70	3.70	3.70	3.70	2023
Bahrain		3.50	3.30	3.60	3.10	3.30	4.10	3.40	2023
Qatar		3.50	3.10	3.80	3.10	3.90	3.50	3.60	2023
Saudi Arabia		3.40	3.00	3.60	3.30	3.30	3.60	3.50	2023
Türkiye		3.40	3.00	3.40	3.40	3.50	3.60	3.50	2023
Oman		3.30	3.00	3.20	3.40	3.20	3.10	3.90	2023
Kuwait		3.20	3.20	3.60	3.20	2.90	2.80	3.30	2023
Egypt, Arab Rep.		3.10	2.80	3.00	3.20	2.90	3.60	2.90	2023
Indonesia		3.00	2.80	2.90	3.00	2.90	3.30	3.00	2023
Benin		2.90	2.70	2.50	2.90	3.00	2.70	3.20	2023
Lebanon		2.72	2.38	2.64	2.80	2.47	3.18	2.80	2018
Brunei Darussalam		2.71	2.62	2.46	2.51	2.71	3.17	2.75	2018
Djibouti		2.70	2.60	2.30	2.50	2.80	3.60	2.70	2023
Kazakhstan		2.70	2.60	2.50	2.60	2.70	2.90	2.80	2023
Jordan		2.69	2.49	2.72	2.44	2.55	3.18	2.77	2018
Maldives		2.67	2.40	2.72	2.66	2.29	3.32	2.60	2018
Bangladesh		2.60	2.30	2.30	2.60	2.70	3.00	2.40	2023
Guinea-Bissau		2.60	2.70	2.40	2.90	2.90	2.40	2.30	2023
Mali		2.60	2.60	2.00	2.60	2.50	3.10	2.70	2023
Nigeria		2.60	2.40	2.40	2.50	2.30	3.10	2.70	2023
Uzbekistan		2.60	2.60	2.40	2.60	2.60	2.80	2.40	2023
Uganda		2.58	2.61	2.19	2.76	2.50	2.90	2.41	2018
Tunisia		2.57	2.38	2.10	2.50	2.30	3.24	2.86	2018
Comoros		2.56	2.63	2.25	2.49	2.21	2.80	2.93	2018
Morocco		2.54	2.33	2.43	2.58	2.49	2.88	2.51	2018
Albania		2.50	2.40	2.70	2.80	2.30	2.50	2.30	2023
Algeria		2.50	2.30	2.10	3.00	2.20	2.60	2.50	2023
Guinea		2.50	2.40	2.40	2.20	2.70	2.50	2.70	2023
Tajikistan		2.50	2.20	2.50	2.50	2.80	2.90	2.00	2023
Togo		2.50	2.30	2.30	3.00	2.40	2.80	2.30	2023
Pakistan		2.42	2.12	2.20	2.63	2.59	2.66	2.27	2018
Chad		2.42	2.15	2.37	2.37	2.62	2.62	2.37	2018
Turkmenistan		2.41	2.35	2.23	2.29	2.31	2.72	2.56	2018
Gabon		2.40	2.00	2.20	2.60	2.00	3.00	2.50	2023
Guyana		2.40	2.30	2.40	2.10	2.60	2.60	2.20	2023
Iraq		2.40	2.10	2.20	2.50	2.20	3.00	2.40	2023
Sudan		2.40	2.10	2.30	2.40	2.40	2.70	2.30	2023
Burkina Faso		2.30	2.00	2.30	2.40	2.40	2.40	2.20	2023
Gambia, The		2.30	1.80	2.30	2.60	2.30	2.60	2.40	2023
Iran, Islamic Rep.		2.30	2.20	2.40	2.40	2.10	2.70	2.40	2023
Kyrgyz Republic		2.30	2.20	2.40	2.40	2.20	2.40	2.30	2023
Mauritania		2.30	2.10	2.00	2.20	2.50	2.80	2.50	2023
Syrian Arab Republic		2.30	2.20	2.20	2.30	2.20	2.50	2.30	2023
Senegal		2.25	2.17	2.22	2.36	2.11	2.52	2.11	2018
Yemen, Rep.		2.20	1.70	1.90	1.70	2.60	2.80	2.30	2023
Cameroon		2.10	2.10	2.10	2.20	2.10	2.10	1.80	2023
Sierra Leone		2.08	1.82	1.82	2.18	2.00	2.34	2.27	2018
Niger		2.07	1.77	2.00	2.00	2.10	2.33	2.22	2018
Somalia		2.00	1.50	1.90	2.40	1.80	2.30	1.80	2023
Afghanistan		1.90	2.10	1.70	1.80	2.00	2.30	1.60	2023
Libya		1.90	1.90	1.70	2.00	1.90	2.20	1.80	2023

Source: Compiled by the author from the World Bank World Development Indicators (The World Bank, 2024b)

Logistics costs have become more important over time for two main reasons. Firstly, the tendency to shift the production facilities abroad to enjoy lower labor costs necessitates more movement of goods (e.g., raw materials and final products). Secondly, with decreasing tariffs, logistics costs increase in ad valorem terms and turn into an important factor in the prices of products. That is why, the nations which have the aim of increasing their international trade should improve their logistics capabilities.

Figure 1 illustrates the relationship between the Logistics Performance Index (LPI) scores and merchandise exports for OIC Member Countries. The chart highlights a positive correlation between a country's LPI score and its volume of merchandise exports, suggesting that stronger logistics infrastructures tend to support higher export volumes. Higher LPI scores, as seen in countries like the UAE and Malaysia, are associated with robust logistics networks that streamline supply chains, which is reflected in their substantial export values. In contrast, countries with lower LPI scores tend to have more limited exports, likely due to logistical constraints that hinder efficient movement of goods. This data underscores the strategic value of improving logistics infrastructures to enhance trade capacity among OIC Member Countries.

Figure 1: Merchandise exports (in million US dollars and natural logarithms) and LPI scores in OIC Member Countries (2023)



Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

Another measure is the World Bank's Liner Shipping Connectivity Index (LSCI), which aims at capturing a country's level of integration into the existing liner shipping network. Table 2.4 provides an overview of LSCI scores among OIC Member Countries from 2014 to 2021. As can

be seen in the table, Malaysia has the highest LSCI score at 98.68, indicating it has the most developed maritime connectivity among the OIC Member Countries listed. The United Arab Emirates (73.94) and Saudi Arabia (69.45) also rank highly, reflecting strong connectivity due to strategic locations and advanced port infrastructures. Countries like Türkiye (61.50), Morocco (69.3), and Egypt (66.67) have moderate LSCI scores, showing reasonable maritime connectivity but room for improvement compared to top-ranking countries. There is a noticeable range in LSCI scores, from Malaysia's high of 98.68 to Albania's low of 4.37, underscoring significant disparities in maritime connectivity within OIC Member Countries.

One implication of Table 2.4 is that the best performing countries have large transshipment ports (e.g. Malaysia, Morocco, and Egypt) and gateway ports (e.g. Malaysia, Saudi Arabia, and Türkiye). Secondly, the least performing countries are either not located on the main liner shipping services or lack the physical and operational capacity to serve large container ships (COMCEC, 2015). The countries at the bottom face significant challenges such as limited port capacity, lower economic investment, and restricted integration within major global shipping routes.

Table 2.4 LSCI scores for OIC Member Countries, exc. landlocked countries (2014-2021) Index (Maximum 2004=100)

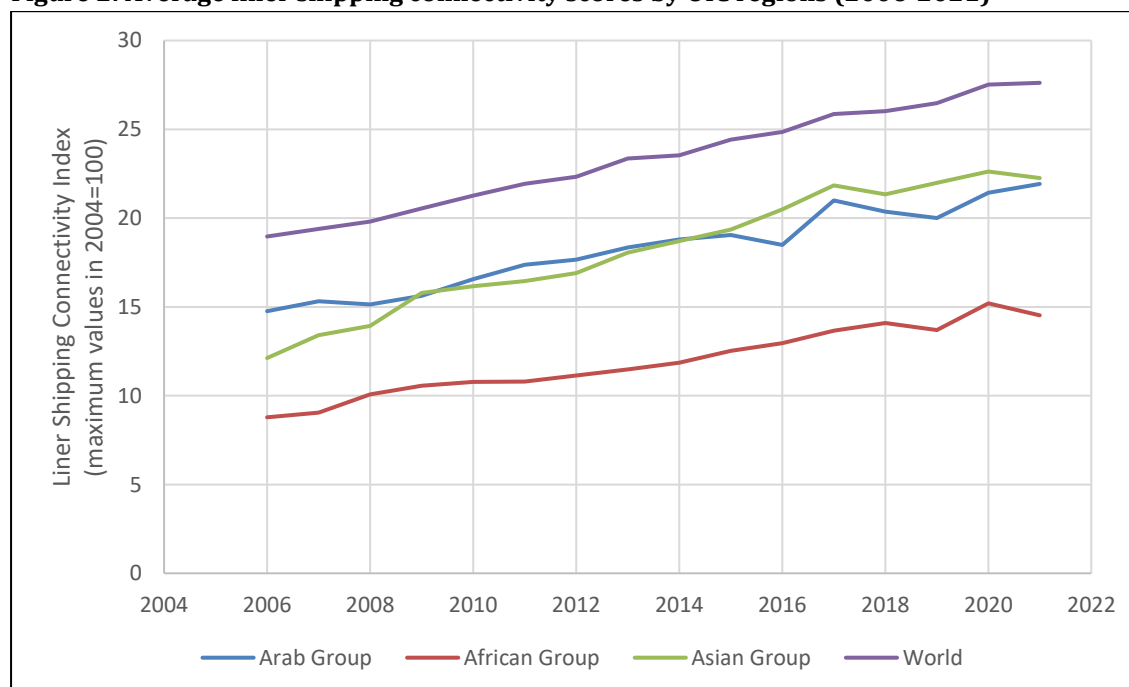
Country	Year							
	2014	2015	2016	2017	2018	2019	2020	2021
Malaysia	88.85	91.97	90.94	92.89	93.91	98.18	99.50	98.68
United Arab Emirates	64.03	69.05	70.10	71.81	71.70	72.13	76.50	73.94
Saudi Arabia	53.78	50.98	52.73	56.75	57.83	64.61	70.00	69.45
Morocco	57.83	58.29	61.19	66.39	62.54	62.04	68.05	69.30
Egypt, Arab Rep.	55.63	55.54	56.08	56.93	55.21	61.17	68.51	66.67
Türkiye	55.28	51.27	55.84	56.73	55.61	57.67	60.81	61.50
Oman	45.12	42.66	51.89	55.73	55.46	52.62	60.72	59.30
Lebanon	38.79	37.39	37.49	40.12	41.91	43.17	33.18	41.55
Qatar	7.95	10.47	8.29	27.34	34.70	34.05	36.85	37.73
Togo	20.04	26.53	33.16	33.69	33.92	34.61	36.57	36.24
Djibouti	21.56	26.58	31.60	27.38	31.82	32.70	32.50	34.13
Pakistan	28.47	33.75	33.67	33.93	33.99	33.94	40.78	34.11
Jordan	23.06	26.47	25.47	26.75	34.47	33.33	33.97	33.86
Indonesia	35.09	34.47	33.27	44.15	43.20	45.66	34.91	32.71
Iraq	8.80	10.40	11.44	23.93	24.61	24.27	34.39	32.30
Bahrain	23.07	21.43	10.69	30.19	29.73	9.31	25.12	31.71
Iran, Islamic Rep.	19.91	26.88	29.86	35.70	18.41	18.08	31.24	31.08
Nigeria	22.58	23.66	23.00	21.23	21.29	21.53	21.25	20.77
Cote d'Ivoire	22.46	21.57	20.64	18.98	19.61	19.97	19.98	19.28
Benin	17.02	17.64	17.63	18.12	18.85	17.95	18.40	19.14
Cameroon	16.75	13.54	16.78	15.38	24.45	15.41	18.95	18.53
Senegal	14.02	16.61	16.67	18.66	17.09	16.88	17.03	17.54
Bangladesh	9.64	11.74	11.29	11.34	13.16	12.19	13.80	14.67
Mozambique	13.36	11.61	11.45	10.87	11.32	12.08	14.55	14.13
Gabon	9.99	10.03	12.64	12.42	12.34	13.07	12.46	12.90
Libya	17.10	13.38	9.03	13.35	13.09	12.97	12.40	12.37
Algeria	11.41	13.11	13.46	12.28	12.09	12.60	12.84	12.23
Kuwait	11.28	10.53	9.98	12.80	11.70	11.54	11.28	10.23
Somalia	6.34	7.68	8.93	11.12	8.16	8.47	10.13	9.65
Guinea	7.93	10.42	10.97	12.28	11.17	14.88	7.88	9.17
Suriname	9.20	9.05	9.07	9.02	8.48	8.91	8.78	8.90
Guyana	9.09	8.94	9.65	10.18	9.53	8.78	8.21	8.90
Syrian Arab Republic	14.76	12.87	14.44	9.67	9.43	8.98	8.69	8.39
Sudan	13.28	16.80	18.43	19.14	10.03	8.91	9.52	8.38
Sierra Leone	10.19	8.43	7.92	8.44	7.10	6.51	12.79	7.34
Maldives	1.83	7.42	7.25	7.08	6.91	7.07	7.22	7.31
Brunei Darussalam	6.23	6.00	5.94	5.60	5.20	6.87	6.54	6.85
Gambia, The	10.04	8.03	6.66	6.35	6.81	6.50	6.17	6.64
Yemen, Rep.	20.50	15.81	9.04	8.76	5.94	7.85	7.75	6.56
Mauritania	6.70	7.43	7.86	12.61	7.19	7.54	6.17	6.05
Tunisia	7.59	8.16	7.55	7.67	7.48	7.18	6.15	5.62
Comoros	6.22	6.23	5.69	5.17	5.32	5.93	6.13	4.94
Guinea-Bissau	4.27	4.83	4.60	4.38	4.37	4.29	4.06	4.89
Albania	4.82	4.73	5.73	4.01	4.32	6.16	4.20	4.37

Source: Compiled by the author from UNCTAD Statistical Database (UNCTAD, 2024)

Figure 2 illustrates the trend of average liner shipping connectivity (LSC) scores across OIC regions from 2006 to 2021. The world average shows a consistent upward trend in LSCI over the years, reflecting the general improvement in global shipping connectivity. This trend suggests increasing investments in port infrastructure, container capacity, and improved shipping networks worldwide. The Arab Group maintains comparatively good connectivity with a steady increase in LSCI values. This indicates that ports in the Arab region, such as those in the UAE and Egypt, are well-integrated into the global shipping network. The Asian Group demonstrates growth similar to the Arab Group which is likely driven by expanding infrastructure and economic growth in countries like Malaysia. The African Group shows the lowest connectivity throughout the period, with only modest gains. This suggests that African OIC Member Countries face more significant challenges in integrating into global shipping networks, possibly due to infrastructure limitations, fewer direct routes, and less investment in port development.

The Arab and Asian groups show some stability in their LSCI values in recent years, while the African Group remains relatively stagnant. This pattern suggests that despite global improvements in connectivity, regional disparities persist, with some regions benefiting from stronger global trade ties and others lagging. This gap highlights potential areas for development and investment to enhance global integration and economic opportunities in less connected regions.

Figure 2: Average liner shipping connectivity scores by OIC regions (2006-2021)



Source: Author from UNCTAD Statistical Database (UNCTAD, 2024)

3. TRANSPORT BY MODES

Transportation serves as a fundamental component of economic systems, enabling the movement of goods and people, and reflecting broader economic trends. In academic literature, transportation is often characterized as a "derived demand," meaning its demand is contingent upon the need for other activities, such as commuting for work, trade, tourism, and various economic interactions. Consequently, fluctuations in transportation activities provide valuable insights into overall economic dynamics. For instance, a rise in container traffic can signal growth in international trade and manufacturing, while increased air passenger traffic may reflect expansion in high-value, service-oriented industries that rely heavily on air travel.

Transportation data not only serves as a barometer for economic activity but also helps in identifying infrastructural needs and operational bottlenecks within the transportation system. Persistent growth in traffic at an airport might indicate the necessity for capacity expansion to sustain future demand, whereas stagnant throughput at a port could reveal physical limitations that hinder further growth. Analyzing transport trends thus aids in making informed decisions about infrastructure investments, regulatory adjustments, and strategic planning.

The following sections examine the current state of transportation across the OIC Member Countries, focusing on the primary transport modes—road, rail, maritime, and air. This analysis aims to highlight regional trends, challenges, and opportunities within each mode, providing a comprehensive view of transportation's role in economic integration and development across the OIC Member Countries.

3.1. ROAD TRANSPORT

Road transport plays a pivotal role in the mobility and connectivity of people, goods, and services, serving as the backbone of both domestic and regional trade. In many countries, road networks are essential for not only economic activities but also for social cohesion, providing access to education, healthcare, and employment opportunities. Due to its flexibility, road transport enables door-to-door delivery, making it the preferred choice for short and medium distances.

However, the effectiveness of road transport heavily depends on the quality, coverage, and maintenance of the road infrastructure. Inadequate investment, coupled with rising vehicle numbers, often leads to congestion, wear and tear, and environmental challenges. Table 3.1 presents key indicators of road transport in OIC Member Countries, shedding light on the variation in road network characteristics and capacity across the region. The table provides an overview of the socio-economic and road network indicators across OIC Member Countries, highlighting the disparities in infrastructure capacity and economic conditions.

Indonesia, as the most populous OIC Member Country, shows the highest range in road network demands due to its vast population (up to 275 million people). In contrast, Maldives has the shortest network, with only 93 km, reflecting its small land area and island-based geography, which minimizes road transport needs. The motorway network length ranges from a mere 25 km in some countries to 34,996 km, underscoring the varied development of high-speed road infrastructure. The percentage of paved roads varies significantly, with some countries reaching 100% paved roads (e.g., Jordan) and others as low as 6% (Gabon). This disparity highlights differences in infrastructure quality and resource allocation across the OIC. The road density, calculated as km/km², is highest in Bahrain, reflecting its urbanized nature. Conversely, Mauritania shows low road density, likely due to its large desert areas and sparse population, impacting its overall accessibility and transportation efficiency. In summary, the table demonstrates substantial variability in the road network indicators among OIC Member Countries, influenced by economic wealth, population size, and geographical characteristics.

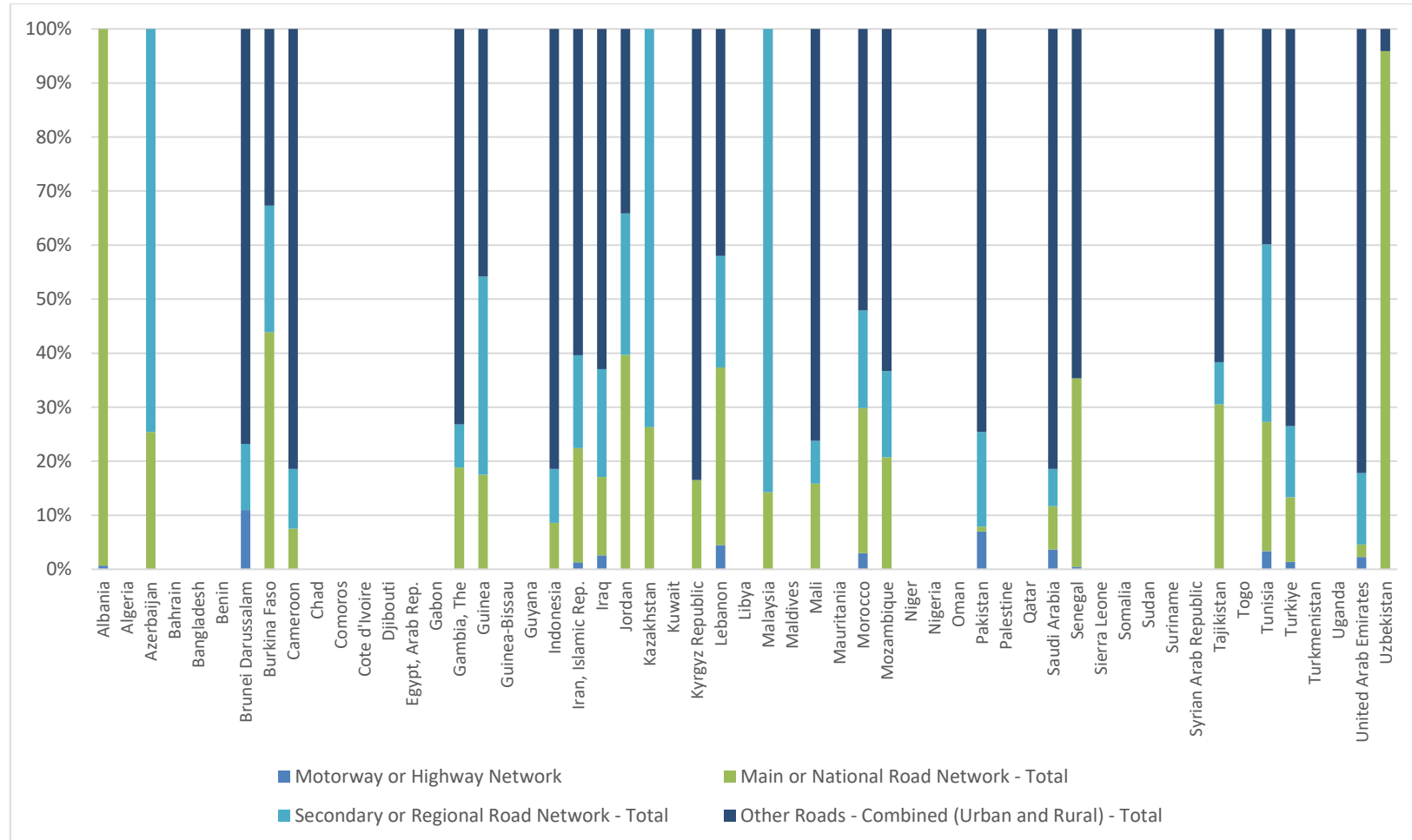
Figure 3 shows the distribution of road types (Motorway, Main, Secondary, Other Roads) across various OIC Member Countries, revealing how each country allocates its road infrastructure according to transportation needs and development priorities. What is clear from this picture is that a large share of the road network in most OIC Member Countries is made up of secondary or regional roads, or other roads.

Table 3.1: Socio-economic and Road Network Indicators

Indicator	Min	Max	Average
Population (m)	0.449	275	35
	Brunei Darussalam	Indonesia	
GDP per capita (USD)	352.60	87,480.42	8,712.64
	Afghanistan	Qatar	
Total Roads (km)	93.00	496,607.00	65,316.89
	Maldives	Indonesia	
Motorway or Highway Network (km)	25.00	34,996.00	4,029.69
	Albania	Pakistan	
Main or National Road Network (km)	848.00	47,017.00	15,056.00
	Gambia, The	Indonesia	
Secondary or Regional Road Network (km)	359.00	259,892.00	29,762.09
	Gambia, The	Malaysia	
Other Roads - Combined (Urban and Rural) (km)	2,809.00	445,165.00	82,022.00
	Lebanon	Indonesia	
Paved roads (%)	6%	100%	48%
	Gabon	Jordan	
Paved roads (km)	93.00	283,102.00	34,250.33
	Maldives	Indonesia	
Unpaved roads (km)	207.00	258,794.00	39,244.53
	Comoros	Bangladesh	
Length of roads by GDP per/c (km/\$)	0.01	184.12	31.05
	Maldives	Pakistan	
Density of roads (km/km2)	0.01	5.22	0.35
	Mauritania	Bahrain	

Source: Compiled by the author from (CIA, 2024) and (International Road Federation (IRF), 2024) Databases.

Figure 3: Percentage of Road Type (Motorway, Main, Secondary, Other Roads) by Country



Source: Compiled by the author from (International Road Federation (IRF), 2024)

Table 3.2 provides a comparative overview of the distribution of road categories in OIC Member Countries, the USA, and the EU, reflecting differing infrastructure priorities, economic contexts, and development levels. The proportion of motorways or highways in the OIC Member Countries (1.6%) mirrors that of the USA (1.6%) but is slightly lower than the EU's 2.1%. OIC Member Countries allocate a significant portion of their network to main or national roads (25.3%), surpassing both the USA (3.8%) and the EU (14.8%). This focus suggests an emphasis on connectivity between key urban and rural areas, crucial for regions with fewer expressways or rail options for inter-city transport. The proportion of secondary or regional roads in OIC Member Countries (21.3%) is lower than in the EU (31.5%) but comparable to the USA (17.7%). The relatively lower percentage in the OIC Member Countries could indicate less investment in regional infrastructure that connects smaller communities, which may impact access and economic integration across wider areas. It is essential to consider that variations in road category percentages across the OIC Member Countries, the USA, and the EU may partially stem from differences in how each region classifies road types. The classification discrepancy could contribute to some of the observed variations in the data.

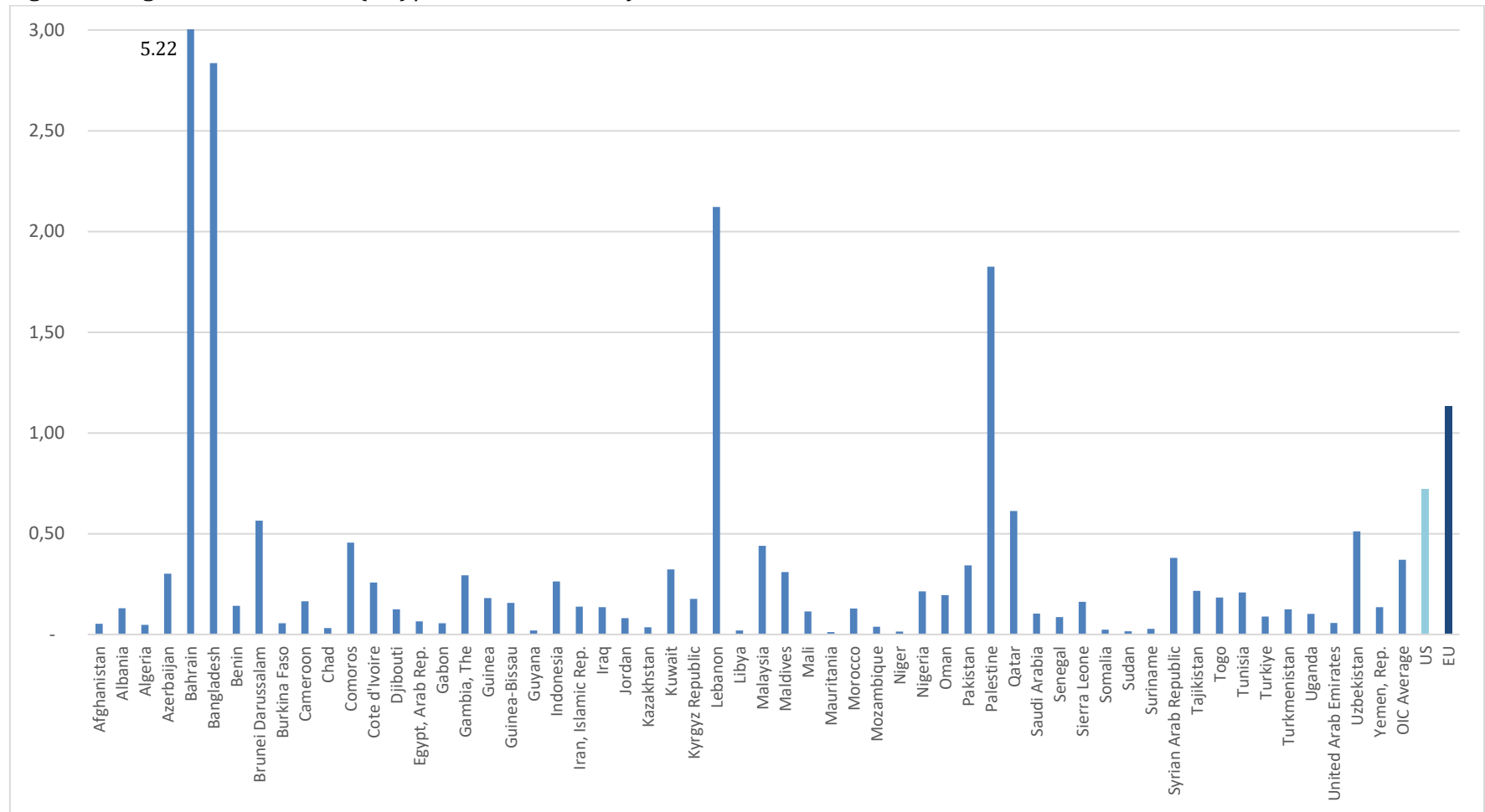
Table 3.2: Percentage of Road Categories in OIC Member Countries, USA and the EU

Type of Road	OIC (%)	US (%)	EU (%)
Motorway or Highway Network	1.6%	1.6%	2.1%
Main or National Road Network - Total	25.3%	3.8%	14.8%
Secondary or Regional Road Network - Total	21.3%	17.7%	31.5%
Other Roads - Combined (Urban and Rural) - Total	51.8%	77.0%	51.5%

Source: Compiled by the author from (CIA, 2024) and (International Road Federation (IRF), 2024) Databases.

Figure 4: Length of Road Network (km) / km² Area of Country Figure 4 displays the length of the road network per square kilometer of area across various OIC Member Countries, alongside the USA and EU averages. This metric helps indicate the density of road networks relative to each country's land area, revealing considerable variation across regions. Bahrain has the highest road network density (5.22 km/km²), which is likely due to its small land area combined with well-developed infrastructure, enabling a higher road density. Actually, Bahrain is among the top 5 countries in the world regarding this indicator. Other countries with relatively high road network densities include Bangladesh (2.84 km/km²) and Palestine (1.83 km/km²), both of which are densely populated and have limited land areas, requiring more extensive road networks per unit area to support their populations. The OIC average for road density stands at 0.37 km/km², lower than both the EU (1.13 km/km²) and USA (0.72 km/km²), which reflects varying levels of infrastructure development and potentially larger land areas in some OIC Member Countries with lower network requirements.

Figure 4: Length of Road Network (km) / km² Area of Country



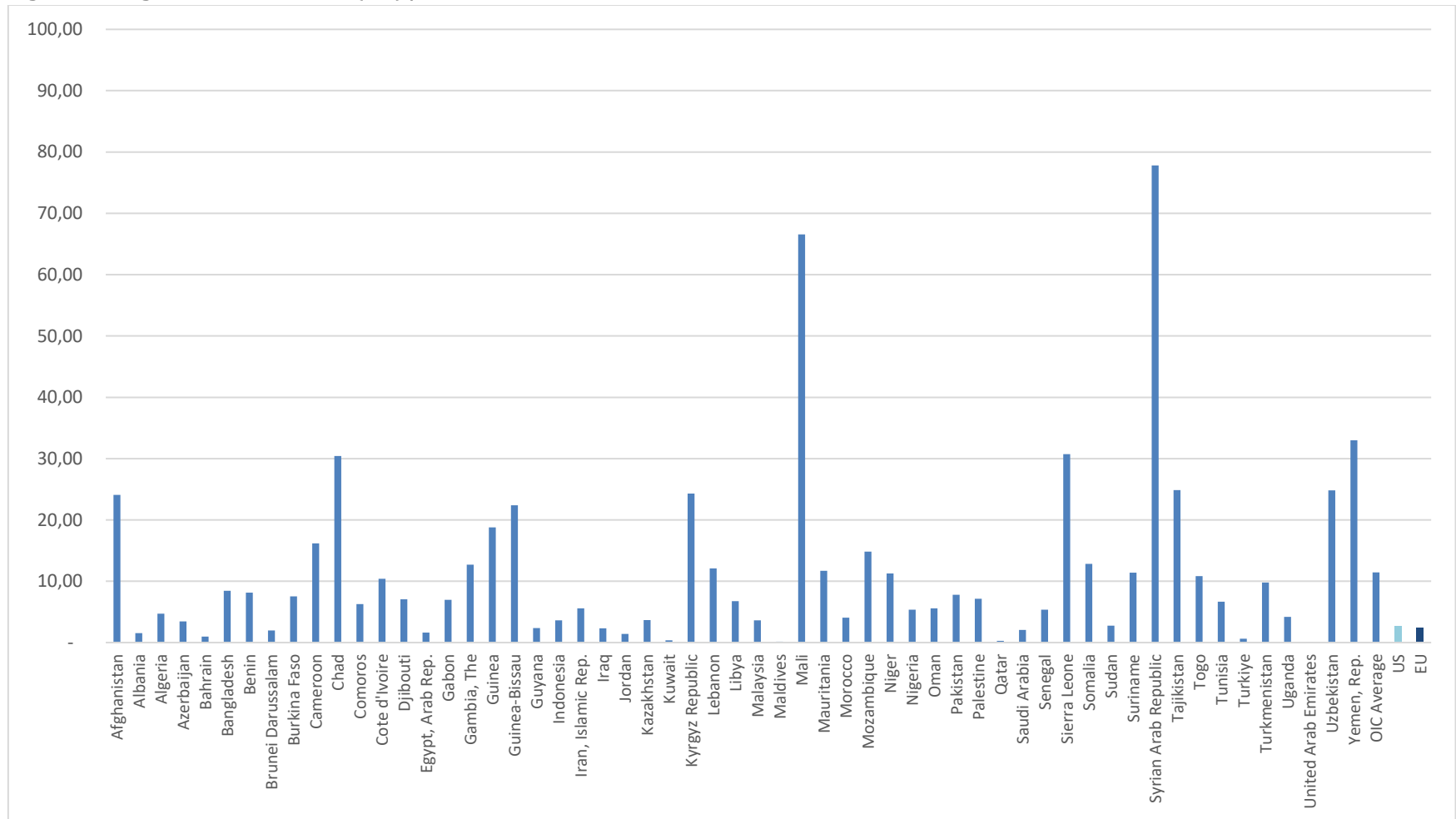
Source: Compiled by the author from (CIA, 2024) and (International Road Federation (IRF), 2024) Databases.

Figure 5 illustrates the length of the road network relative to each country's GDP (in km per USD 10 million GDP), providing insight into infrastructure investment and development compared to economic size. Some countries like Mali (66.54 km) and Yemen (33.00 km) have the highest ratios. This could indicate extensive road networks relative to their economic output, possibly due to lower GDP values. Afghanistan (24.07 km), Tajikistan (24.87 km), and Guinea-Bissau (22.38 km) also have high ratios, which might similarly reflect lower GDPs. High-income and economically advanced countries, including Kuwait (0.36 km), Bahrain (0.95 km), and United Arab Emirates (0.08 km), show low road-to-GDP ratios. Malaysia (3.61 km) and Türkiye (0.62 km) also have relatively low ratios, aligning with their larger economies and higher urbanization levels.

The USA has a ratio of 2.59 km per USD 10 million GDP, and the EU has 2.34 km. Both fall below the OIC average of 11.44 km, indicating that these developed regions maintain efficient road networks relative to their economic size. The average road network length per GDP for OIC Member Countries is 11.44 km per USD 10 million GDP, suggesting that, on average, OIC Member Countries have more extensive road networks relative to their economic output than the USA and EU.

Many countries with higher ratios have lower economic development levels, suggesting that a large road network per GDP is often an outcome of lower economic productivity rather than extensive road investment. Countries with high urbanization (e.g., the UAE, Bahrain) need fewer roads relative to their GDP, as urban infrastructure supports denser, more efficient transportation networks.

Figure 5: Length of Road Network (km) / USD 10 million GDP



Source: Compiled by the author from (CIA, 2024) and (International Road Federation (IRF), 2024) Databases.

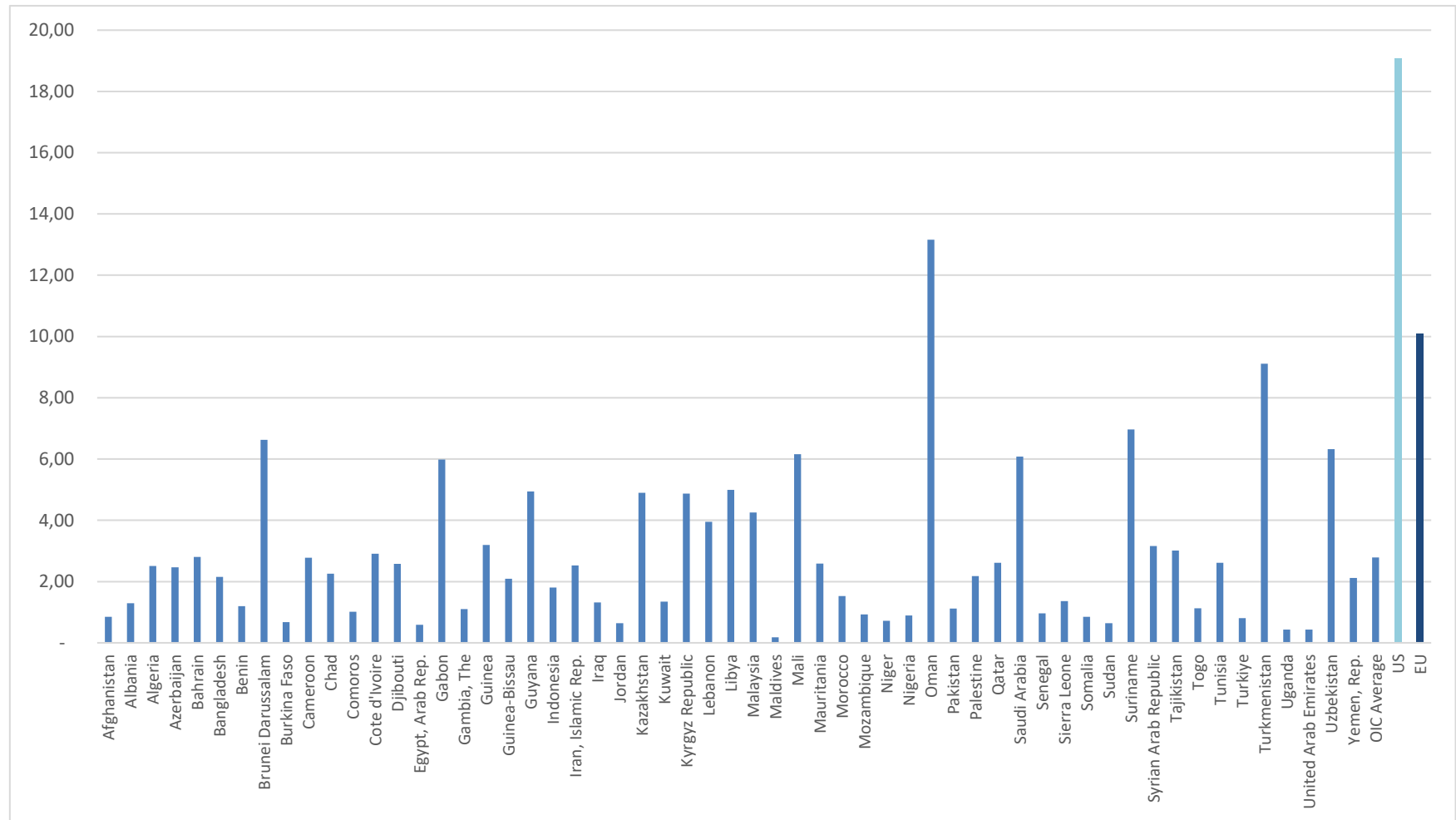
Figure 6 presents the length of road networks per 1,000 population across various OIC Member Countries, and benchmarks against the USA and EU, offering insights into infrastructure development relative to population size. Oman leads significantly with 13.16 km per 1,000 people, followed by Turkmenistan (9.11 km). These high values suggest extensive road infrastructure relative to their populations, possibly due to low population density or extensive infrastructure development in sparsely populated areas.

The OIC average is 2.78 km per 1,000 people, which falls significantly below the US at 19.07 km and the EU at 10.09 km. This gap highlights the relatively limited road infrastructure within the OIC Member Countries compared to these developed regions. The high ratios in the US and EU reflect well-developed infrastructure in these areas, supporting large road networks that adequately meet population needs across urban and rural areas alike.

Egypt, with one of the lowest values, suggests an infrastructure gap concerning road development relative to its large population, potentially pointing to challenges in maintaining road accessibility and density in rapidly urbanizing regions.

Overall, this table highlights stark variations in road network availability per population across OIC Member Countries, with developed countries like the US and EU maintaining significantly higher values. The data indicates that OIC Member Countries, especially those with low GDP and high population density, face challenges in scaling road infrastructure to meet population demands. Additionally, geographic factors, economic constraints, and urbanization impact road network development, leading to variability in road network length per capita across the region.

Figure 6: Length of Road Network (km) / 1,000 Population



Source: Compiled by the author from (CIA, 2024) and (International Road Federation (IRF), 2024) Databases.

3.2. ROAD SAFETY IN OIC MEMBER COUNTRIES¹

Table 3.3 reveals significant disparities in traffic safety outcomes, highlighting both high-risk and relatively safer countries in terms of road fatalities. The global average road traffic death rate stands at 13.15 per 100,000 population. In comparison, the United States has a higher average death rate of 14.2. Many OIC Member Countries exceed both the world and the USA averages, indicating significant road safety challenges. For instance, Guinea has a rate of 37.4, Libya has 34, and Guinea-Bissau has 30.5, all more than double the global average. This suggests that road safety is a major concern in these countries, potentially due to lower infrastructure quality, economic constraints, or less rigorous traffic enforcement.

A few OIC Member Countries perform well compared to the global average. United Arab Emirates (UAE) and Qatar, for example, report death rates of 5.9 and 6.5, respectively, which are significantly below both the global and the USA averages. These countries also have high Quality of Road Infrastructure (QRI) scores, with UAE at 5.92 and Qatar at 5.57, indicating that strong infrastructure investments contribute to improved safety outcomes.

Figure 7 provides a visual comparison between road quality and traffic death rates across OIC Member Countries. The figure generally demonstrates an inverse relationship: countries with higher-quality roads tend to have lower traffic death rates. This suggests that improved road conditions, including well-maintained surfaces, and safety barriers, contribute to safer driving conditions and reduced fatalities. For example, countries like the UAE and Qatar show high road quality ratings and correspondingly low death rates.

Countries with poor road quality, such as Guinea and Mozambique, display some of the highest death rates, indicating that poor road conditions are a significant factor in fatal accidents. Lack of investment in infrastructure maintenance, insufficient road safety features, and poor signage may lead to hazardous driving conditions, especially in these countries.

There are some outliers where countries with relatively good road quality still have higher than expected death rates, suggesting that factors beyond road quality, like traffic law enforcement, driver behavior, and vehicle safety standards, play a role. Saudi Arabia, for example, has relatively high road quality but still experiences moderate-to-high traffic fatalities, possibly due to driving culture, high-speed travel, and enforcement gaps.

OIC Member Countries with high GDP generally show a trend of better road quality and lower death rates. Their economic capacity enables them to invest more in infrastructure, effective traffic management systems, and consistent law enforcement, resulting in safer roads. On the other hand, low-income countries lack the resources for sustained infrastructure development and traffic regulation, resulting in higher fatality rates.

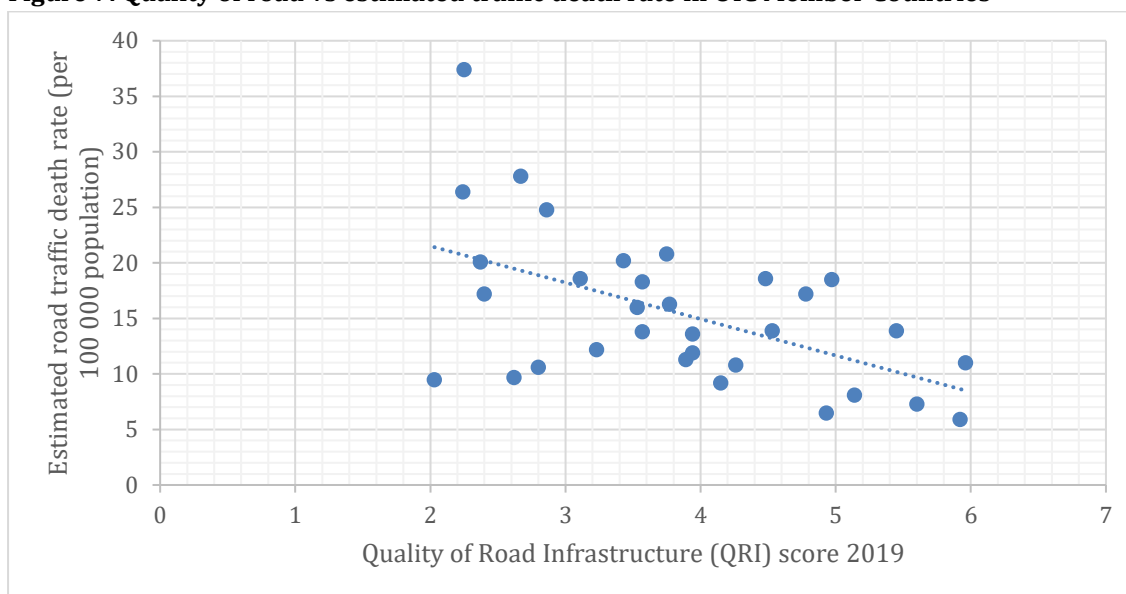
¹ For a detailed account; see COMCEC, "Improving Road Safety in the OIC Member Countries", (COMCEC, 2016).

Table 3.3: Estimated road traffic death rate (per 100 000 population) in OIC Member Countries

Country	GDP per capita (USD)	Estimated road traffic death rate 2021 (per 100 000 population)	Quality of Road Infrastructure (QRI) score 2019
Afghanistan	353	24.1	N/A
Albania	8,272	10.8	4.26
Algeria	5,343	18.3	3.57
Azerbaijan	7,134	17.2	4.78
Bahrain	29,347	8.1	5.14
Bangladesh	2,555	18.6	3.11
Benin	1,473	24.8	2.86
Brunei Darussalam	33,693	3.6	N/A
Burkina Faso	896	27.8	2.67
Cameroon	1,718	10.6	2.8
Chad	742	26.4	2.24
Comoros	1,616	29	N/A
Cote d'Ivoire	2,798	20.6	N/A
Djibouti	3,657	23.3	N/A
Egypt, Arab Rep.	3,567	9.4	N/A
Gabon	8,588	12.5	N/A
Gambia, The	865	22	N/A
Guinea	1,704	37.4	2.25
Guinea-Bissau	934	30.5	N/A
Guyana	20,756	15.2	N/A
Indonesia	4,977	11.3	3.89
Iran, Islamic Rep.	4,534	20.6	N/A
Iraq	5,637	21.5	N/A
Jordan	4,502	13.6	3.94
Kazakhstan	13,323	12.2	3.23
Kuwait	37,896	9.2	4.15
Kyrgyz Republic	2,005	13.3	N/A
Lebanon	3,267	9.7	2.62
Libya	7,412	34	N/A
Malaysia	11,776	13.9	5.45
Maldives	12,601	1.3	N/A
Mali	925	20.2	3.43
Mauritania	2,207	9.5	2.03
Morocco	3,767	18.6	4.48
Mozambique	626	20.1	2.37
Niger	642	24.9	N/A
Nigeria	1,660	17.2	2.4
Oman	23,642	11	5.96
Pakistan	1,435	11.9	3.94
Palestine	3,055	4.7	N/A
Qatar	87,480	7.3	5.6
Saudi Arabia	29,322	18.5	4.97
Senegal	1,791	20.8	3.75
Sierra Leone	443	13.8	3.57
Somalia	664	20.2	N/A
Sudan	2,332	19.6	N/A
Suriname	6,120	16.2	N/A
Syrian Arab Republic	406	29.9	N/A
Tajikistan	1,212	13.9	4.53
Togo	1,036	22.7	N/A
Tunisia	3,928	16.3	3.77
Türkiye	13,039	6.5	4.93
Turkmenistan	9,313	8	N/A
Uganda	1,043	16	3.53
United Arab Emirates	53,402	5.9	5.92
Uzbekistan	2,550	9.3	N/A
Yemen, Rep.	641	29.8	N/A

Source: Compiled by the author from (World Health Organization (WHO), 2021) and (World Economic Forum, 2024) Databases.

Figure 7: Quality of road vs estimated traffic death rate in OIC Member Countries



Source: Compiled by the author from (World Health Organization (WHO), 2021) and (World Economic Forum, 2024) Databases.

3.3. RAIL TRANSPORT

Rail transport serves as a critical component in the multimodal transportation networks of many countries, facilitating the efficient movement of both passengers and freight over long distances. Historically, railways have been central to economic development, providing a stable, reliable, and relatively low-cost means of connecting urban centers, industrial hubs, and rural areas. In contrast to road or air transport, railways are uniquely positioned to handle large volumes of cargo and passengers with a lower environmental impact, making them a sustainable choice in the face of global climate concerns.

In recent years, the strategic importance of rail transport has increased due to several factors, including rapid urbanization, rising environmental concerns, and the need for improved regional connectivity. Investments in high-speed rail and freight corridors have proven beneficial in regions like Europe and Asia, where rail serves as a backbone for both local and international trade. In high-density urban areas, rail systems such as subways and commuter trains are instrumental in reducing road congestion, lowering greenhouse gas emissions, and enhancing mobility. Furthermore, rail freight plays a significant role in global supply chains, enabling countries to efficiently transport bulk goods, raw materials, and manufactured products to ports and borders.

However, the development and efficiency of rail transport vary significantly across countries, influenced by factors such as economic resources, geographical landscape, technological capabilities, and policy priorities. High-income countries tend to have well-developed rail networks with modern infrastructure, while lower-income countries often face challenges related to underinvestment, outdated infrastructure, and limited coverage. For OIC Member Countries, the level of rail infrastructure development is generally mixed, with some countries possessing advanced networks and others lagging in basic rail connectivity.

In this section, the state of rail transport across OIC Member Countries will be analyzed, focusing on network density. There will be also some comparisons between the OIC Member Countries showing the obvious disparities between the regions. By understanding the current state of rail transport within OIC Member Countries, policymakers and stakeholders can identify key areas for investment and improvement, contributing to regional connectivity, economic growth, and sustainable development goals.

Figure 8 highlights significant variations among OIC Member Countries in terms of rail infrastructure coverage. With an OIC average rail network density of 740 km per 100,000 km², these countries generally show a lower density compared to the USA, which stands at 1,624 km per 100,000 km². This difference underscores a gap in rail infrastructure development between OIC Member Countries and the USA, reflecting disparities in investment, geographic needs, and economic priorities.

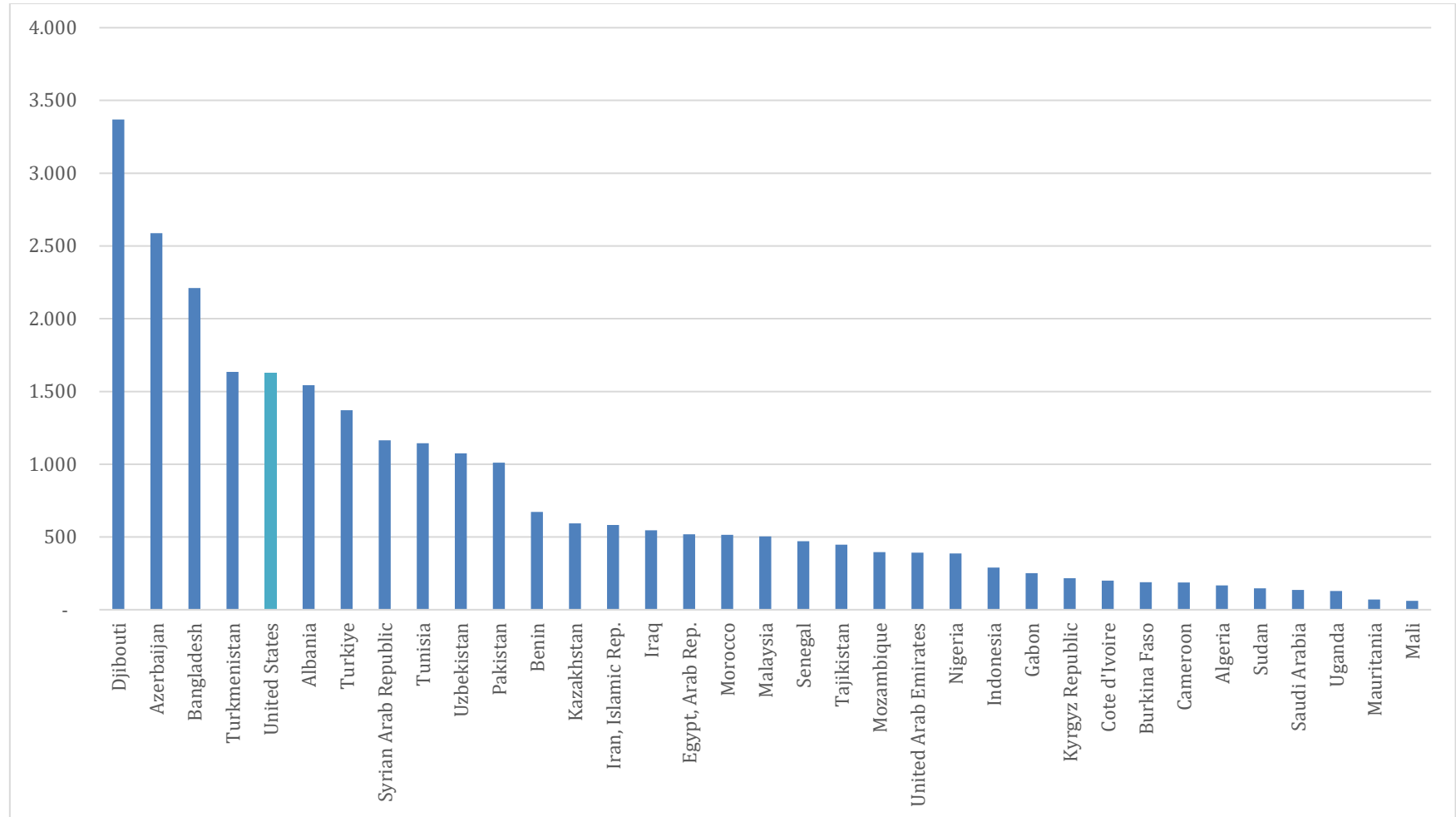
Azerbaijan (2,587 km) and Bangladesh (2,210 km) show high rail densities within OIC Member Countries. These densities are notably higher than both the OIC average and the USA, suggesting a concentrated focus on rail infrastructure.

At the lower end, Mali (60 km), Mauritania (70.63 km), and Uganda (129 km) show very sparse rail networks. The lower densities in these countries may contribute to an over-reliance on road transport, which can have economic and environmental drawbacks, including higher logistics costs and increased emissions.

Türkiye (1,370 km) and Pakistan (1,010 km), have rail network densities that approach or exceed the OIC average but still fall short of the USA density level. These countries have more extensive land areas but have made moderate investments in rail infrastructure, often aligning with both domestic transportation needs and regional connectivity.

With an average of 740 km per 100,000 km², the OIC's rail density is less than half of that of the USA. This indicates room for improvement and possibly a strategic opportunity for OIC Member Countries to enhance their rail networks as a means of economic development. Increasing rail density in these regions could promote more sustainable transportation, facilitate trade, and improve access to remote areas, which is particularly relevant for countries with vast territories.

Figure 8: Rail network density (km/100,000 km² land area)



Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

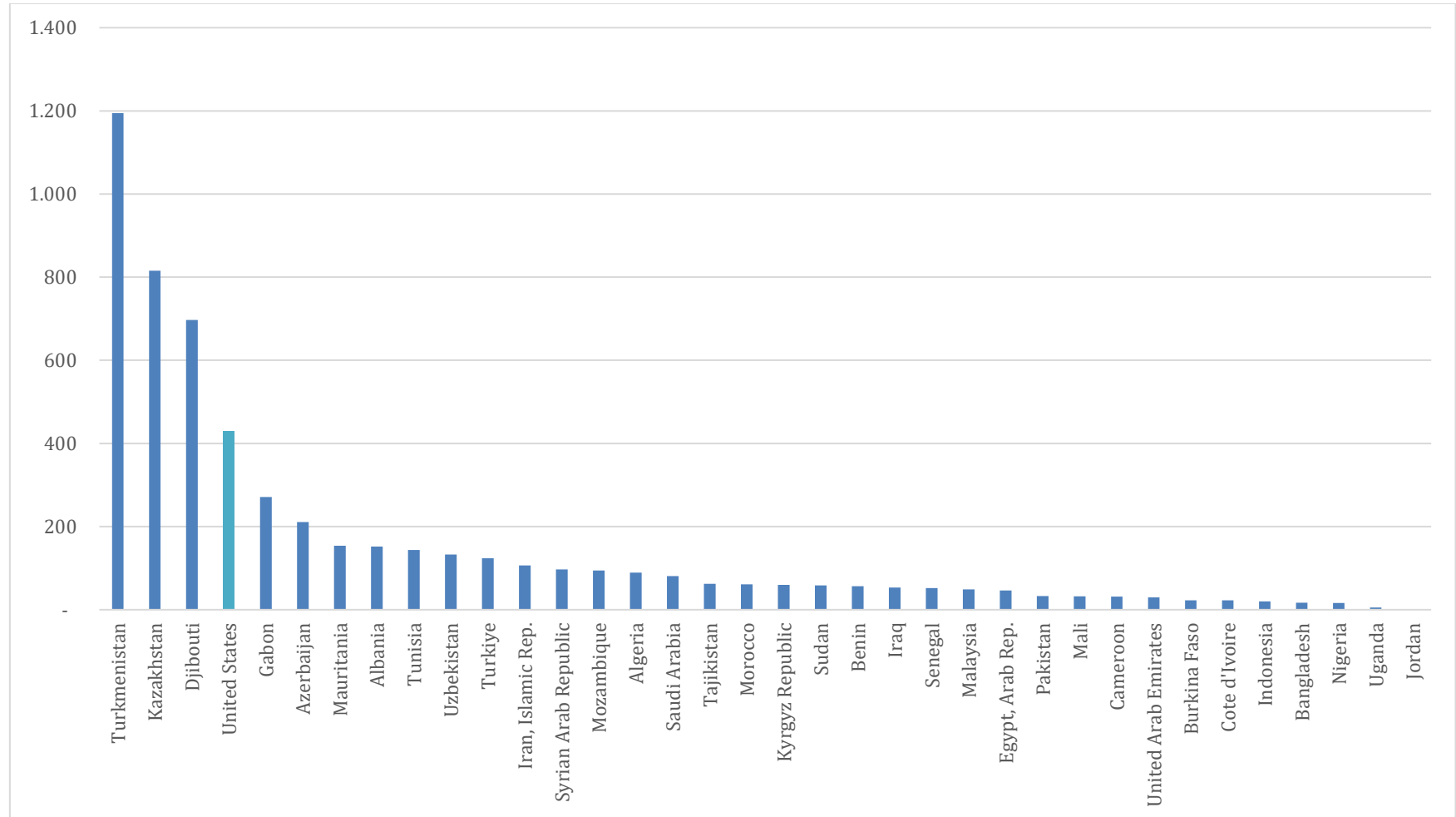
Figure 9 shows the length of the rail network relative to the country's population. As in the case of road network, rail network per capita can be considered as a proxy for measuring the extent of service by railways to any person in a country. The figure reveals substantial variations, with some countries significantly above the OIC average of 149.81 km/million population and others well below this benchmark.

Turkmenistan (1,194.26 km/million population) leads the OIC Member Countries in rail network density, followed by Kazakhstan (815.70 km). These densities far exceed both the OIC average and the USA benchmark. The high rail density in these countries can be attributed to their strategic roles in regional connectivity and trade. For instance, Turkmenistan and Kazakhstan are major transit routes for goods between Asia and Europe, necessitating a more extensive rail network relative to their populations.

Countries such as Bangladesh (16.81 km), Nigeria (16.14 km), and Uganda (5.48 km) exhibit very low rail network densities, indicating minimal rail infrastructure relative to population size. These low densities highlight the challenges of underinvestment in rail infrastructure, particularly in populous countries like Bangladesh and Nigeria, where increased rail capacity could alleviate pressure on other transport modes, such as road networks.

The USA figure of 430.06 km/million population serves as a reference for a high standard of rail network coverage. Only a few OIC Member Countries, like Turkmenistan and Kazakhstan, approach or exceed this level, emphasizing the disparity in infrastructure investment and development.

Figure 9: Rail network density in OIC Member Countries (km/million population)

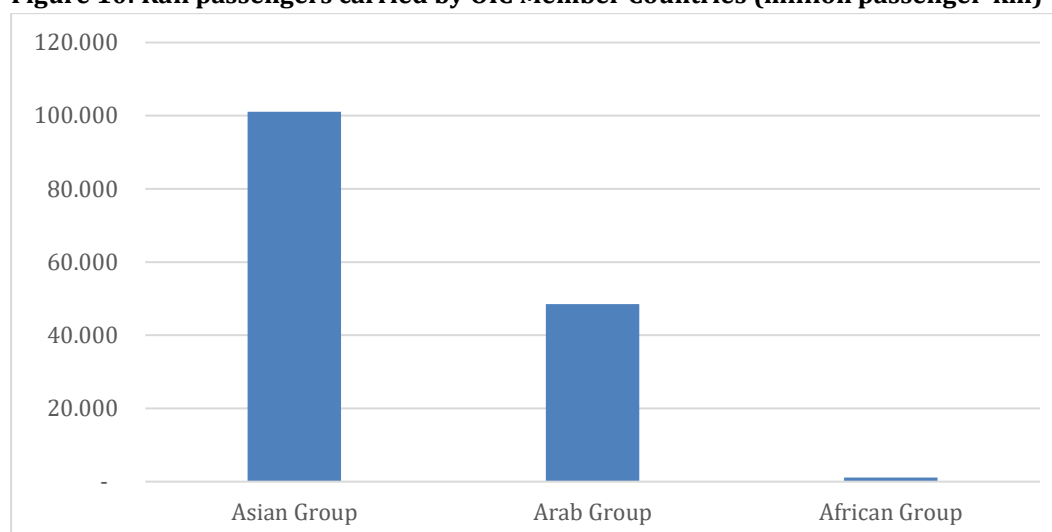


Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

Figure 10 shows the rail passengers carried by OIC Member Countries in terms of million passenger-kilometers, provides insights into the variations in rail usage across different OIC Member Countries. The Asian OIC region shows the highest volume of rail passenger-kilometers, significantly surpassing other regions. The Arab OIC region report relatively low rail passenger-kilometers compared to the Asian OIC region. This trend likely reflects limited rail infrastructure in these countries, where rail networks are either underdeveloped or primarily focused on freight rather than passenger transport. The scarcity of rail networks in some African countries limits their ability to support extensive passenger rail services.

The disparity in rail passenger-kilometers highlights infrastructure and investment gaps among OIC Member Countries. The Asian OIC region's higher numbers indicate a stronger focus on rail infrastructure investment, which has made passenger rail a feasible and reliable option for people.

Figure 10: Rail passengers carried by OIC Member Countries (million passenger-km)



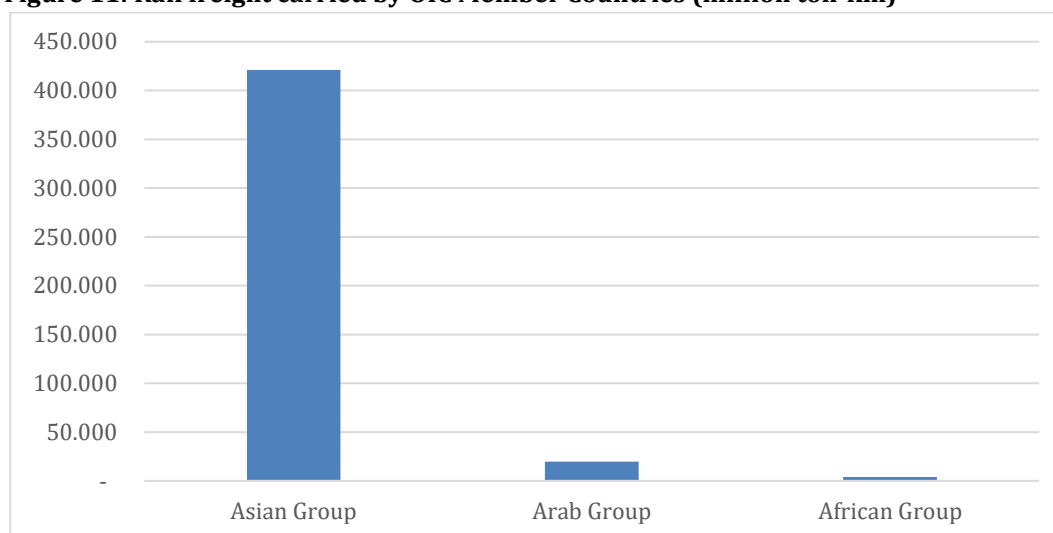
Source: Author from the World Bank World Development Indicators (*The World Bank, 2024b*)

Figure 11 shows, rail freight carried in the OIC-Asia region, which predominantly belongs to Kazakhstan (over 300,000 million ton km), is far above other regions. Extensive rail networks in Asian OIC Member Countries are more oriented toward freight, connecting large industrial regions and serving long-distance routes that facilitate cross-border trade and economic integration within Asia.

The Arab region has very low rail freight figures, indicating that it is not as prominent as in the Asian OIC region. Many Arab countries rely on road and maritime transport for freight, partly due to their geographical characteristics and the limited rail network in some areas.

Rail freight figures in the African OIC region are notably low, underscoring the inadequate level of rail infrastructure in much of Africa. In many African OIC Member Countries, rail networks are either limited or primarily used for passenger services, with freight transport being dominated by road due to a lack of investment and maintenance in rail.

Figure 11: Rail freight carried by OIC Member Countries (million ton-km)



Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

3.4. MARITIME TRANSPORT²

Maritime transport remains the cornerstone of international trade and economic globalization, accounting for the vast majority of world trade by volume. While all modes of transport are important, maritime transport needs special attention given that almost 85% of global trade is carried by sea in terms of weight and thus ports can account for a significant proportion of trade logistics and transport costs (COMCEC, 2015). This essential mode of transportation enables economic development, supports global supply chains, and facilitates trade between continents, especially for countries with extensive coastlines or island geographies.

Given the diverse economic structures within the OIC, maritime transport plays different roles across Member Countries. For instance, countries with highly developed port infrastructure, such as Malaysia and the United Arab Emirates (UAE), serve as regional shipping hubs, enabling them to capture significant transit and trade flows. Conversely, smaller or landlocked OIC Member Countries rely on neighboring states' port facilities and are therefore dependent on efficient and cost-effective intermodal connections to access international markets.

² For a more detailed account on the subject, see COMCEC, "Evaluating the Ownership, Governance Structures and Performances of Ports in the OIC Member Countries", 2015.

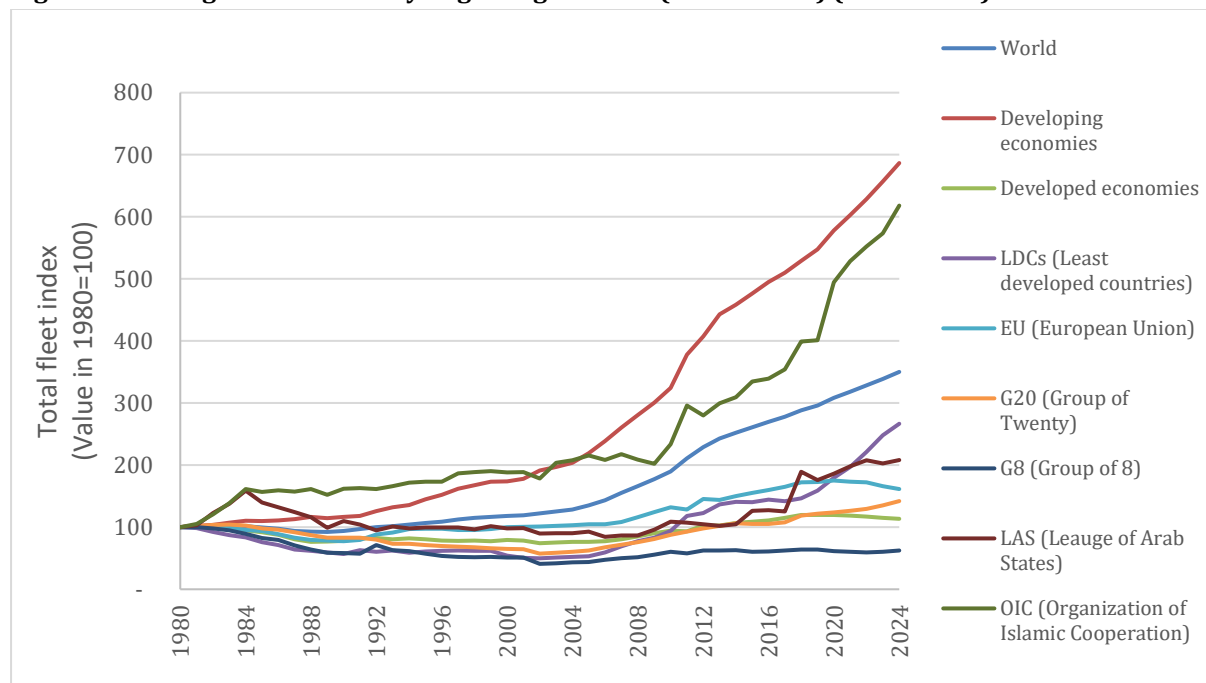
A measure that can be used as a proxy for the international trade is the change in global fleet. Figure 12 illustrates the change in total fleet size by flag of registration from 1980 to 2024, demonstrates significant growth patterns across different economic groups. Using the index values where the 1980 value is set to 100, we can observe varying degrees of expansion among these groups over the decades.

The global fleet has consistently expanded, moving from an index value of 100 in 1980 to 350 in 2024. This increase reflects the substantial growth in maritime trade and the global demand for shipping capacity over the last four decades.

Developing economies exhibit the most dramatic growth, with the index surging from 100 in 1980 to an impressive 687 in 2024. This expansion suggests a significant rise in the maritime capacity of developing nations, likely driven by their increasing role in global trade, especially as both exporters and importers of goods.

OIC Member Countries show robust fleet growth, reaching an index of 618 by 2024. This increase signifies the growing importance of OIC Member Countries in global maritime trade, with many member countries enhancing their port and shipping infrastructure.

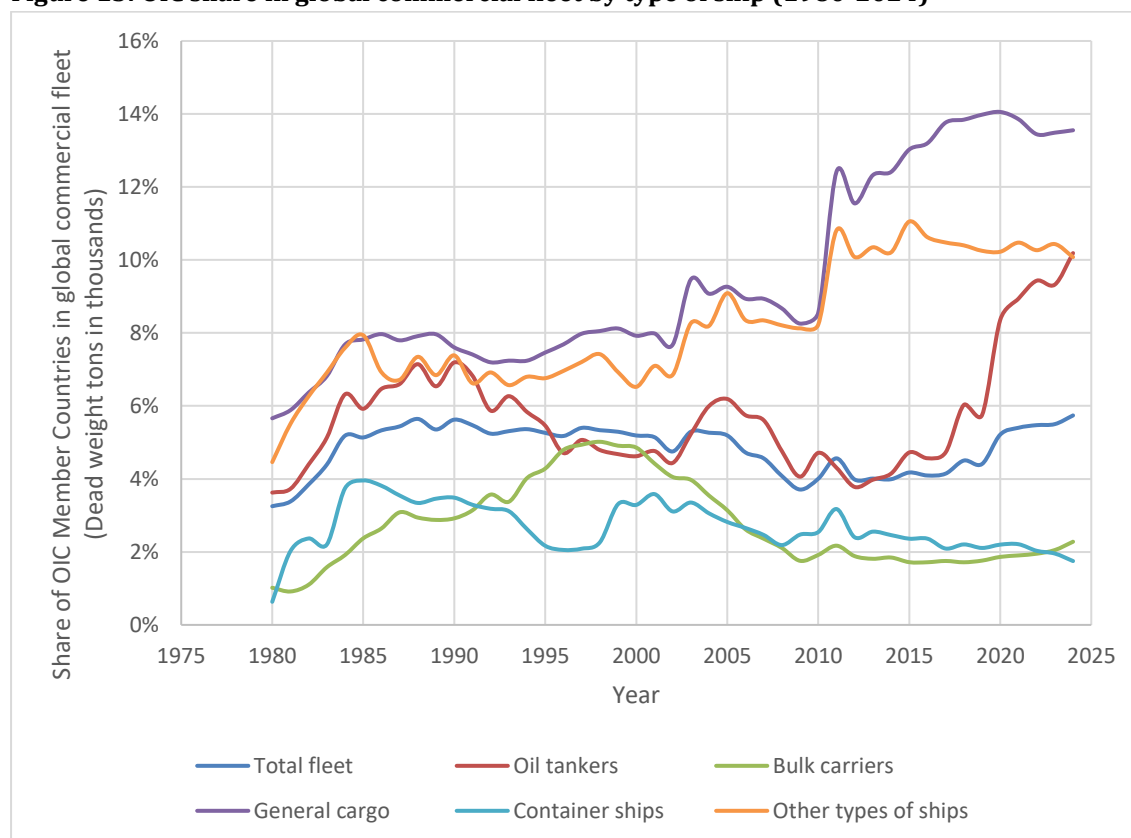
Figure 12: Change in total fleet by flag of registration (in 1000 dwt) (1980-2024)



Source: Author from UNCTAD Statistical Database (UNCTAD, 2024)

The increase in the commercial fleet registered under the flags of the OIC Member Countries corresponds to a total capacity of 135 million deadweight tons (dwt) in 2024. The majority of the fleet consist of oil tankers (50%) whereas container ships represent only 4.3% of the total fleet. Considering the comparatively higher share of the OIC Member Countries in the world trade, i.e. around 10%, than that of the fleet capacity, it can be concluded that the majority of the OIC's merchandise trade is being carried by foreign shipping companies. Although such a situation is a common trend in today's globalized shipping industry, this often leads to high maritime transport costs and low shipping connectivity particularly for the OIC Member Countries with smaller economies located in remote locations (COMCEC, 2015).

Figure 13 illustrates the OIC Member Countries' share in the global commercial fleet by ship type over the period from 1980 to 2024, providing insights into changes in fleet composition and growth among various types of vessels within Member Countries. The OIC's total fleet share in the global commercial fleet has seen steady growth from 3% in 1980 to 6% in 2024. The share of general cargo ships has shown a steady increase, growing from 6% in 1980 to 14% in 2024. This category saw the most considerable growth, indicating a diversification in cargo capacity and the OIC Member Countries' increasing participation in general trade activities. The share of oil tankers within the OIC fleet rose gradually from 4% in 1980 to around 10% by 2024. This growth is significant, given that many OIC Member Countries are oil-producing nations, which likely drives their investment in oil tanker capacities to support their oil exports.

Figure 13: OIC share in global commercial fleet by type of ship (1980-2024)

Source: Compiled by the author from UNCTAD Statistical Database (UNCTAD, 2024)

Table 3.4 presents the commercial fleet in OIC Member Countries by flag registration, measured in deadweight tons (dwt) as of 2024. This measure indicates the carrying capacity of the fleet owned by each country, reflecting the volume and capacity of their maritime transport infrastructure. Indonesia leads the list with a significant margin, registering a fleet capacity of approximately 32,740,740 dwt. This dominance in fleet size highlights Indonesia's strategic role in regional and global maritime transport, likely influenced by its large archipelagic geography and reliance on shipping for domestic and international trade. Iran follows with 20,778,650 dwt, a substantial capacity supporting its export-oriented economy, especially given its reliance on oil exports.

Saudi Arabia (14,286,930 dwt), Malaysia (9,439,700 dwt), and Cameroon (8,050,480 dwt) also show substantial fleet capacities, positioning them as significant players in maritime logistics within their respective regions. Saudi Arabia's fleet is particularly influenced by its oil export requirements, while Malaysia's active role in Southeast Asian trade and the Malacca Strait boosts its fleet demand.

Countries such as Türkiye (7,230,210 dwt), Nigeria (6,686,080 dwt), Bangladesh (5,502,020 dwt), and Kuwait (4,743,370 dwt) have moderate fleet sizes, suggesting a considerable but secondary role in global trade. These fleets support both domestic logistics and some degree of international trade.

Among other categories of cargo, the container transport deserve particular attention and is the major maritime focus in this report. The invention of the container was arguably the most important transportation advance of the 20th century. The container has revolutionized the global trade like the semiconductor has changed information and communication systems. Thanks to the deployment of freight containers in multimodal chains of transport, efficiency of logistics are increased, logistics costs are reduced, less goods are damaged, and security of shipments is strengthened (COMCEC, 2014). “The container has made the world smaller as the transit time between origins and destinations of cargo flows has declined, and it made the world larger as the container ensures to integrate even the remotest region into world trade. It is therefore no wonder that the container has become the icon of globalism.” (COMCEC, 2013)

Table 3.4: Commercial fleet in OIC Member Countries by flag registration (1.000 dwt) (2024)

Country	Dead weight tons in thousands
Indonesia	32,740.74
Iran, Islamic Rep.	20,778.65
Saudi Arabia	14,286.93
Malaysia	9,439.70
Cameroon	8,050.48
Türkiye	7,230.21
Nigeria	6,866.08
Gabon	5,614.50
Bangladesh	5,502.02
Kuwait	4,743.37
Djibouti	3,005.22
Sierra Leone	2,513.44
Comoros	1,892.96
Egypt, Arab Rep.	1,843.64
Togo	1,471.04
Azerbaijan	1,106.67
Libya	988.58
Pakistan	974.53
United Arab Emirates	889.55
Guyana	763.11
Algeria	651.70
Qatar	629.27
Yemen, Rep.	417.92
Brunei Darussalam	394.23
Guinea-Bissau	320.47
Tunisia	278.88
Bahrain	221.42
Lebanon	197.89
Kazakhstan	183.45
Iraq	170.30
Cote d'Ivoire	154.14
Morocco	147.97
Syrian Arab Republic	145.35
Turkmenistan	127.70
Maldives	123.51
Jordan	95.68
Albania	44.92
Mozambique	33.26
Gambia, The	17.36
Senegal	17.19
Oman	14.49
Suriname	6.96
Mauritania	3.84
Benin	2.85
Sudan	2.74
Guinea	1.56
Somalia	0.63

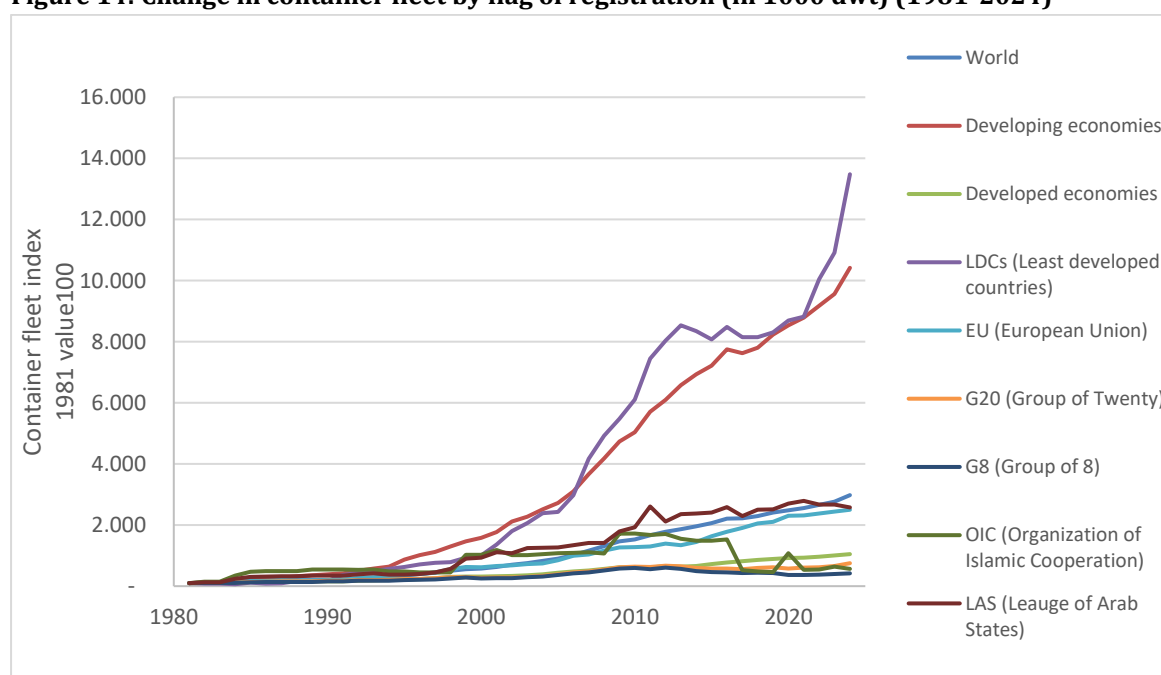
Source: Author from UNCTAD Statistical Database (UNCTAD, 2024)

Containerization has been the main stimulant in increasing container fleet capacity.

Figure 14 illustrates the growth of the container fleet by flag of registration across various country groups and organizations, measured in thousand deadweight tons (dwt) over the period from 1981 to 2024, with the base index set at 100 in 1981.

The global container fleet has seen exponential growth, increasing from a base index of 100 in 1981 to an index of 2,979 by 2024. This growth highlights the significant rise in global trade and the reliance on container shipping as a critical part of global supply chains. Developing economies have shown an impressive growth trajectory, reaching an index of 10,417 in 2024, far outpacing the growth seen in EU countries, which reached an index of 2,500. The OIC Member Countries reached an index of 569 in 2024, indicating growth but at a slower pace compared to other groups such as developing economies and the EU.

Figure 14: Change in container fleet by flag of registration (in 1000 dwt) (1981-2024)



Source: Author from UNCTAD Statistical Database (UNCTAD, 2024)

Ports are critical logistics infrastructure facilities and play a key role in the international trade. There are over 200 OIC ports that serve as either gateway or transshipment facilities, and sometimes as transit points to other landlocked OIC Member Countries. Ports are of critical importance for integration of the OIC Member Countries into global markets as well as among themselves given that some OIC Member Countries have smaller economies located in remote locations. Indeed, some ports in OIC Member Countries have a strategic importance for global trade due to their positions on the international maritime routes or services to large hinterland markets. However, there are also many OIC Member Countries that are landlocked, i.e. Afghanistan, Azerbaijan, Burkina Faso, Chad, Kazakhstan, Kyrgyz Republic, Mali, Niger,

Tajikistan, Uganda, and Uzbekistan; while some others that are Small Island Developing States (SIDS) such as Comoros, Maldives and Suriname.

The container throughput of the OIC Member Countries has reached 129 million TEU in 2021. However, the share of OIC Member Countries in the global container throughput has remained flat at around 15% in the last decades. Both Malaysia and the UAE show high volume throughput with over 27 million TEU and 20 million TEU, respectively. On the other hand, majority of the OIC Member Countries could not even reach the one million TEU threshold.

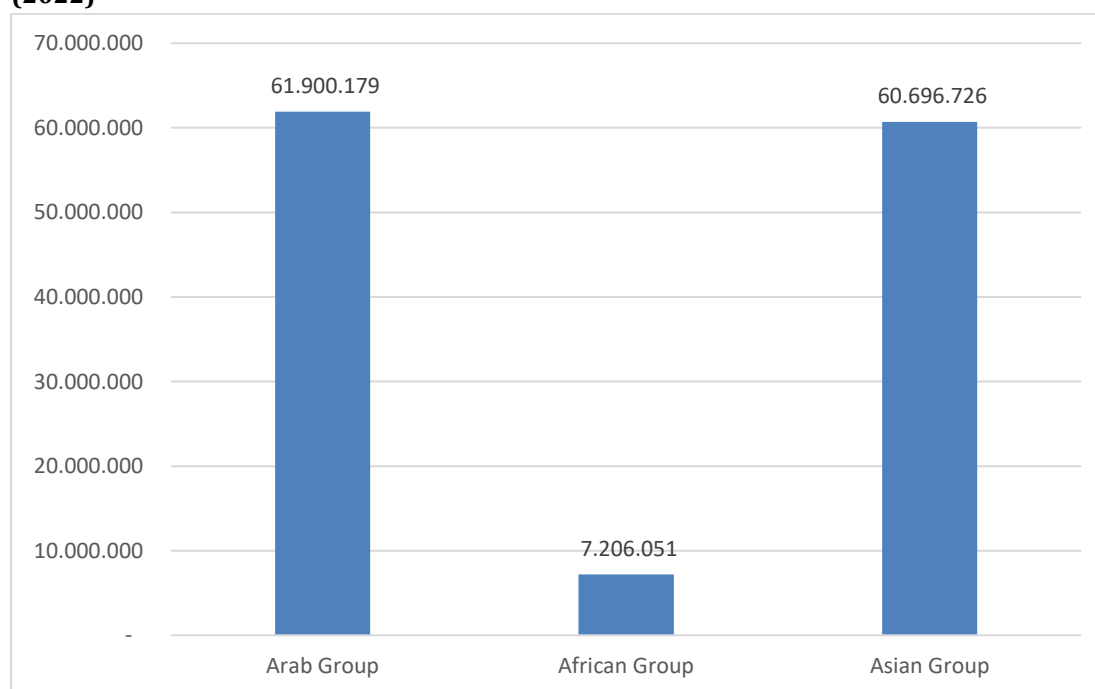
Table 3.5: Container-port throughput in the OIC Member Countries over the 2015-2022 period (TEU)

YEAR	2015	2016	2017	2018	2019	2020	2021	2022
Malaysia	24,012,959	24,569,452	23,719,787	24,955,994	26,215,322	26,669,483	28,261,849	27,293,935
United Arab Emirates	21,238,293	20,652,200	19,089,706	18,696,000	18,802,000	18,721,000	19,182,000	20,300,000
Indonesia	10,011,420	10,535,691	12,076,306	12,532,311	12,615,422	11,673,708	12,910,700	12,380,584
Türkiye	8,143,635	8,760,769	10,001,342	10,801,305	11,591,414	11,626,578	12,591,327	12,366,172
Saudi Arabia	7,793,767	7,683,202	8,082,329	8,683,456	8,905,621	9,330,437	9,875,946	10,459,765
Morocco	3,987,251	4,106,683	4,509,580	4,715,747	6,068,803	7,000,928	8,457,129	8,835,181
Egypt, Arab Rep.	6,490,063	5,887,541	6,337,413	6,701,763	7,403,472	7,564,385	7,226,065	7,765,482
Oman	3,105,377	3,943,846	4,785,012	4,210,679	4,890,471	5,141,830	5,235,447	5,228,456
Pakistan	2,706,324	3,074,000	3,284,000	3,249,000	3,150,000	3,161,000	3,548,000	3,383,580
Bangladesh	2,066,344	2,387,953	2,583,549	2,946,955	3,145,919	2,897,709	3,271,732	3,200,236
Togo	905,700	821,639	1,193,841	1,395,730	1,500,611	1,725,270	1,986,131	1,952,879
Nigeria	1,544,183	1,272,000	1,408,000	1,560,000	1,627,142	1,548,622	1,566,109	1,566,109
Iran, Islamic Rep.	2,180,852	2,462,028	3,091,066	2,368,914	1,503,495	1,253,429	1,550,304	
Qatar	568,166	527,952	772,800	1,340,000	1,340,000	1,412,689	1,543,591	
Algeria	1,694,426	1,831,056	1,725,198	1,844,422	1,793,990	1,541,273		
Cote d'Ivoire	927,379	885,750	907,646	924,596	994,646	979,517	1,042,418	
Iraq	108,905	220,860	823,945	743,211	932,729			
Kuwait	984,815	944,432	964,624	954,528	959,576	863,618		
Jordan	758,218	792,841	796,087	815,354	798,160	857,283	765,662	
Senegal	529,724	540,000	570,500	674,000	695,698	696,899	769,358	738,000
Lebanon	1,130,284	1,147,219	1,305,038	1,332,990	1,293,888	832,954	675,077	
Djibouti	910,165	987,400	928,000	859,000	917,000	860,000	692,000	635,000
Benin	288,000	310,500	333,000	321,750	510,896			
Tunisia	471,248	489,670	480,619	493,366	474,222	483,178	469,658	464,823
Mozambique	335,200			372,218	411,938	417,459	440,582	420,500
Yemen, Rep.	178,098	268,208	334,693	398,999	464,923	423,393	418,711	
Bahrain	379,817	424,602	400,307	432,207	418,933	464,010	404,904	
Cameroon	379,915	370,000	386,367	387,000	370,685	366,667		
Sudan	481,815	465,355	487,336	451,712	422,597	396,267	320,274	
Libya	558,764	151,552	212,165	327,097	271,231			
Guinea	169,017	176,167	203,373	237,366	248,659	250,000		
Syrian Arab Republic	236,088	253,415	291,958	332,532	325,097	243,348		
Gabon	145,700	146,000	156,000	156,000	192,998	180,000		
Albania	104,000	118,829	118,270	134,526	145,762			
Maldives	83,778	81,744	82,761	82,253	107,728			
Brunei Darussalam	102,798	98,606	104,747	113,125	117,901	106,174		
Suriname	106,014	98,652	112,318	110,000	109,200		109,600	103,874
Somalia	77,095	104,800	126,313	115,340	92,238			
Mauritania	72,582	72,523	88,400	80,462	84,458			
Sierra Leone	90,000	89,063	89,100	83,621	78,413			
Gambia, The	65,000	60,000	62,500	61,250	71,470			
Guyana	52,834	55,168	57,663	58,210	58,543	58,377		
Comoros	76,097	73,310	52,673	55,033	54,359			
Guinea-Bissau	27,136	26,382	56,819	47,433	28,700			

Source: Author from the World Development Indicators (The World Bank, 2024b)

Figure 15 provides distribution of the container port traffic among the OIC Member Countries in 2022. The majority of container port traffic within the OIC Member Countries is concentrated in the Asian region. High container traffic in the Arab region also suggests substantial investments in port infrastructure and logistics, driven by an interest in diversifying away from oil dependence and becoming logistics hubs for global trade. The Asian Group has a similarly high level of container port traffic at approximately 60.7 million TEUs, nearly matching the Arab Group. This high volume is due to the large-scale manufacturing and export industries in countries like Malaysia, Türkiye, and Indonesia, which rely heavily on containerized goods movement. The African Group has the lowest container port traffic at 7.2 million TEUs, indicating relatively limited containerized trade compared to the Arab and Asian groups.

Figure 15: Container port traffic in the OIC Member Countries (TEU: 20 foot equivalent units) (2022)



Source: The World Bank World Development Indicators (The World Bank, 2024b)

As of 2022, the container penetration intensity (share of containerization in break bulk and general cargo traffic) in several OIC Member Countries were many times lower than the rate for the global market (~120 TEU per 1,000 capita), and far lower than that of developed countries. Especially, some OIC Member Countries such as Nigeria, Somalia, and Sudan show very low container volumes in comparison with the size of their economies and populations as Table 3.6 reveals. On the other hand, a few OIC Member Countries (e.g. UAE, Malaysia and Oman) have very high container penetration levels.

Table 3.6: Container trade penetration in the OIC Member Countries (2022) (including transshipment)

Rank	Country	TEU / 1000 capita	Rank	Country	TEU / 1000 capita
1	United Arab Emirates	2,150	23	Senegal	43
2	Oman	1,143	24	Libya	40
3	Malaysia	804	25	Benin	38
4	Qatar	573	26	Tunisia	38
5	Djibouti	567	27	Cote d'Ivoire	37
6	Saudi Arabia	287	28	Algeria	34
7	Bahrain	275	29	Gambia, The	26
8	Brunei Darussalam	236	30	Iraq	21
9	Morocco	236	31	Bangladesh	19
10	Togo	221	32	Guinea	18
11	Maldives	206	33	Mauritania	18
12	Kuwait	202	34	Iran, Islamic Rep.	18
13	Suriname	168	35	Pakistan	14
14	Türkiye	146	36	Guinea-Bissau	14
15	Lebanon	123	37	Cameroon	13
16	Gabon	75	38	Mozambique	13
17	Guyana	72	39	Yemen, Rep.	12
18	Egypt, Arab Rep.	70	40	Syrian Arab Republic	11
19	Jordan	68	41	Sierra Leone	9
20	Comoros	65	42	Nigeria	7
21	Albania	52	43	Sudan	7
22	Indonesia	45	44	Somalia	5

Source: The World Bank World Development Indicators (The World Bank, 2024b)

3.5. AIR TRANSPORT

Air transport has evolved into a fundamental component of global transportation infrastructure, enabling rapid mobility across countries and continents. This sector serves as a vital conduit for economic integration, facilitating the swift movement of goods, services, and people, thereby shrinking geographical distances and reinforcing the globalization of markets. It is essential to consider air transport's role in the global economy and its interdependence with other economic sectors such as tourism, trade, and business, which thrive on the swift connectivity it offers.

There is a large variation in the air traffic figures between the OIC Member Countries. On the one hand, several OIC Member Countries achieve highest air traffic globally. As can be seen in Table 3.7, there are two airports from the OIC region that are ranked in the top 20 for passenger air passenger traffic and three airports in the top 20 busiest airports in terms of air cargo traffic as of 2023. The airports listed in this table are primarily located in countries with advanced aviation infrastructure, such as the United Arab Emirates (UAE), Qatar, and Türkiye, which benefit from significant investments in airport facilities, strategic geographic positioning, and policies that attract global transit traffic.

Table 3.7: OIC airports ranked in the top 20 for passenger and air cargo traffic (2023)

PASSENGER		CARGO	
City (Airport)	Passengers	City (Airport)	Metric Tonnes
Dubai, UAE (DXB)	86 994 365	Doha, Qatar (DOH)	2 355 503
Istanbul, Türkiye (IST)	76 027 321	Dubai, UAE (DXB)	1 805 898
		Istanbul, Türkiye (IST)	1 603 212

Source: Author from Airports Council International (Airports Council International (ACI), 2024)

On the other hand, several OIC Member Countries lack an operating airport and accordingly fail to experience any air traffic movement. As can be seen in Table 3.8, among all OIC Member Countries, Türkiye, Indonesia, and Saudi Arabia had the highest air passenger traffic in 2021. The table reveals considerable disparities in air passenger volumes between countries in different OIC Member Countries. Middle Eastern countries, particularly the Gulf Countries, typically feature higher passenger volumes due to their strategic geographic locations and substantial investments in aviation infrastructure. Conversely, many African and Central Asian OIC Member Countries register lower passenger numbers, reflecting both limited infrastructure and fewer international connections.

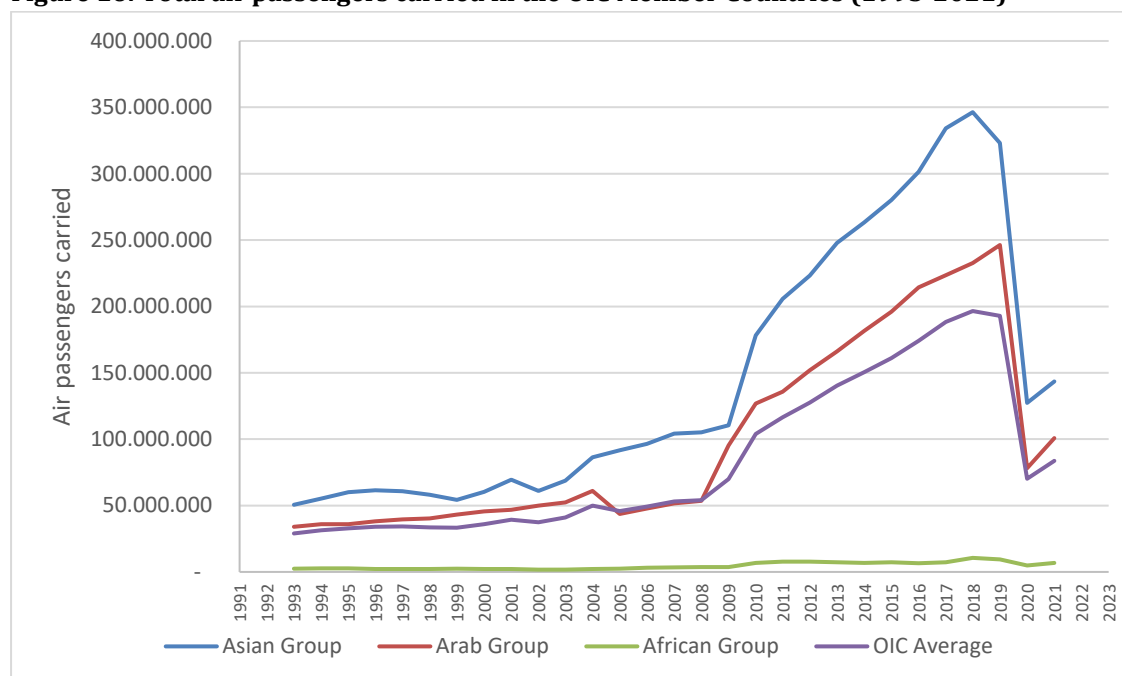
The 2021 data represents a year still significantly impacted by the COVID-19 pandemic, which saw fluctuating travel restrictions and varied recovery rates across regions. The countries with higher passenger volumes likely benefited from resilient aviation strategies, including health and safety protocols, flexible booking policies and a focus on maintaining international and regional connectivity. However, many OIC Member Countries, especially those more reliant on tourism or with limited aviation infrastructure, faced slower recoveries in passenger numbers.

Table 3.8: Air passengers carried at the OIC Member Countries (2021)

Arab Group		African Group		Asian Group	
Saudi Arabia	29,403,732	Nigeria	4,486,313	Türkiye	69,065,868
United Arab Emirates	28,422,616	Togo	672,184	Indonesia	33,549,828
Qatar	14,832,936	Cote d'Ivoire	569,309	Iran, Islamic Rep.	13,695,897
Egypt, Arab Rep.	5,563,387	Mozambique	411,739	Kazakhstan	8,765,001
Morocco	4,740,714	Senegal	359,706	Malaysia	4,965,361
Kuwait	2,182,888	Cameroon	177,992	Pakistan	4,930,662
Oman	2,075,390	Burkina Faso	112,940	Bangladesh	3,750,753
Algeria	1,949,936	Gambia, The	109,542	Uzbekistan	2,010,914
Bahrain	1,840,268	Gabon	77,320	Azerbaijan	1,102,455
Jordan	1,695,302	Guinea	58,500	Turkmenistan	648,370
Tunisia	1,675,777	Sierra Leone	50,193	Afghanistan	293,213
Iraq	1,620,013	Chad	28,332	Maldives	277,881
Lebanon	1,603,134	Guinea-Bissau	20,400	Albania	193,259
Sudan	1,386,967	Uganda	16,490	Kyrgyz Republic	171,347
Libya	968,476	Niger	15,019	Tajikistan	125,164
Syrian Arab Republic	672,219	Benin	899	Brunei Darussalam	27,881
Mauritania	207,225			Suriname	20,181
Djibouti	130,500			Guyana	7,512
Yemen, Rep.	52,035				
Somalia	34,066				
Comoros	27,300				

Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

Regarding the number of air passengers throughout the 1993-2021 period, Figure 16 reveals that OIC Asia outperformed other regions since 1993 while OIC African Group remained well below the other regions during this period. The figure also reflects a drop in air passenger numbers around 2020 due to the COVID-19 pandemic, which grounded flights globally. This downturn underscores the aviation sector's vulnerability to global health crises and its ripple effects on economic activities that rely on passenger mobility, such as tourism and business travel.

Figure 16: Total air passengers carried in the OIC Member Countries (1993-2021)

Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

Table 3.9 provides an insightful comparison of air travel engagement across different OIC Member Countries—Arab, African, and Asian groups. This table highlights the variation in air passenger travel intensity per capita, revealing disparities among countries within each region. The Arab Group showcases some of the highest per capita air passenger numbers, with Qatar (5.504) and the United Arab Emirates (3.011) leading. These values are significantly higher than other OIC Member Countries and reflect the Gulf States' role as major international transit hubs. The African Group generally exhibits lower per capita air passenger numbers, with the highest being Togo (0.076) and The Gambia (0.04). These figures suggest limited air travel infrastructure and possibly lower demand due to economic constraints. Türkiye (0.813) stands out within the Asian Group, suggesting a well-developed domestic air network, tourism sector, and strong regional connectivity. Other countries like the Maldives (0.531) and Kazakhstan (0.447) also show higher engagement in air travel, likely due to tourism (in the Maldives) and large distances that necessitate air travel.

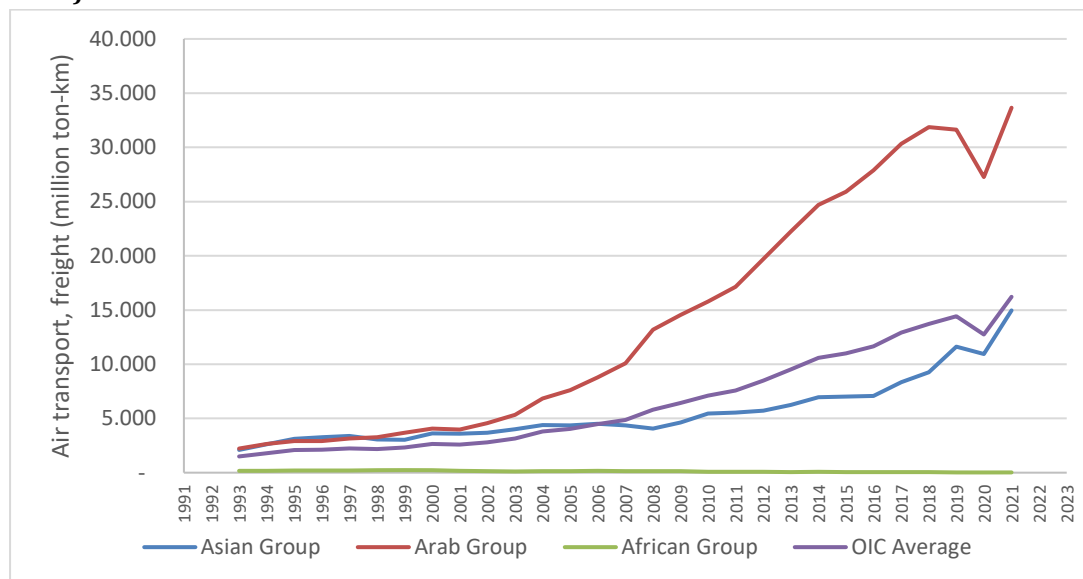
Table 3.9: Per capita air passengers carried at the OIC Member Countries (2021)

Arab Group		African Group		Asian Group	
Qatar	5.504	Togo	0.076	Türkiye	0.813
United Arab Emirates	3.011	Gambia, The	0.040	Maldives	0.531
Bahrain	1.250	Gabon	0.032	Kazakhstan	0.447
Saudi Arabia	0.808	Senegal	0.021	Iran, Islamic Rep.	0.155
Kuwait	0.511	Nigeria	0.021	Malaysia	0.146
Oman	0.454	Cote d'Ivoire	0.020	Indonesia	0.122
Lebanon	0.292	Mozambique	0.012	Azerbaijan	0.109
Jordan	0.150	Guinea-Bissau	0.010	Turkmenistan	0.101
Libya	0.142	Cameroon	0.006	Albania	0.070
Tunisia	0.136	Sierra Leone	0.006	Brunei Darussalam	0.062
Morocco	0.127	Burkina Faso	0.005	Uzbekistan	0.056
Djibouti	0.116	Guinea	0.004	Suriname	0.033
Egypt, Arab Rep.	0.050	Chad	0.002	Kyrgyz Republic	0.025
Mauritania	0.044	Niger	0.001	Bangladesh	0.022
Algeria	0.043	Uganda	0.000	Pakistan	0.021
Iraq	0.036	Benin	0.000	Tajikistan	0.013
Comoros	0.033			Guyana	0.009
Syrian Arab Republic	0.030			Afghanistan	0.007
Sudan	0.030				
Somalia	0.002				
Yemen, Rep.	0.002				

Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

Figure 17 shows the changes in the air freight traffic among the OIC Member Countries between 1993 and 2021. One implication of the figure is that air freight traffic in the African Group has been quite premature and fell well below the other regions during this period. It is also noteworthy that there is an exponential growth of air freight traffic in the Arab and Asian Group since 1993. The figure illustrates a noticeable, though relatively moderate, decline in air freight across OIC Member Countries. Unlike air passenger transport, which faced a much steeper drop due to travel restrictions and safety concerns, the decline in air freight was comparatively smaller. This resilience is likely attributed to the ongoing demand for essential goods, medical supplies, and e-commerce shipments that kept air cargo in operation even when passenger flights were heavily reduced or halted.

Figure 17: Total air freight carried in the OIC Member Countries (million ton-km) (1993-2021)



Source: Author from the World Bank World Development Indicators (The World Bank, 2024b)

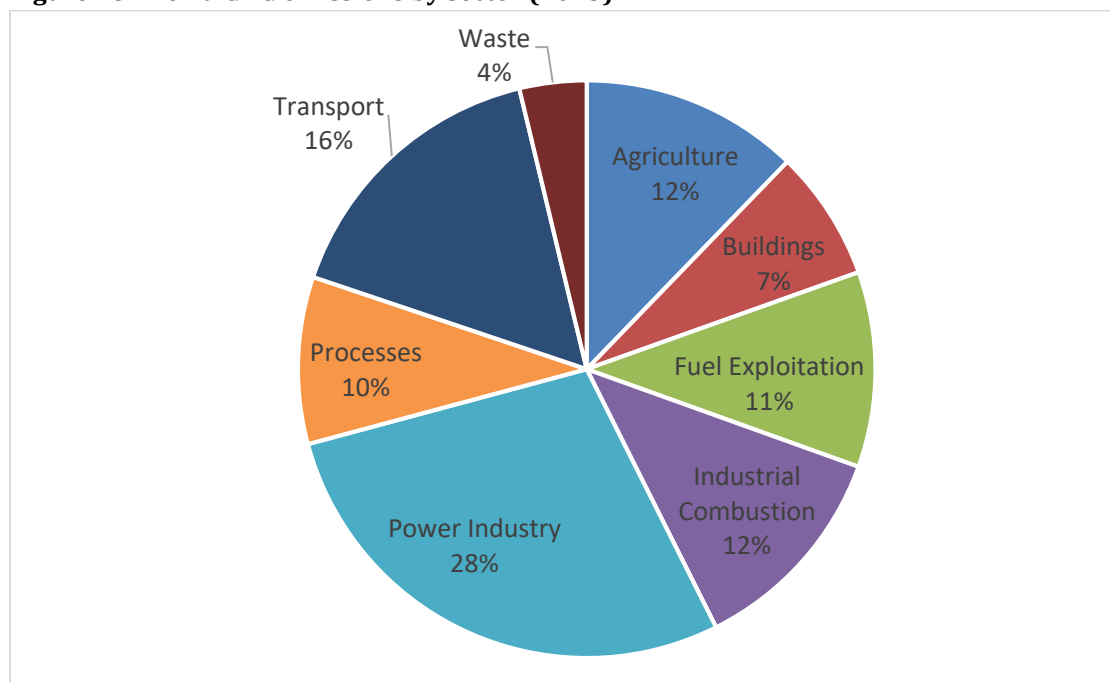
4. ENVIRONMENTAL EFFECTS OF TRANSPORT SECTOR

The environmental impact of the transport sector has become a growing concern as nations seek sustainable growth. Transport activities, which underpin economic and social interactions globally, also contribute significantly to environmental challenges, primarily through greenhouse gas (GHG) emissions, air pollution, and land degradation.

With increasing urbanization, industrialization, and cross-border trade, transport emissions have surged, particularly in road and aviation sectors. Road transport, due to its reliance on fossil fuels, represents one of the largest sources of GHG emissions within the sector. Meanwhile, maritime and aviation transport also contribute significantly to air pollution and carbon emissions, especially as freight volumes increase. The environmental burden of transport is further compounded by infrastructure development that alters land use and affects natural ecosystems.

Figure 18 illustrating global greenhouse gas (GHG) emissions by sector for 2023, highlights the predominant contributions of several key sectors. The power industry, responsible for 28% of emissions, is the largest contributor, driven primarily by fossil fuel-based electricity generation. Following this, the transport sector accounts for 16% of total emissions, underscoring its role as a significant emitter due to fossil fuel dependence, especially in road and aviation transport.

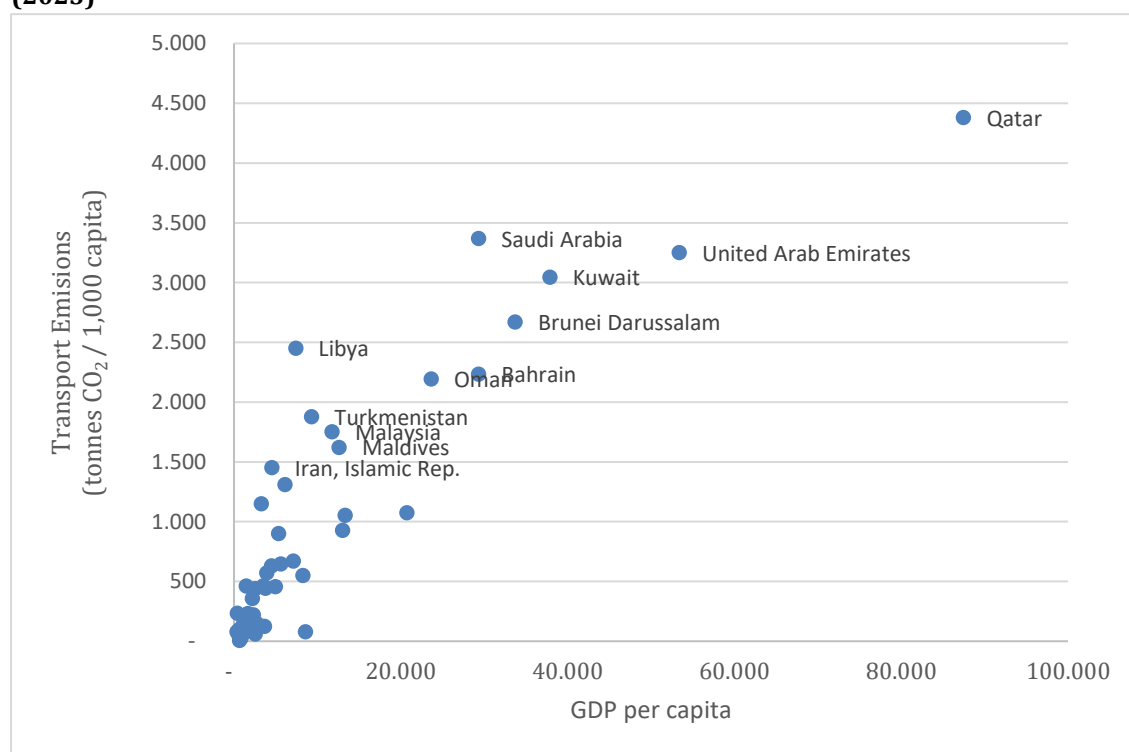
Figure 18: World GHG emissions by sector (2023)



Source: (EDGAR - Emissions Database for Global Atmospheric Research, 2023)

Though it is likely to observe some variations depending on the domestic fuel prices and the availability of alternative energy sources, higher per capita income countries tend to emit more GHG per capita. Figure 19 shows that there is a positive correlation between transport-related GHG emissions and GDP per capita (PPP) in the OIC Member Countries. One reason for this tendency is the increased private car ownership with increasing per capita income, which eventually increases personal trips and accordingly GHG emissions. Another implication of the figure is that the countries with higher GHG emissions are mostly from oil producing countries, which often corresponds to lower pump prices for gasoline and consequently more road sector energy consumption.

Figure 19: Transport GHG emissions and GDP per capita (PPP) in OIC Member Countries (2023)



Source: (EDGAR - Emissions Database for Global Atmospheric Research, 2023)

Options to mitigate transportation-related GHG emissions

Public policy actions aiming at reducing the transportation-related GHG emissions of transport activities involve one or more of the following measures and as any other public policy action, each measure has its own advantages or disadvantages:

- **Enhancing fuel efficiency:** Using less fuel to travel the same amount of distance will help reduce GHG emissions. To achieve this, one option is to use smaller vehicles. Second option is to increase engine efficiency and employing lighter but still safer materials. The drawback of this option is that more fuel-efficient vehicles may stimulate higher vehicle-kilometres which may partially off-set the fuel savings.

- **Using alternative fuels:** This option involves using more environmentally friendly alternative fuels such as biofuels, natural gas, and electricity. However, using more of these alternative energy sources have their own drawbacks. An increase in biofuel (such as ethanol and biodiesel) use will not only threaten food security as it is likely to increase food prices, but also increase water use and contribute to the nitrous oxide (N₂O) emission through fertilizer use. Regarding natural gas and electricity, there is still a large room to develop more efficient, affordable and safer cars using these alternative fuels.
- **Adopting environmental pricing:** Following the polluter pays principle, which suggests that a pricing mechanism should be established in a way that the polluters must bear the cost of the pollution they cause, environmental pricing schemes in transportation include some forms of taxing the travelers. The easiest way to implement an environmental pricing scheme is increasing the gasoline taxes. Though mainly aiming at reducing congestion, congestion pricing can also be classified as another form of environmental pricing.
- **Shifting from private car use to environmentally-friendly transport modes:** The most environmentally-friendly transportation mode is non-motorized travel and it does not only help reduce GHG emissions, but also contribute to congestion relief and improve public health and leads to better land use practices. The costs associated with non-motorized travel, on the other hand, are increasing travel times and accident rates. Public transit through buses, light rail system, and metro can also help reduce surface transport GHG emissions. However, especially light rail system and metro require high infrastructure investments, and transit operations may require state subsidy since transit revenues generally fail to cover transit expenses.
- **Adopting traffic restrictions:** While reducing traffic congestion is the major motivation for adopting this option, traffic restrictions are also expected to help handle transport GHG emissions. Traffic restrictions involve driving bans based on number plates, high occupancy vehicle lanes, congestion pricing schemes, and new plate quotas. These policies are difficult to implement politically and may raise equity concerns.

5. PRIVATIZATION IN TRANSPORT

Network industries necessitating big infrastructure investments such as transportation, telecommunication, energy, and water and sewerage have been traditionally state-owned and operated for two major reasons. Firstly, huge initial investments created a barrier to entry for private investors. Secondly, because of the economic and social importance of such industries, governments preferred to keep them under state ownership. However, poor performances of state ownership and operations, such as low operating efficiency, labour redundancy, politically motivated tariff setting, and underinvestment, initiated a tendency to appeal to private finance and management.

Where the real benefit of a PPP project lies?

To make a comparison between the traditional public procurement and public procurement through PPP models, we can divide the total value of a project into three: (1) the cost of services provided, (2) the cost of capital, and (3) the risks assumed by the government.

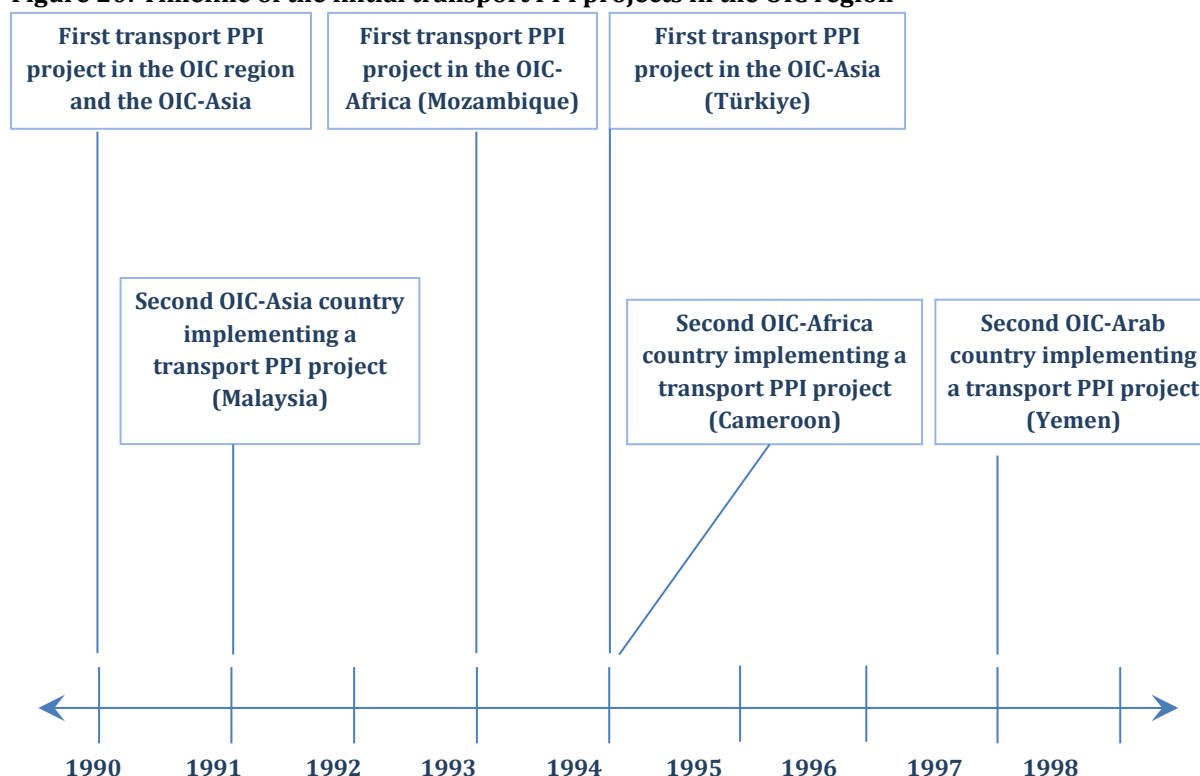
Regarding cost of capital, state procurement is generally more advantageous than PPP-type procurement because cost of borrowing of a private entity is generally higher than that of public sector, given generally high risks inherently involved in PPP projects. On the other hand, advantages of PPP-type procurement arise by regarding cost of services provided and risks assumed by the government. It is generally expected that private sector can achieve more cost savings during implementation of investments and provide cheaper services than public sector can. In addition, during PPP-type procurement, private sector assumes that some of risks, such as construction, availability, and demand risks associated with projects which public sector assumes in traditional procurement. For a PPP model to be eligible, value of money must be achieved, which means that sum of benefits- from cost savings for services provided and risks transferred from public sector to private one -should exceed costs associated with higher cost of capital of private sector.

Initially and substantially adopted by the United Kingdom, within the last couple of decades, public-private partnerships (PPPs) - including private participation in infrastructure (PPIs) - today play an important role in provision of public infrastructure and services. It doesn't matter if the country is developed, developing or a least-developed one, governments use various PPP models, ranging from management contracts to Build-Own-Operate model and divestitures, mainly; (1) to attract private finance to their infrastructure projects in face of large budget deficits, (2) to improve efficiency and quality of services provided, and (3) to liberalize their economy.

In fact, the OIC Member Countries has been quite familiar with private participation in large transport infrastructure projects. Opened in 1869, Suez Canal was a typical Build-Operate-Transfer project for which the private operator had obtained a concession to operate the canal for 99 years. Other transportation concessions during the Ottoman Empire era included the Port

of Istanbul, Port of Izmir, Istanbul Rail Tunnel, and Istanbul Streetcar (Yılmaz, 1996). Some sources (Handley, 1997; Özdoğanm & Talat Birgönül, 2000; Tiong R. L. K., 1990) cite that even the term Build-Operate-Transfer was coined by Turgut Özal, the former prime minister and the president of Türkiye. In the 20th century, the first transport PPI project in the OIC geography was implemented in Indonesia in 1990 and it was followed by a second PPI project in Malaysia in 1991. The first PPI project in African Group and Asian Group were implemented in Mozambique in 1993 and in Türkiye in 1994. Figure 20 presents the timeline of the initial transport PPI projects in the OIC Member Countries.

Figure 20: Timeline of the initial transport PPI projects in the OIC region



Source: Author from the World Bank PPI Database

However, past experience of the OIC Member Countries on PPP applications calls for major improvements. A successful implementation of a PPP project requires; (1) political and economic stability, (2) sound legal framework, (3) institutional capacity, (4) political commitment and support, (5) transparent and competitive tender procedures free from corruption, (6) an organized and developed domestic private entrepreneurship (including financial institutions and construction companies), and (7) public acceptance and support. Unfortunately, the OIC Member Countries generally fail to achieve most of these preconditions.

Distribution of PPI Projects by sector and region

In this section, a brief analysis on the historical PPP trends and what OIC Member Countries have been doing about transportation PPPs/PPIs will be provided.

The World Bank PPI database provides the most comprehensive data on PPI projects and classifies them into 5 main sectors; (1) energy, (2) information and communication technology (ICT), (3) municipal solid waste, (4) transport, and (5) water and sewerage. Table 5.1 shows that, financial closure of a total of 8,986 PPI projects has been finalized in the world between 1991 and 2023. Energy sector had the largest share (51.7%) in terms of number of PPI projects and it was followed by transport sector (24.2%).

Table 5.1: Distribution of PPI projects by infrastructure sectors (1991-2023)

Sectors	Number of PPI projects	Percentage shares
Energy	4644	51.7%
Information and communication technology (ICT)	539	6.0%
Municipal Solid Waste	425	4.7%
Transport	2176	24.2%
Water and sewerage	1202	13.4%
Total	8986	100.0%

Source: Author from the World Bank PPI Database (The World Bank, 2024a)

Table 5.2, which presents the distribution of PPI projects by their PPI-types during the 1991-2023 period shows that some variations in PPI-type exist depending on the characteristics of individual sectors. Table shows that greenfield projects have been the most frequently used PPI type in all sectors but transport, which mostly adopted brownfield. On the other hand, both energy and ICT sectors applied divestitures more frequently than the other three sectors in both absolute and percentage terms. In addition, water and sewerage sector used management and lease contracts more than any other sector did. Among various PPI types, brownfield projects have been the most common form of PPI investment in the transport sector.

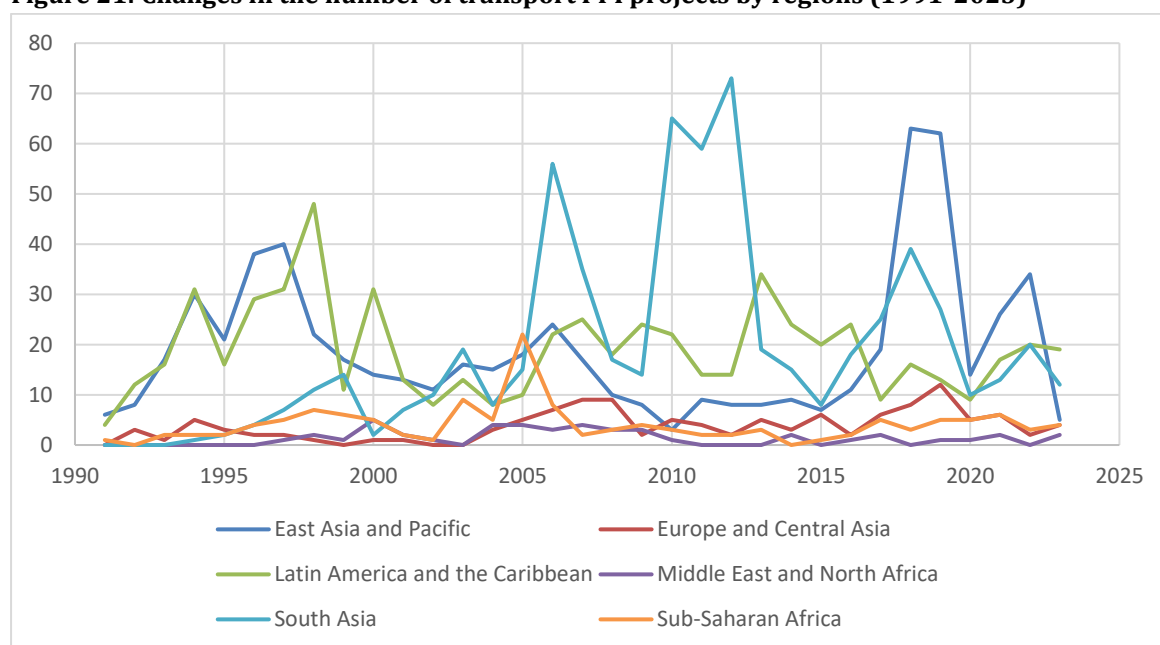
Table 5.2: Distribution of the PPI projects by PPI-types (1991-2023)

Sector	Brownfield	Divestiture	Greenfield project	Management and lease contract	Total
Energy	278	439	3878	49	4644
Information and communication technology (ICT)	18	188	323	10	539
Municipal Solid Waste	21	1	315	88	425
Transport	1146	75	843	112	2176
Water and sewerage	422	23	588	169	1202
Total	1885	726	5947	428	8986

Source: Author from the World Bank PPI Database (The World Bank, 2024a)

The changes in the number of transport PPI projects by geographic regions in the 1991-2023 period are presented in Figure 21. In terms of using PPI models in transport projects, South Asia - with an increasing trend in recent years - and Latin America and the Caribbean are the two best performing regions whereas Middle East and North Africa and Sub-Saharan Africa remained at the bottom of the figure. Another interesting feature of the figure is its fluctuant pattern as a result of regional and global crises which proves that PPI/PPP implementation has been quite sensitive to economic stability.

Figure 21: Changes in the number of transport PPI projects by regions (1991-2023)



Source: Author from the World Bank PPI Database (The World Bank, 2024a)

Table 5.3 highlights the distribution of global transport PPI (Private Participation in Infrastructure) projects by mode from 1991 to 2023, reflecting trends in infrastructure investment across various transport subsectors. Roads account for 59.4% of the project count, making them the most frequent mode for PPI projects. With a total investment of \$407.97 billion (51.7% of the total investment), this emphasis on road infrastructure underscores its global priority, possibly due to the high demand for connectivity and the feasibility of toll-based revenue models. Although airports and railways represent only 9.7% and 7.4% of project counts, respectively, they attract substantial investment. Railways have the second-highest share of total investment at 18.9% (\$149.52 billion), while airports follow closely with 16.5% (\$130.46 billion). This higher per-project investment reflects the capital-intensive nature of airport and railway infrastructure. Ports account for 23.4% of project count and 12.8% of total investment (\$101.39 billion). Given the critical role of ports in global trade and the high returns associated with port infrastructure, they represent a significant focus for PPI, although with lower investment per project than airports and railways. With only 2 projects and 0.19 billion in commitments, electric vehicle (EV) charging stations currently occupy a minimal share of the PPI market. However, this small presence highlights the beginning of investment in sustainable infrastructure, a sector likely to expand with the global shift towards electric mobility.

Table 5.3: Distribution of global transport PPI projects by modes (1991-2023)

Subsector	Project Count	% Project Count	Total Investment Commitments (billion \$)	% Total Investment
Airports	211	9.7%	130.46	16.5%
Railways	161	7.4%	149.52	18.9%
Roads	1293	59.4%	407.97	51.7%
Ports	510	23.4%	101.39	12.8%
E-Vehicle Charging Station	2	0.1%	0.19	0.0%
Total	2177	100.0%	789.53	100.0%

Source: Author from the World Bank PPI Database (*The World Bank, 2024a*)

6. TELECOMMUNICATIONS

Telecommunications is a cornerstone of modern economic and social development, acting as a catalyst for connectivity, information exchange, and innovation. Over the past few decades, advancements in telecommunications technology have revolutionized how people, businesses, and governments communicate, transforming local and global economies. This sector now encompasses a wide array of services, including fixed and mobile telephony, broadband internet, and digital applications that enable everything from e-commerce to remote education and telemedicine.

Today, information and communication technologies (ICT), especially internet, are used by almost all sectors for different purposes and trigger technological improvements and innovation. ICT enables the use of physical, social, financial and intangible assets more efficiently and consequently creates productivity gains. ICT based R&D and innovation activities as well as ICT driven transformations in other sectors result in significant economic benefits. Firms and countries who own and utilize these technologies can gain competitive advantage.

Diffusion of ICT alters business models, organization structures and functioning of the job market. As ICT is widely employed in economic activity, some of the jobs, professions and business activities are either modified or replaced by new ones. Transfer of many transactions and applications to the digital environment and dissemination of new applications such as e-commerce, e-banking, e-health, e-learning, etc. provide significant advantages by removing some of the traditional barriers, especially physical and time constraints. Furthermore, ICT changes people's daily lives including their habits, way of entertainment and communication methods. Similarly, public administration and delivery of public services are affected and improved by diffusion of ICT.

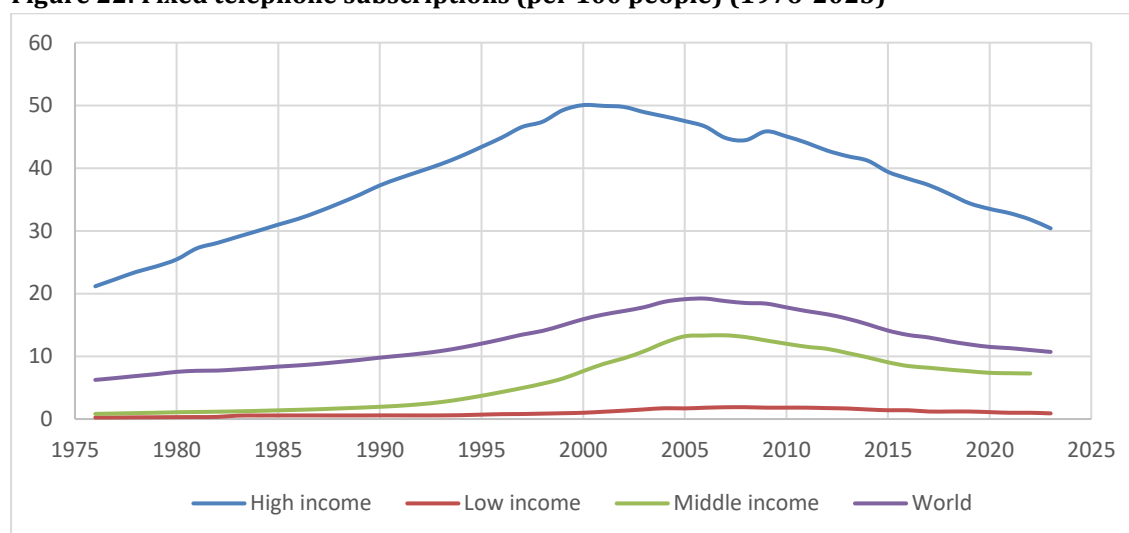
Internet has a special importance among other information and communication technologies. Internet is the main platform on which most of the other ICT products and services operate. Therefore, internet is an essential element for realization of abovementioned transformations and advantages. Internet usage has been rapidly increasing throughout the world. Governments try to develop fixed and mobile internet infrastructures and increase internet usage rates in their countries. However, distribution of both supply of and demand for internet are not evenly distributed across and within countries. Generally, richer countries and regions have higher internet availability and usage rates. As a result, significant differences among individuals, firms and countries in accessing and effectively using ICT, i.e. digital divide, arise.

6.1. OVERVIEW OF TELECOMMUNICATIONS IN THE WORLD

As significant and rapid technological developments occur, dominant choices for telecommunication change. While fixed telephony was an indispensable way of communication a few decades ago, mobile phones and then the Internet have come into prominence.

As can be seen in Figure 22, fixed telephone subscriptions per 100 people reached its peak globally in 2006 with a value close to 20 percent and then it started to decrease rapidly. This downward trend occurred in all country income groups. While this decrease was observed in high-income countries earlier, others followed later.

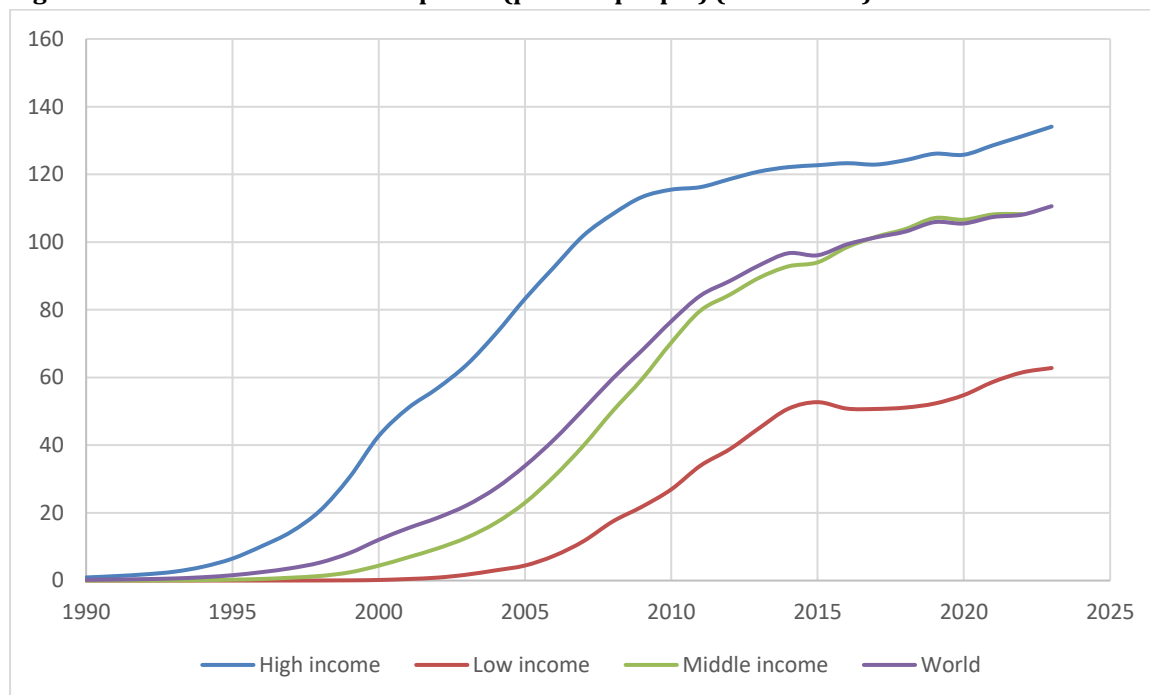
Figure 22: Fixed telephone subscriptions (per 100 people) (1976-2023)



Source: (International Telecommunication Union, 2024)

As seen in Figure 23, as opposed to downward trend in fixed telephony, there is a steep upward trend in mobile telephony. The figure illustrates an exponential increase in mobile cellular subscriptions, particularly from the late 1990s onward. This growth aligns with the widespread adoption of mobile technology and the liberalization of telecommunications markets, which made mobile services more accessible and affordable worldwide. As of 2023, mobile cellular subscriptions per 100 people were 134, 108 and 62 percent for high, middle and lower income countries respectively.

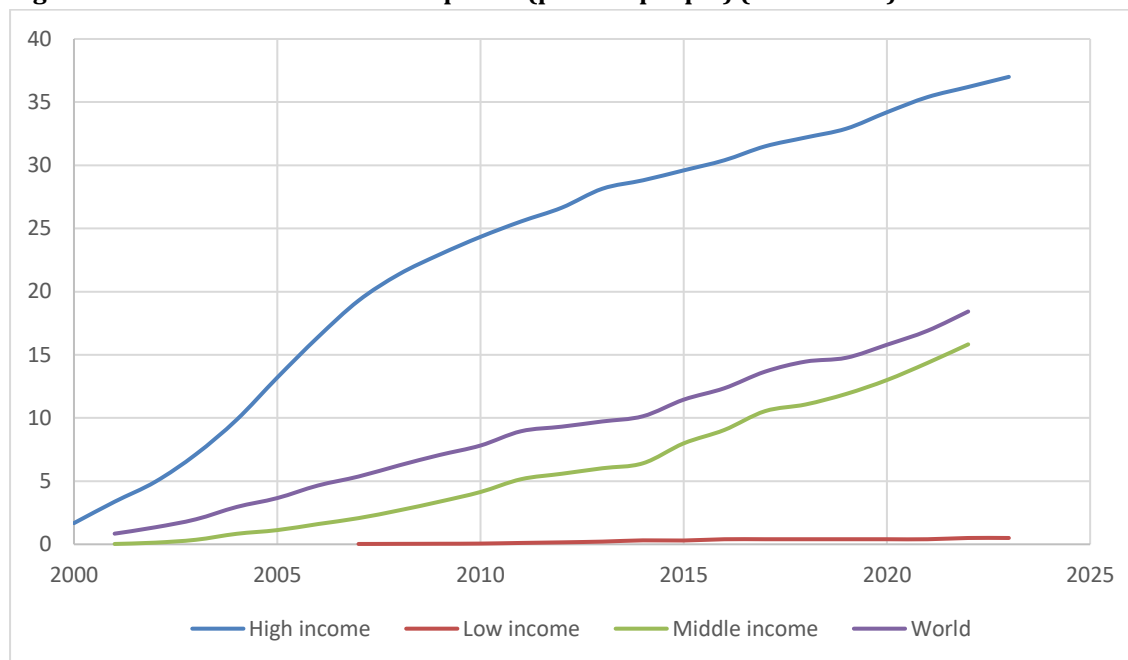
Figure 23: Mobile cellular subscriptions (per 100 people) (1982-2023)



Source: (International Telecommunication Union, 2024)

In addition to increase in the number of internet users, types and nature of online activities are also continuously changing. New technology and applications such as online video streaming, voice over IP, machine to machine communication and telecommunication trends like convergence result in increased data usage and higher speed requirements. These developments eventually increase the demand for bandwidth, which represents the transmission capacity of a telecommunication device or system, i.e. the amount of data that can be transformed in a given time period. This increasing bandwidth demand creates the need for “broadband” internet.

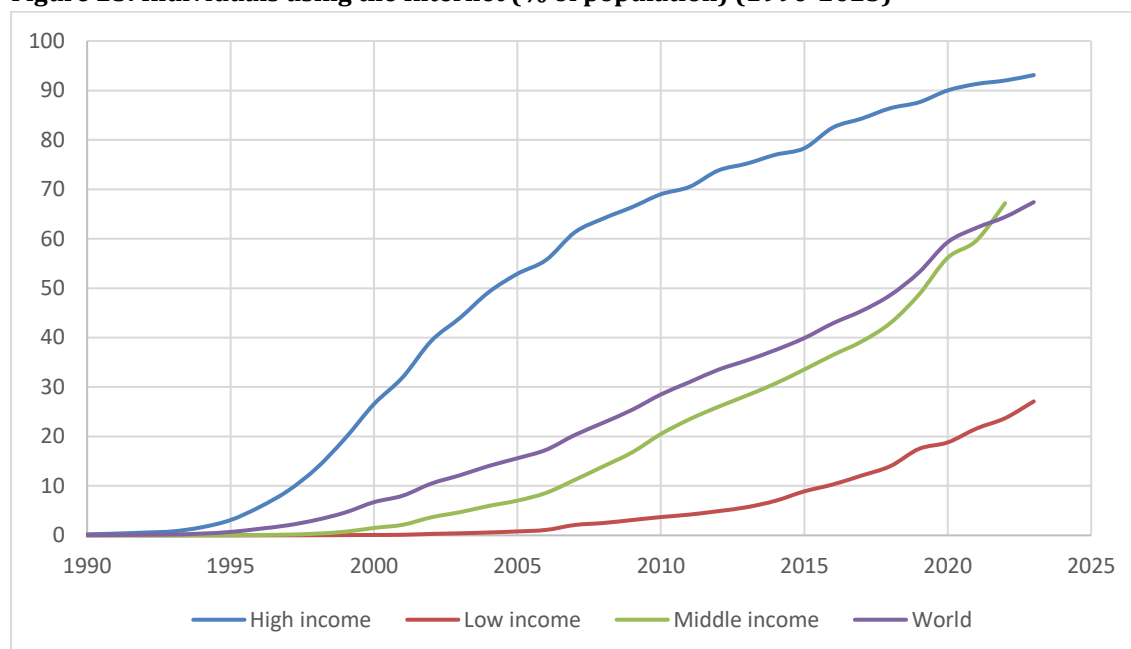
As Figure 24 illustrates, fixed broadband subscriptions have been rapidly increasing, especially in high-income countries. Global average of fixed broadband subscriptions per 100 people was about 18 in 2023. On the other hand, while average broadband subscriptions per 100 people exceeded 35 percent in high-income countries, it is just 0.5 percent in low-income countries in 2023.

Figure 24: Fixed broadband subscriptions (per 100 people) (2000-2023)

Source: (International Telecommunication Union, 2024)

Internet usage throughout the globe has been rapidly increasing. While the total number of internet users in the world was about 1 billion in 2005, it exceeded 5.3 billion in 2024. Internet usage rate reached 93 percent in 2023 in high-income countries, while it was 67 and 27 percent for middle and lower income countries respectively. Similar to fixed broadband subscriptions, there is a huge difference between high and low income countries in terms of internet usage and this gap is not diminishing, if not growing. This divide poses a serious threat of deepening existing social and economic inequalities.

Figure 25: Individuals using the Internet (% of population) (1990-2023)



Source: (International Telecommunication Union, 2024)

6.2. TELECOMMUNICATIONS IN THE OIC MEMBER COUNTRIES

OIC member countries usually have lower telephone and internet penetration rates and tend to stay in the disadvantaged side of digital divide. On the other hand, there are significant differences among OIC Member Countries in terms of penetrations. While there are some OIC Member Countries with rates close to or even above high-income countries, others have only a negligible level of telephone and internet penetration.

As Table 6.1 indicates, Iran leads with 32 subscriptions per 100 inhabitants, significantly above both the global (10.7) and OIC average (7.6). The high-income group average is 30.4 subscriptions per 100 inhabitants, indicating that even in wealthier OIC Member Countries, fixed-line telephony has maintained a strong presence. Brunei Darussalam (26.5), Malaysia (23.9), and the United Arab Emirates (21.2) show relatively high fixed-line subscription rates, reflecting stable demand despite the global shift towards mobile technology.

Table 6.1: Fixed telephone subscriptions (per 100 people) in top 5 OIC Member Countries

Country	Fixed-telephone subscriptions per 100 inhabitants
Iran, Islamic Rep.	32.0
High income	30.4
Brunei Darussalam	26.5
Malaysia	23.9
United Arab Emirates	21.2
Suriname	20.5
World	10.7
OIC Average	7.6
Middle income	7.3

Source: (International Telecommunication Union, 2024)

As seen in Table 6.2, The United Arab Emirates leads with a remarkable 212.2 subscriptions per 100 inhabitants, followed closely by Libya (204.6), Kuwait (181), and Qatar (174.1). These high rates, particularly in the Gulf Countries, suggest that many individuals hold multiple mobile subscriptions, possibly due to the availability of competitive service plans, high disposable incomes, and the role of mobile devices in daily life and business. The global average stands at 110.6 subscriptions per 100 inhabitants, while the OIC average is slightly lower at 109.3. High-income OIC Member Countries exceed these averages significantly, with an average of 134.1 subscriptions.

Table 6.2: Mobile cellular subscriptions (per 100 people) in top 5 OIC Member Countries

Country	Mobile-cellular telephone subscriptions per 100 inhabitants
United Arab Emirates	212.2
Libya	204.6
Kuwait	181.0
Qatar	174.1
Cote d'Ivoire	174.0
High income	134.1
World	110.6
OIC Average	109.3
Middle income	108.3

Source: (International Telecommunication Union, 2024)

Table 6.3 provides a snapshot of broadband penetration across the leading OIC Member Countries, highlighting disparities within the region and compared to global averages. Saudi Arabia leads with 43.6 fixed broadband subscriptions per 100 people, followed by the United Arab Emirates with 37.1. The high-income group average of 37 subscriptions aligns closely with the rates in Saudi Arabia and the UAE, indicating that wealthier OIC Member Countries are more likely to achieve high levels of broadband penetration, driven by better resources and infrastructure investment. The world average stands at 18.4 subscriptions per 100 people, which is higher than the overall OIC average of 8.2. This gap indicates that, as a group, OIC

Member Countries still have considerable ground to cover to reach global standards, especially among lower-income nations where infrastructure and affordability are major barriers.

Table 6.3: Fixed broadband subscriptions (per 100 people) in top 5 OIC Member Countries

Country	Fixed-broadband subscriptions per 100 inhabitants
Saudi Arabia	43.6
United Arab Emirates	37.1
High income	37.0
Uzbekistan	30.3
Albania	22.5
Türkiye	22.5
World	18.4
Middle income	15.8
OIC Average	8.2

Source: (International Telecommunication Union, 2024)

Table 6.4 shows Bahrain, Qatar, Saudi Arabia, and the United Arab Emirates each show a 100% internet penetration rate, indicating universal access among their populations. The high-income average of 93.1% is significantly above the world average of 67.4% and the OIC average of 60.2%.

Table 6.4: Internet users (per 100 people) in top 5 OIC Member Countries

Country	Percentage of Individuals using the Internet
Bahrain	100.0
Qatar	100.0
Saudi Arabia	100.0
United Arab Emirates	100.0
Kuwait	99.7
High income	93.1
World	67.4
Middle income	67.2
OIC Average	60.2

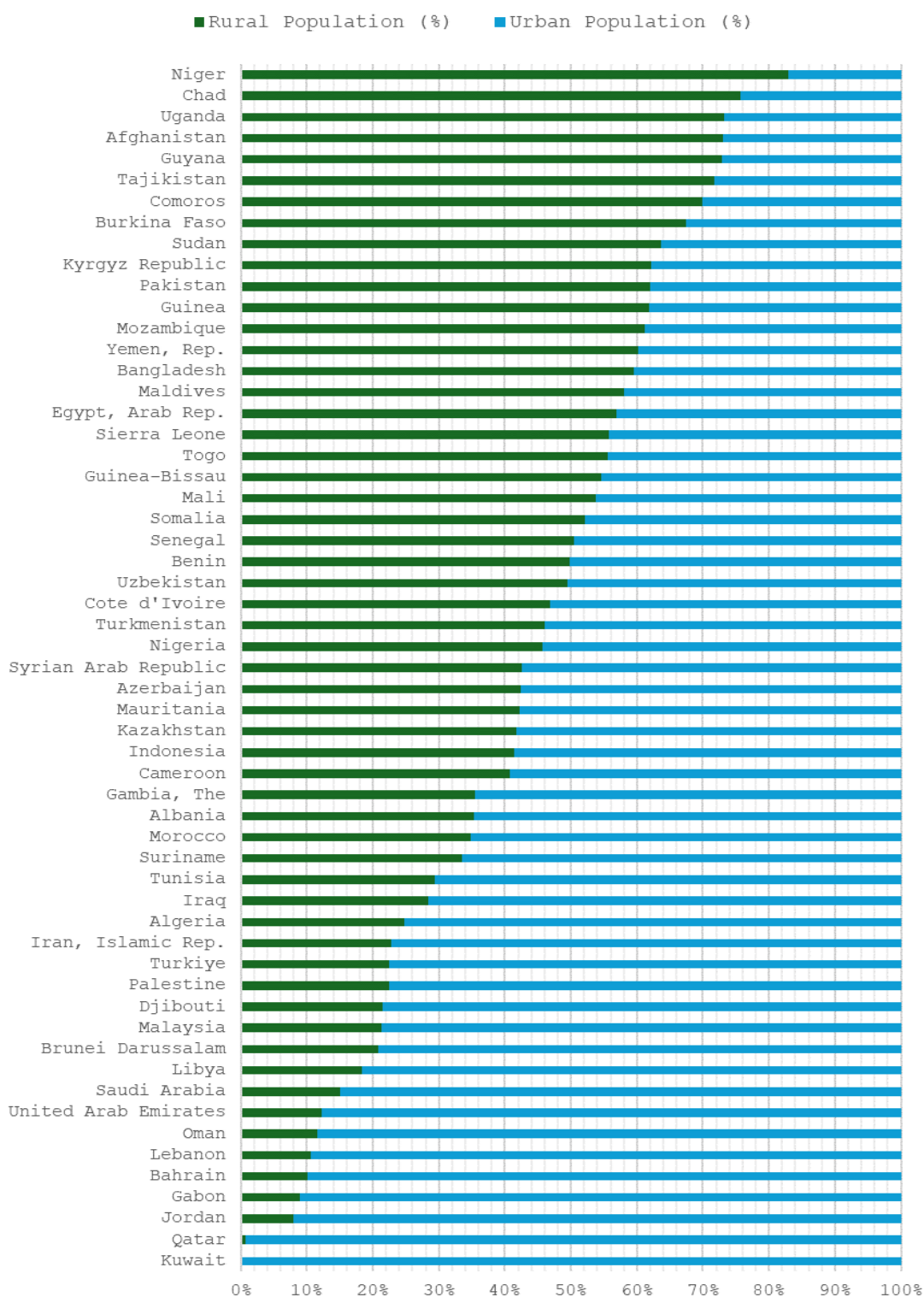
Source: (International Telecommunication Union, 2024)

7. RURAL ACCESSIBILITY

Rural accessibility constitutes a cornerstone of inclusive and sustainable development, encompassing the ability of rural populations to reach essential social and economic services, such as education, healthcare, markets, and administrative facilities, through reliable, affordable, and safe transportation networks. Crucially, the advancement of inclusive and resilient economies within OIC Member Countries is significantly related to the persistent disparities in rural accessibility, a challenge extending far beyond mere physical transport to encompass access to these essential socio-economic services. According to the World Bank (2016), limited access to transport infrastructure remains one of the key structural barriers to reducing poverty and promoting spatial equity.

In terms of rural transport planning and rural accessibility, the share of the rural population is a highly important point due to having effectiveness in such as planning or service delivery. In this regard, having effective planning of rural accessibility has a very important role in the development level of OIC Member Countries since nearly half of its population is settled in rural. As indicated in the Figure 7.1 (COMCEC, 2025), the huge volume of the population resides in rural in the OIC Member Countries, clearly revealing the scale of this challenge. While the Gulf region show near-total urbanization, many developing countries in Africa and Asia remain overwhelmingly rural. This heterogeneity underscores the necessity of differentiated rural transport policies that reflect demographic and geographic realities.

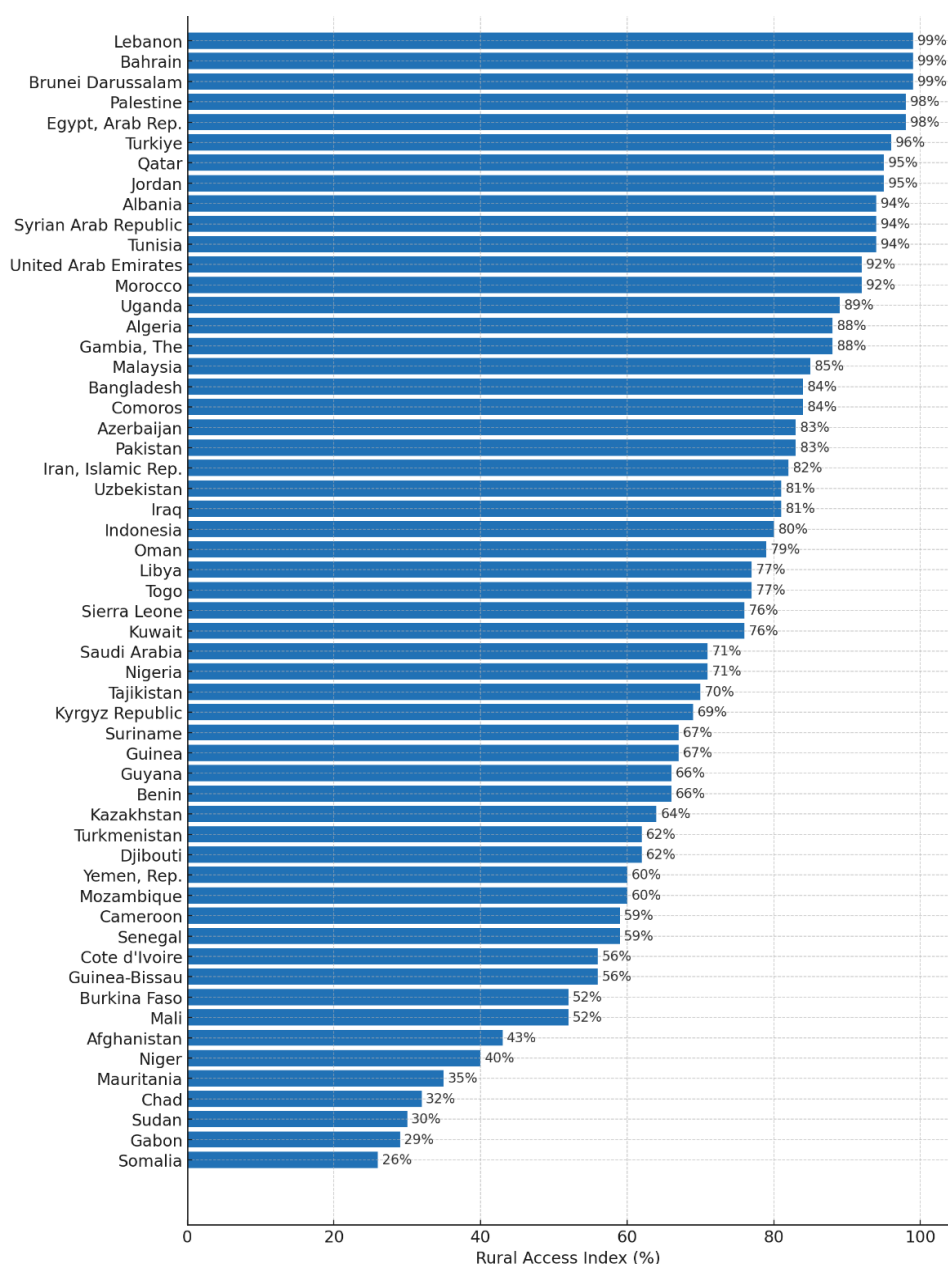
Figure 7. 1 Rural vs. urban population of OIC member countries (%)



Source: COMCEC, 2025

Within the United Nations Sustainable Development Goals (SDG Target 9.1.1), rural accessibility is measured through the *Rural Access Index (RAI)*—the proportion of the rural population living within two kilometers of an all-season road. In this regard, this metric serves as a crucial metric and key indicator for evaluating the degree of physical connectivity and inclusion within national development frameworks. As depicted in the Figure 7.2. (COMCEC, 2025), while some members noted high scores approaching 99%, indicating effective connectivity, many low-income members lag behind. For instance, several OIC Member Countries in Africa have a vast majority of their rural populations lacking reliable all-season road access. Therefore, empirical studies (Raballand, 2005) show that poor road quality and distance directly increase transportation costs, which can increase the final market price of goods by up to 80%, acting as a punitive tax on rural production. Furthermore, the Figure 7.2. also indicated that many OIC Member Countries struggle from insufficient maintenance, inadequate rural road networks, and lack of multimodal linkages, as the parameters of the RAI.

Figure 7. 2 RAI for OIC Member Countries (2023)

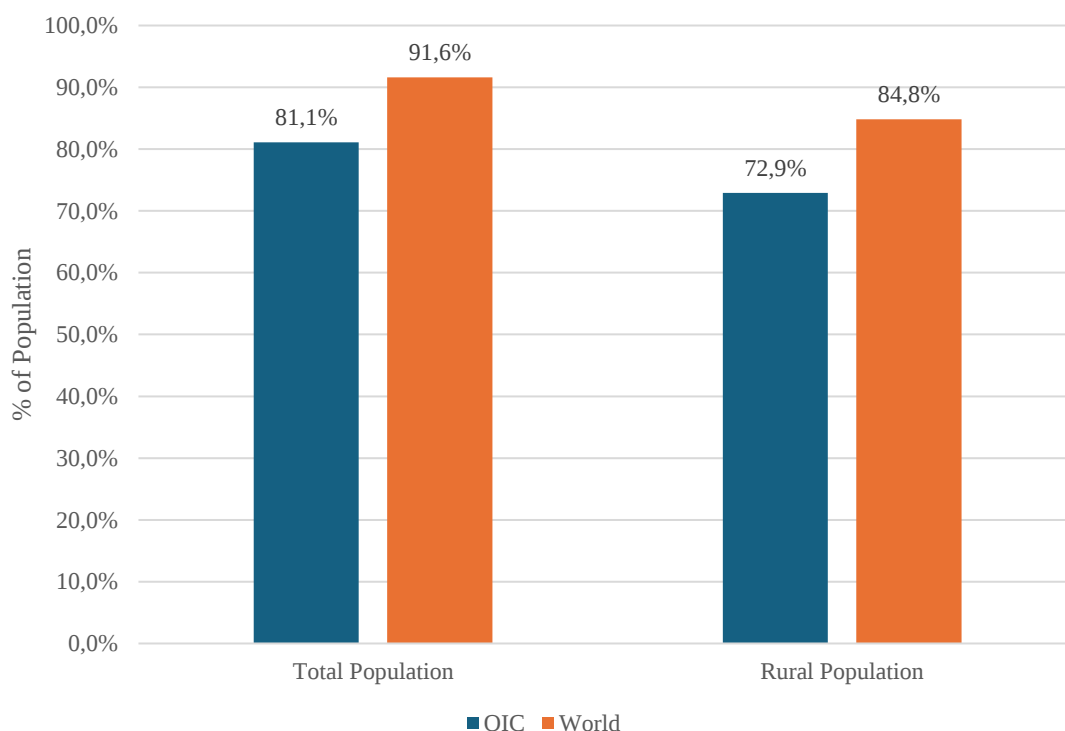


Source: COMCEC, 2025

Beyond physical roads, accessibility to basic infrastructures and services such as electrivity and healthcare is strongly correlated with transport connectivity, thereby highlighting human development level. As illustrated in Figure 7.3. (COMCEC, 2025), aggregate data shows that the OIC's total population access rate is 81.1% compared to the world's 91.6%. Crucially, the rural electrification rate in OIC Member Countries stands at only 72.9%, significantly below the global rural average of 84.8%. This severe rural deficit limits educational opportunities post-sunset,

restricts the deployment of Information and Communication Technologies (ICTs) critical for market access, and undermines the provision of quality healthcare. Many rural healthcare facilities either lack reliable electricity entirely or depend on expensive and intermittent alternatives.

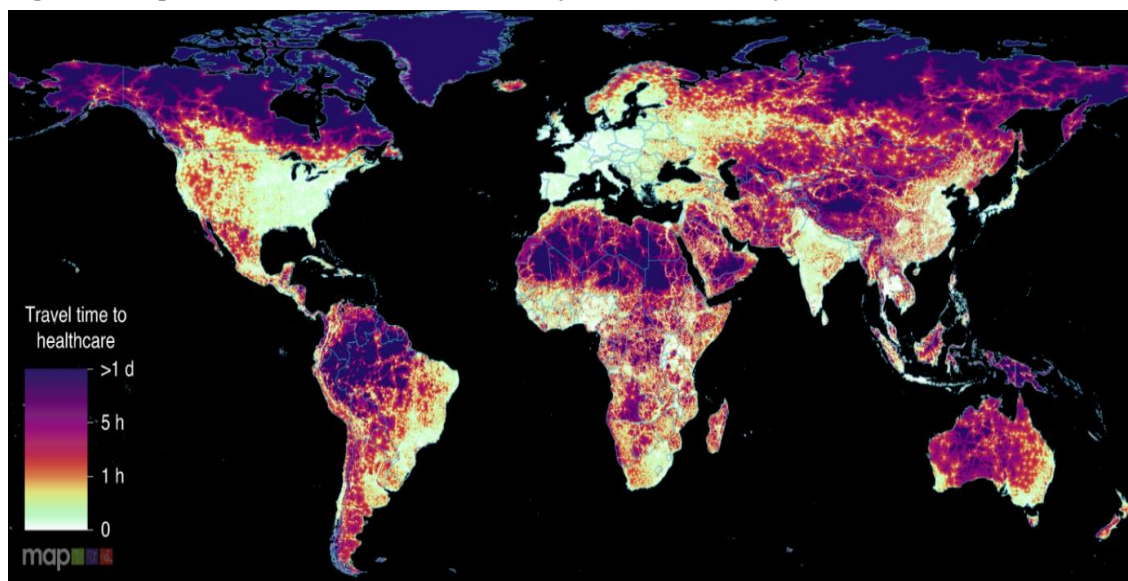
Figure 7. 3 Access to electricity (2023)



Source: COMCEC, 2025

Healthcare access provides another lens through which rural connectivity can be assessed. In this regard, inaccessibility of healthcare services compounds the precariousness of the rural population. As shown in the Figure 7.4. (Weiss et al., 2020), based on the geospatial data on travel time to healthcare facilities, significant portions of the population in OIC members, particularly those in Sub-Saharan Africa and parts of Central Asia, face travel times exceeding one hour and in some remote areas, even exceeding five hours or a full day.

Figure 7. 4 optimal travel time to healthcare (motorized access)



Source: Weiss et al., 2020

8. CONCLUDING REMARKS

This Outlook provides a comprehensive assessment of the transport and logistics landscape across OIC member countries, highlighting both achievements and ongoing challenges. This concluding section synthesizes key findings from the report, examining infrastructure quality, logistics capabilities, trade performance, and regional connectivity. While several OIC Member Countries lead in logistics and transport efficiency, significant disparities remain. Addressing these gaps will be essential for improving economic integration, enhancing trade capacities, and supporting sustainable development goals within the OIC.

The quality of road infrastructure across OIC Member Countries shows stark variation. The United Arab Emirates leads with a road quality score of 6.22 (on a 7-point scale), followed by Qatar (5.89) and Oman (5.76), reflecting high investments in road networks that support efficient transportation systems. Conversely, countries such as Sierra Leone score significantly lower at 2.97, highlighting infrastructure deficiencies that hinder economic connectivity and accessibility. High-income Gulf countries generally excel in road quality, air, and seaport efficiency due to strategic investment. However, many Sub-Saharan African OIC members experience substantial challenges, impacting both logistics and economic mobility within the region.

The Logistics Performance Index (LPI) ranks the UAE highest among OIC Member Countries, with a score of 4.0, reflecting its advanced logistics capabilities, particularly in infrastructure (4.10) and timeliness (4.20). Following the UAE, Malaysia (3.60) and Bahrain (3.50) also perform well, with effective customs and shipment procedures bolstering their rankings. On the

other end of the spectrum, countries like Somalia and Afghanistan have LPI scores below 2.5, facing critical challenges in logistics infrastructure and customs processes. Improving LPI scores through targeted investments in logistics facilities and regulatory frameworks could significantly enhance trade facilitation across these nations.

The related data indicates a positive correlation between LPI scores and merchandise export volume among OIC Member Countries. Nations with higher LPI scores, such as the UAE and Malaysia, exhibit higher export values, underscoring the role of efficient logistics in supporting trade. For example, the UAE and Malaysia leverage robust logistics infrastructures to enhance supply chain efficiency, contributing to high export performance. In contrast, countries with lower LPI scores struggle with logistical limitations that restrict their ability to optimize trade potential, limiting economic diversification and integration within the global market.

Malaysia leads the OIC in liner shipping connectivity, with an LSCI score of 98.68, followed by the UAE (73.94) and Saudi Arabia (69.45), reflecting their integration into global shipping networks due to strategic port infrastructure. In contrast, Albania and Guinea-Bissau have some of the lowest LSCI scores, indicating limited connectivity and restricted trade access.

An analysis of LSCI trends from 2006 to 2021 shows that the Arab and Asian groups within the OIC maintain comparatively high shipping connectivity, driven by port expansion and trade integration, as seen in countries like the UAE and Malaysia. In contrast, the African OIC group lags in connectivity, with only modest gains over this period, likely due to infrastructure limitations, fewer direct maritime routes, and lower investment in port facilities. These disparities highlight opportunities for development and investment, particularly in Sub-Saharan Africa, to improve trade integration and economic prospects through enhanced shipping connectivity.

OIC Member Countries allocate a substantial portion of their road networks to main or national roads, comprising 25.3% of total road infrastructure. This allocation is notably higher than regions like the United States and the EU, reflecting a focus on linking major urban and rural areas. In contrast, motorways or highways make up only 1.6% of roads, which is comparable to the U.S. but slightly lower than in the EU. Secondary or regional roads account for 21.3%, indicating moderate regional connectivity across the OIC. "Other roads," which include both urban and rural routes, form the largest category at 51.8%, underscoring the need for a balanced investment strategy to support comprehensive connectivity.

Road density across OIC Member Countries varies widely, with Bahrain having the highest road network density at 5.22 km per km² due to its urban characteristics and limited land area. On average, road density in OIC Member Countries is 0.37 km per km², lower than both the EU and the U.S., highlighting the need for expanded infrastructure in larger and less densely populated OIC nations to support accessibility and economic integration.

The road network length per capita is another indicator of infrastructure accessibility across the OIC. Oman leads with 13.16 km of road per 1,000 people, suggesting substantial infrastructure relative to population size. The average for OIC Member Countries is 2.78 km per 1,000 people, significantly lower than in the U.S. and EU, pointing to infrastructure development needs in densely populated OIC Member Countries where road networks lag behind population growth.

Road safety remains a critical challenge within the OIC, with traffic death rates varying widely. Some countries experience elevated rates due to factors like road conditions, enforcement of traffic laws, and vehicle safety standards. Addressing road safety through improved infrastructure, better traffic management, and targeted safety initiatives will be essential for reducing fatalities and aligning OIC members with global safety benchmarks.

An analysis of road quality in relation to traffic death rates reveals a clear trend: countries with higher road quality scores tend to have lower traffic death rates. High-income OIC members with well-developed road networks, such as the UAE and Qatar, report lower fatalities per capita. Meanwhile, countries with lower road quality often face higher accident rates, emphasizing the need for investment in road infrastructure and safety measures. Enhancing road quality across the OIC can thus play a pivotal role in improving overall safety and reducing traffic-related fatalities.

Rail network density across OIC Member Countries remains relatively low, with an average of 740 km per 100,000 km², less than half of the U.S. standard of 1,624 km per 100,000 km². Many OIC Member Countries, especially in Sub-Saharan Africa, have limited or non-existent rail networks, underscoring a need for further investment in rail infrastructure to support regional connectivity and economic growth.

In terms of rail network density per million population, Turkmenistan (1,194 km/million population) and Kazakhstan (815 km/million) have the highest densities, far exceeding the OIC average of 149.81 km. This high density reflects these countries' roles as transit routes between Asia and Europe. Conversely, populous countries like Bangladesh (16.81 km) and Nigeria (16.14 km) have low rail network density, indicating potential benefits from expanded rail services to alleviate congestion on other transportation modes.

The Asian OIC region carries the highest number of rail passengers, with extensive networks supporting millions of passenger-kilometers. Türkiye, Iran, and Pakistan are the primary contributors to this volume, providing essential transport for both urban and intercity mobility. The Arab region, however, has relatively low passenger volumes, often relying more on road and air transport due to limited rail infrastructure. The African OIC region also shows low rail passenger utilization, largely due to sparse rail networks, underscoring an opportunity for enhanced rail services to support population mobility and reduce road congestion.

Rail freight in the OIC is dominated by the Asian region, particularly Kazakhstan, which handles over 300,000 million ton-km, reflecting its extensive freight-oriented rail networks that connect major industrial hubs. The African OIC Member Countries, however, transport significantly less

freight by rail, as road and maritime transport often remain primary modes for goods movement, partly due to limited rail infrastructure. Expanding rail freight capacity, particularly in Africa, could boost trade efficiency and reduce dependence on road networks, benefiting long-distance trade within and beyond the OIC.

The total commercial fleet registered under OIC flags has seen substantial growth, reaching an index value of 618 in 2024, indicating significant maritime expansion since 1980. This growth highlights the increasing capacity of OIC Member Countries to support maritime trade, though still lagging behind the rapid fleet growth seen in broader developing economies. The expansion reflects rising demand for shipping and port infrastructure across OIC nations as they deepen their participation in global trade.

The OIC's share of the global commercial fleet has grown from 3% in 1980 to 6% in 2024, demonstrating progress in fleet capacity. Notably, the general cargo ship category expanded from 6% to 14% of the global total, indicating an increase in trade diversity. Oil tankers also rose in share from 4% to 10%, aligning with the needs of oil-exporting OIC members. These developments underscore the strategic investments by OIC nations to enhance their fleet diversity and trade logistics.

Indonesia leads the OIC in fleet size, with a capacity of approximately 32,740,740 dwt, followed by Iran at 20,778,650 dwt and Saudi Arabia at 14,286,930 dwt. These capacities highlight the importance of maritime transport to these economies, especially in supporting export-led growth. Other notable contributors include Malaysia (9,439,700 dwt) and Cameroon (8,050,480 dwt), which leverage their fleet capacities for regional trade integration.

The container fleet within the OIC Member Countries has grown significantly, reaching an index of 569 by 2024, although this growth is modest compared to the rapid expansion in other developing regions. Containerization has been pivotal in improving trade efficiency, but OIC growth rates reflect potential for further expansion to meet global benchmarks and support trade flows.

By 2021, container throughput in OIC Member Countries had reached 129 million TEU, representing approximately 15% of global container traffic. Malaysia and the UAE are leaders, with port volumes of over 27 million and 20 million TEU, respectively, while many OIC Member Countries fall below the 1 million TEU threshold. This throughput highlights the prominent role of certain OIC nations in global shipping but also the limitations faced by smaller economies.

In 2022, container traffic was concentrated in the Arab and Asian OIC Member Countries, each handling over 60 million TEUs, driven by high export activity in countries like Malaysia, Türkiye, and Indonesia. The African OIC region, by contrast, recorded a low 7.2 million TEUs, indicating a need for substantial investment in container capacity and port infrastructure to support regional trade ambitions.

Container trade penetration varies widely among OIC Member Countries. The UAE leads with 2,150 TEUs per 1,000 people, followed by Oman (1,143) and Malaysia (804). In contrast, countries like Nigeria, Sudan, and Somalia report TEU rates below 10, signaling limited container use relative to population size. These differences reflect both infrastructural gaps and opportunities for expanding containerized trade to enhance economic participation.

Top OIC airports for passenger and cargo volumes include those in Türkiye, the UAE, and Saudi Arabia. These airports rank among the world's busiest, benefiting from strategic locations and hub-and-spoke connectivity, which enhance the role of air transport in OIC Member Countries as a bridge between Europe, Asia, and Africa.

Türkiye, Indonesia, and the UAE lead in passenger air traffic within the OIC, reflecting high connectivity and tourism appeal. In terms of regions, Arab countries accounts for nearly two-thirds of OIC air passengers, followed by the Asian OIC region, underscoring a concentration of air mobility in higher-income and geographically strategic countries.

The total number of air passengers across OIC Member Countries has grown consistently since the 1990s, with the highest growth observed in the Arab and Asian regions. These increases correspond to both rising incomes and the expansion of major regional airlines, solidifying the importance of air travel for economic integration and tourism within the OIC.

High-income OIC Member Countries such as Qatar, the UAE, and Bahrain report the highest per capita air passenger rates, reflecting robust air transport infrastructure and significant transit traffic. Island nations like Brunei and Maldives also report high per capita rates, indicative of tourism dependency and air transport as a critical mode of connectivity.

Airfreight volumes in the OIC have grown steadily, particularly in the Arab region, which serves as a major transit hub for global logistics. The growth in airfreight emphasizes the increasing role of OIC nations in global supply chains and the need for continued investment in logistics infrastructure to meet rising demand for fast, high-value goods transportation.

The environmental impact of the transport sector within the OIC region has grown significantly, primarily driven by increased urbanization, industrialization, and trade. Transport emissions now represent 16% of global greenhouse gas (GHG) emissions, with road and aviation being the largest contributors due to their reliance on fossil fuels. In OIC Member Countries, particularly oil-rich nations, low fuel prices have increased road sector energy consumption, while rising income levels correlate with higher private vehicle ownership, further elevating emissions. Strategies to mitigate these environmental effects include enhancing fuel efficiency, promoting alternative fuels, and investing in public transit infrastructure. Encouraging a modal shift from road to rail, as well as integrating environmental pricing policies like congestion charges, could also help manage emissions in high-density urban areas.

Public-private partnerships (PPPs) have become a popular model for financing infrastructure projects across OIC nations. South Asia and Latin America lead in implementing PPPs, while Middle Eastern and Sub-Saharan African OIC Member Countries lag. Road projects dominate, representing 59.4% of PPP projects globally.

Roads receive the highest investment within PPP projects (51.7% of total), followed by rail (18.9%) and airports (16.5%). The OIC's involvement in transport PPPs has grown, but economic stability is crucial for consistent investment.

Telecommunications in OIC Member Countries exhibit a significant digital divide, with penetration rates varying widely. Fixed-line telephony is relatively high in wealthier OIC Member Countries like Iran (32 per 100 people), while mobile penetration rates are above global averages in Gulf nations, led by the UAE at 212 subscriptions per 100 people. Fixed broadband subscriptions, however, remain low, with an OIC average of just 8.2 per 100 people, compared to a global average of 18.4. Internet penetration also shows disparity; high-income OIC Member Countries like Saudi Arabia, Qatar, and the UAE have near-universal internet access, while lower-income members face significant gaps. Efforts to bridge this divide through infrastructure investment and policy reforms are essential for fostering digital inclusion and economic competitiveness across the OIC.

The Outlook highlights both progress and challenges within the OIC as it advances connectivity, economic integration, and sustainable development. While high-income OIC Member Countries excel in infrastructure, logistics, and digital connectivity, gaps remain, particularly in lower-income nations. Addressing environmental impacts from road and air transport, expanding Public-Private Partnerships (PPPs) to enhance infrastructure, and bridging the digital divide are key priorities.

Moving forward, a unified approach focused on sustainable transport, investment in infrastructure, and digital inclusion will be vital. Such efforts can help close current disparities, ensuring that all OIC members benefit from strengthened connectivity and economic resilience.

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10. APPENDIX

Table A.1 : The Official 3 Regional Groups of the OIC Member Countries*

Arab Group		Asian Group		African Group	
1	Algeria	1	Afghanistan	1	Benin
2	Bahrain	2	Albania*	2	Burkina Faso
3	Comoros	3	Azerbaijan	3	Cameroon
4	Djibouti	4	Bangladesh	4	Chad
5	Egypt	5	Brunei Darussalam	5	Cote d'Ivoire
6	Iraq	6	Indonesia	6	Gabon
7	Jordan	7	Iran	7	The Gambia
8	Kuwait	8	Kazakhstan	8	Guinea
9	Lebanon	9	Kyrgyz Republic	9	Guinea-Bissau
10	Libya	10	Malaysia	10	Mali
11	Mauritania	11	Maldives	11	Mozambique
12	Morocco	12	Pakistan	12	Niger
13	Oman	13	Tajikistan	13	Nigeria
14	Palestine	14	Türkiye	14	Senegal
15	Qatar	15	Turkmenistan	15	Sierra Leone
16	Saudi Arabia	16	Uzbekistan	16	Togo
17	Somalia	17	Guyana*	17	Uganda
18	Sudan	18	Suriname *		
19	Syria				
20	Tunisia				
21	United Arab Emirates				
22	Yemen				

* Guyana and Suriname are in Latin America Region; Albania is in European Region. However, due to the limited number of countries in that region, they are included in the Asian Group.

<http://www.oic-oci.org/states/?lan=en>

11. OIC COUNTRY FACTSHEETS

OIC COUNTRY FACTSHEETS³

³ Compiled and calculated from:

World Development Indicators, World Bank

UNCTAD Statistical Database, UNCTAD

World Road Statistics, International Road Federation

ITU Statistics, International Telecommunication Union

Private Participation in Infrastructure (PPI) Database, World Bank

Energy Efficiency Indicators, World Energy Council

Airport Statistics, Airports Council International

Statistical Indicators, Palestinian Central Bureau of Statistics

Afghanistan	Value	Year
Population (million people)	42.24	2023
GDP (current million US\$)	14,502.16	2022
GDP per capita (current US\$)	352.60	2022
Logistics performance index: Overall (1=low to 5=high)	1.90	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	34,903.00	2021
Paved roads (%)	51%	2021
Paved roads (Km)	17,903.00	2021
Unpaved roads (Km)	17,000.00	2021
Length of roads by GDP per capita (Km/\$)	98.99	2021
Road network density (km/1,000 population)	0.85	2021
Density of roads (km/km ²)	0.05	2021
Number of registered vehicles	655,357.00	2013
Estimated road traffic death rate (per 100 000 population)	24.10	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	18.34	2021
Air transport, passengers carried	672,184.00	2021
Per capita air passengers	0.0760	2021
CO ₂ emissions of transport per capita	0.08	2020
Fixed telephone subscriptions (per 100 people)	0.44	2023
Mobile cellular subscriptions	23,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	0.08	2023
Individuals using the Internet (% of population)	18.40	2020

Albania	Value	Year
Population (million people)	2.75	2023
GDP (current million US\$)	22,977.68	2023
GDP per capita (current US\$)	8,367.78	2023
Logistics performance index: Overall (1=low to 5=high)	2.50	2023
Quality of roads, 1-7 (best)	4.63	2024
Efficiency of train services, 1-7 (best)	2.10	2024
Efficiency of air transport services, 1-7 (best)	5.20	2024
Efficiency of seaport services, 1-7 (best)	4.66	2024
Efficiency of public transport services, 1-7 (best)	4.00	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	4.37	2021
Container port traffic (TEU: 20 foot equivalent units)	145,762.00	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	44.92	2024
Container penetration (incl. transshipment) TEU/1,000 capita	52.48	2019
Motorway or Highway Network	25.00	2022
Main or National Road Network - Total	3,581.00	2022
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	3,606.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	0.44	2022
Road network density (km/1,000 population)	1.30	2022
Density of roads (km/km ²)	0.23	2022
Number of registered vehicles	563,106.00	2016
Estimated road traffic death rate (per 100 000 population)	10.80	2021
Rail lines (total route-km)	423.00	2009
Rail network density (km/100,000 km ² land area)	1,543.80	2009
Rail network density (km/million population)	152.28	2009
Railways, goods transported (million ton-km)	25.12	2009
Railways, passengers carried (million passenger-km)	0.81	2009
Air transport, freight (million ton-km)	-	2019
Air transport, passengers carried	109,542.15	2019
Per capita air passengers	0.0405	2019
CO ₂ emissions of transport per capita	0.56	2020
Fixed telephone subscriptions (per 100 people)	6.16	2023
Mobile cellular subscriptions	2,610,000.00	2023
Fixed broadband subscriptions (per 100 people)	22.47	2023
Individuals using the Internet (% of population)	83.14	2023

Algeria	Value	Year
Population (million people)	45.61	2023
GDP (current million US\$)	239,899.49	2023
GDP per capita (current US\$)	5,260.21	2023
Logistics performance index: Overall (1=low to 5=high)	2.50	2023
Quality of roads, 1-7 (best)	3.69	2024
Efficiency of train services, 1-7 (best)	3.83	2024
Efficiency of air transport services, 1-7 (best)	3.58	2024
Efficiency of seaport services, 1-7 (best)	3.38	2024
Efficiency of public transport services, 1-7 (best)	3.61	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	12.23	2021
Container port traffic (TEU: 20 foot equivalent units)	1,541,273.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	651.70	2024
Container penetration (incl. transshipment) TEU/1,000 capita	34.32	2020
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	112,696.00	2020
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	21.09	2020
Road network density (km/1,000 population)	2.51	2020
Density of roads (km/km2)	5.22	2020
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	18.30	2021
Rail lines (total route-km)	4,000.50	2021
Rail network density (km/100,000 km2 land area)	167.97	2021
Rail network density (km/million population)	89.09	2021
Railways, goods transported (million ton-km)	908.00	2021
Railways, passengers carried (million passenger-km)	348.00	2021
Air transport, freight (million ton-km)	-	2013
Air transport, passengers carried	77,320.00	2016
Per capita air passengers	0.0324	2016
CO ₂ emissions of transport per capita	0.89	2020
Fixed telephone subscriptions (per 100 people)	13.70	2023
Mobile cellular subscriptions	51,500,000.00	2023
Fixed broadband subscriptions (per 100 people)	12.01	2023
Individuals using the Internet (% of population)	71.24	2022

Azerbaijan	Value	Year
Population (million people)	10.11	2023
GDP (current million US\$)	72,356.18	2023
GDP per capita (current US\$)	7,155.08	2023
Logistics performance index: Overall (1=low to 5=high)	-	2018
Quality of roads, 1-7 (best)	5.01	2024
Efficiency of train services, 1-7 (best)	5.17	2024
Efficiency of air transport services, 1-7 (best)	5.11	2024
Efficiency of seaport services, 1-7 (best)	4.50	2024
Efficiency of public transport services, 1-7 (best)	5.25	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	-	2021
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	1,106.67	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	4,813.00	2022
Secondary or Regional Road Network - Total	14,109.00	2022
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	18,922.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	2.65	2022
Road network density (km/1,000 population)	1.87	2022
Density of roads (km/km ²)	2.84	2022
Number of registered vehicles	1,330,551.00	2016
Estimated road traffic death rate (per 100 000 population)	17.20	2021
Rail lines (total route-km)	2,138.85	2021
Rail network density (km/100,000 km ² land area)	2,587.84	2021
Rail network density (km/million population)	210.90	2021
Railways, goods transported (million ton-km)	5,316.00	2021
Railways, passengers carried (million passenger-km)	104.00	2021
Air transport, freight (million ton-km)	3.31	2021
Air transport, passengers carried	359,705.74	2021
Per capita air passengers	0.0208	2021
CO ₂ emissions of transport per capita	0.67	2020
Fixed telephone subscriptions (per 100 people)	15.80	2023
Mobile cellular subscriptions	11,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	20.88	2023
Individuals using the Internet (% of population)	88.00	2022

Bahrain	Value	Year
Population (million people)	1.49	2023
GDP (current million US\$)	43,205.00	2023
GDP per capita (current US\$)	29,084.31	2023
Logistics performance index: Overall (1=low to 5=high)	3.50	2023
Quality of roads, 1-7 (best)	5.47	2024
Efficiency of train services, 1-7 (best)	-	2024
Efficiency of air transport services, 1-7 (best)	5.64	2024
Efficiency of seaport services, 1-7 (best)	4.77	2024
Efficiency of public transport services, 1-7 (best)	4.29	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	31.71	2021
Container port traffic (TEU: 20 foot equivalent units)	404,904.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	221.42	2024
Container penetration (incl. transshipment) TEU/1,000 capita	275.03	2021
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	4,122.00	2010
Paved roads (%)	82%	2010
Paved roads (Km)	3,392.00	2010
Unpaved roads (Km)	730.00	2010
Length of roads by GDP per capita (Km/\$)	0.14	2010
Road network density (km/1,000 population)	2.80	2010
Density of roads (km/km2)	0.14	2010
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	8.10	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km2 land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	1.56	2021
Air transport, passengers carried	4,486,313.42	2021
Per capita air passengers	0.0205	2021
CO ₂ emissions of transport per capita	2.21	2020
Fixed telephone subscriptions (per 100 people)	15.70	2023
Mobile cellular subscriptions	2,420,000.00	2023
Fixed broadband subscriptions (per 100 people)	17.05	2023
Individuals using the Internet (% of population)	100.00	2023

Bangladesh	Value	Year
Population (million people)	172.95	2023
GDP (current million US\$)	437,415.33	2023
GDP per capita (current US\$)	2,529.08	2023
Logistics performance index: Overall (1=low to 5=high)	2.60	2023
Quality of roads, 1-7 (best)	3.76	2024
Efficiency of train services, 1-7 (best)	3.44	2024
Efficiency of air transport services, 1-7 (best)	4.31	2024
Efficiency of seaport services, 1-7 (best)	3.76	2024
Efficiency of public transport services, 1-7 (best)	3.10	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	14.67	2021
Container port traffic (TEU: 20 foot equivalent units)	3,200,236.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	5,502.02	2024
Container penetration (incl. transshipment) TEU/1,000 capita	18.69	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	369,105.00	2018
Paved roads (%)	30%	2018
Paved roads (Km)	110,311.00	2018
Unpaved roads (Km)	258,794.00	2018
Length of roads by GDP per capita (Km/\$)	144.45	2018
Road network density (km/1,000 population)	2.16	2018
Density of roads (km/km ²)	0.72	2018
Number of registered vehicles	2,879,708.00	2016
Estimated road traffic death rate (per 100 000 population)	18.60	2021
Rail lines (total route-km)	2,877.00	2019
Rail network density (km/100,000 km ² land area)	2,210.19	2019
Rail network density (km/million population)	16.81	2019
Railways, goods transported (million ton-km)	1,053.00	2019
Railways, passengers carried (million passenger-km)	10,040.00	2019
Air transport, freight (million ton-km)	4.03	2021
Air transport, passengers carried	569,309.00	2021
Per capita air passengers	0.0202	2021
CO ₂ emissions of transport per capita	0.06	2020
Fixed telephone subscriptions (per 100 people)	0.18	2023
Mobile cellular subscriptions	191,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	7.51	2023
Individuals using the Internet (% of population)	44.50	2023

Benin	Value	Year
Population (million people)	13.71	2023
GDP (current million US\$)	19,673.28	2023
GDP per capita (current US\$)	1,434.66	2023
Logistics performance index: Overall (1=low to 5=high)	2.90	2023
Quality of roads, 1-7 (best)	5.00	2024
Efficiency of train services, 1-7 (best)	2.25	2024
Efficiency of air transport services, 1-7 (best)	4.74	2024
Efficiency of seaport services, 1-7 (best)	4.92	2024
Efficiency of public transport services, 1-7 (best)	4.72	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	19.14	2021
Container port traffic (TEU: 20 foot equivalent units)	510,895.60	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	2.85	2024
Container penetration (incl. transshipment) TEU/1,000 capita	38.26	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	16,000.00	2018
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	10.86	2018
Road network density (km/1,000 population)	1.20	2018
Density of roads (km/km ²)	0.06	2018
Number of registered vehicles	469,761.00	2016
Estimated road traffic death rate (per 100 000 population)	24.80	2021
Rail lines (total route-km)	758.00	2006
Rail network density (km/100,000 km ² land area)	672.22	2006
Rail network density (km/million population)	56.77	2006
Railways, goods transported (million ton-km)	36.00	2006
Railways, passengers carried (million passenger-km)	66.00	2006
Air transport, freight (million ton-km)	2.63	2021
Air transport, passengers carried	411,739.00	2021
Per capita air passengers	0.0125	2021
CO ₂ emissions of transport per capita	0.45	2020
Fixed telephone subscriptions (per 100 people)	0.01	2023
Mobile cellular subscriptions	16,400,000.00	2023
Fixed broadband subscriptions (per 100 people)	0.17	2023
Individuals using the Internet (% of population)	33.76	2022

Brunei Darussalam	Value	Year
Population (million people)	0.45	2023
GDP (current million US\$)	15,128.29	2023
GDP per capita (current US\$)	33,430.92	2023
Logistics performance index: Overall (1=low to 5=high)	2.71	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	6.85	2021
Container port traffic (TEU: 20 foot equivalent units)	106,174.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	394.23	2024
Container penetration (incl. transshipment) TEU/1,000 capita	236.47	2020
Motorway or Highway Network	418.00	2022
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	466.00	2022
Other Roads - Combined (Urban and Rural) - Total	2,923.00	2022
Total Road Network - All Road Types - Total	3,806.00	2022
Paved roads (%)	86%	2014
Paved roads (Km)	2,559.00	2014
Unpaved roads (Km)	417.00	2014
Length of roads by GDP per capita (Km/\$)	0.11	2022
Road network density (km/1,000 population)	8.48	2022
Density of roads (km/km ²)	0.26	2022
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	3.60	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	0.10	1997
Air transport, passengers carried	20,400.00	1998
Per capita air passengers	0.0097	1998
CO ₂ emissions of transport per capita	2.65	2020
Fixed telephone subscriptions (per 100 people)	26.50	2023
Mobile cellular subscriptions	540,706.00	2023
Fixed broadband subscriptions (per 100 people)	20.21	2023
Individuals using the Internet (% of population)	98.97	2022

Burkina Faso	Value	Year
Population (million people)	23.25	2023
GDP (current million US\$)	20,324.62	2023
GDP per capita (current US\$)	874.12	2023
Logistics performance index: Overall (1=low to 5=high)	2.30	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	6,702.00	2022
Secondary or Regional Road Network - Total	3,577.00	2022
Other Roads - Combined (Urban and Rural) - Total	4,993.00	2022
Total Road Network - All Road Types - Total	15,272.00	2022
Paved roads (%)	24%	2017
Paved roads (Km)	3,642.00	2017
Unpaved roads (Km)	11,662.00	2017
Length of roads by GDP per capita (Km/\$)	17.04	2022
Road network density (km/1,000 population)	0.67	2022
Density of roads (km/km ²)	0.03	2022
Number of registered vehicles	2,106,292.00	2015
Estimated road traffic death rate (per 100 000 population)	27.80	2021
Rail lines (total route-km)	518.00	2021
Rail network density (km/100,000 km ² land area)	189.33	2021
Rail network density (km/million population)	22.85	2021
Railways, goods transported (million ton-km)	0.84	2021
Railways, passengers carried (million passenger-km)	-	2021
Air transport, freight (million ton-km)	0.03	2021
Air transport, passengers carried	177,992.00	2021
Per capita air passengers	0.0064	2021
CO ₂ emissions of transport per capita	0.11	2020
Fixed telephone subscriptions (per 100 people)	0.32	2022
Mobile cellular subscriptions	24,700,000.00	2021
Fixed broadband subscriptions (per 100 people)	0.07	2022
Individuals using the Internet (% of population)	19.92	2022

Cameroon	Value	Year
Population (million people)	28.65	2023
GDP (current million US\$)	47,945.51	2023
GDP per capita (current US\$)	1,673.65	2023
Logistics performance index: Overall (1=low to 5=high)	2.10	2023
Quality of roads, 1-7 (best)	3.25	2024
Efficiency of train services, 1-7 (best)	3.25	2024
Efficiency of air transport services, 1-7 (best)	3.45	2024
Efficiency of seaport services, 1-7 (best)	3.57	2024
Efficiency of public transport services, 1-7 (best)	3.46	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	18.53	2021
Container port traffic (TEU: 20 foot equivalent units)	366,667.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	8,050.48	2024
Container penetration (incl. transshipment) TEU/1,000 capita	13.14	2020
Motorway or Highway Network	60.00	2017
Main or National Road Network - Total	9,161.00	2017
Secondary or Regional Road Network - Total	13,637.00	2017
Other Roads - Combined (Urban and Rural) - Total	100,243.00	2017
Total Road Network - All Road Types - Total	123,101.00	2017
Paved roads (%)	7%	2019
Paved roads (Km)	5,133.00	2019
Unpaved roads (Km)	72,456.00	2019
Length of roads by GDP per capita (Km/\$)	71.67	2017
Road network density (km/1,000 population)	4.41	2017
Density of roads (km/km ²)	0.46	2017
Number of registered vehicles	758,145.00	2007-2016
Estimated road traffic death rate (per 100 000 population)	10.60	2021
Rail lines (total route-km)	884.00	2021
Rail network density (km/100,000 km ² land area)	187.01	2021
Rail network density (km/million population)	31.67	2021
Railways, goods transported (million ton-km)	874.05	2021
Railways, passengers carried (million passenger-km)	225.37	2021
Air transport, freight (million ton-km)	-	2012
Air transport, passengers carried	50,193.00	2012
Per capita air passengers	0.0058	2012
CO ₂ emissions of transport per capita	0.12	2020
Fixed telephone subscriptions (per 100 people)	3.24	2022
Mobile cellular subscriptions	26,200,000.00	2023
Fixed broadband subscriptions (per 100 people)	2.18	2022
Individuals using the Internet (% of population)	43.86	2022

Chad	Value	Year
Population (million people)	18.28	2023
GDP (current million US\$)	13,149.33	2023
GDP per capita (current US\$)	719.38	2023
Logistics performance index: Overall (1=low to 5=high)	2.42	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	40,000.00	2018
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	53.91	2018
Road network density (km/1,000 population)	2.26	2018
Density of roads (km/km ²)	0.26	2018
Number of registered vehicles	1,124,000.00	2016
Estimated road traffic death rate (per 100 000 population)	26.40	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	0.12	2021
Air transport, passengers carried	112,940.00	2021
Per capita air passengers	0.0050	2021
CO ₂ emissions of transport per capita	0.06	2020
Fixed telephone subscriptions (per 100 people)	0.03	2022
Mobile cellular subscriptions	12,100,000.00	2022
Fixed broadband subscriptions (per 100 people)	-	2022
Individuals using the Internet (% of population)	12.18	2022

Comoros	Value	Year
Population (million people)	0.85	2023
GDP (current million US\$)	1,352.38	2023
GDP per capita (current US\$)	1,587.16	2023
Logistics performance index: Overall (1=low to 5=high)	2.56	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	4.94	2021
Container port traffic (TEU: 20 foot equivalent units)	54,358.54	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	1,892.96	2024
Container penetration (incl. transshipment) TEU/1,000 capita	64.96	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	849.00	2019
Paved roads (%)	79%	2019
Paved roads (Km)	673.00	2019
Unpaved roads (Km)	207.00	2019
Length of roads by GDP per capita (Km/\$)	0.53	2019
Road network density (km/1,000 population)	1.01	2019
Density of roads (km/km ²)	0.12	2019
Number of registered vehicles	34,898.00	2016
Estimated road traffic death rate (per 100 000 population)	29.00	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	1.40	1999
Air transport, passengers carried	58,500.00	1999
Per capita air passengers	0.0042	1999
CO ₂ emissions of transport per capita	0.22	2020
Fixed telephone subscriptions (per 100 people)	1.04	2023
Mobile cellular subscriptions	934,198.00	2023
Fixed broadband subscriptions (per 100 people)	0.39	2023
Individuals using the Internet (% of population)	27.34	2021

Cote d'Ivoire	Value	Year
Population (million people)	28.87	2023
GDP (current million US\$)	78,788.83	2023
GDP per capita (current US\$)	2,728.80	2023
Logistics performance index: Overall (1=low to 5=high)	-	
Quality of roads, 1-7 (best)	4.64	2024
Efficiency of train services, 1-7 (best)	3.42	2024
Efficiency of air transport services, 1-7 (best)	4.61	2024
Efficiency of seaport services, 1-7 (best)	4.27	2024
Efficiency of public transport services, 1-7 (best)	4.34	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	19.28	2021
Container port traffic (TEU: 20 foot equivalent units)	1,042,418.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	154.14	2024
Container penetration (incl. transshipment) TEU/1,000 capita	37.02	2021
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	81,996.00	2007
Paved roads (%)	8%	2007
Paved roads (Km)	6,502.00	2007
Unpaved roads (Km)	75,494.00	2007
Length of roads by GDP per capita (Km/\$)	29.31	2007
Road network density (km/1,000 population)	2.91	2007
Density of roads (km/km2)	0.07	2007
Number of registered vehicles	905,537.00	2016
Estimated road traffic death rate (per 100 000 population)	20.60	2021
Rail lines (total route-km)	639.00	2021
Rail network density (km/100,000 km2 land area)	200.94	2021
Rail network density (km/million population)	22.69	2021
Railways, goods transported (million ton-km)	675.00	2021
Railways, passengers carried (million passenger-km)	10.00	2021
Air transport, freight (million ton-km)	0.47	2014
Air transport, passengers carried	28,332.00	2014
Per capita air passengers	0.0016	2014
CO ₂ emissions of transport per capita	0.14	2020
Fixed telephone subscriptions (per 100 people)	0.78	2023
Mobile cellular subscriptions	53,600,000.00	2023
Fixed broadband subscriptions (per 100 people)	1.36	2023
Individuals using the Internet (% of population)	38.41	2022

Djibouti	Value	Year
Population (million people)	1.14	2023
GDP (current million US\$)	4,098.53	2023
GDP per capita (current US\$)	3,606.42	2023
Logistics performance index: Overall (1=low to 5=high)	2.70	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	34.13	2021
Container port traffic (TEU: 20 foot equivalent units)	635,000.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	3,005.22	2024
Container penetration (incl. transshipment) TEU/1,000 capita	566.53	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	2,893.00	2013
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	0.79	2013
Road network density (km/1,000 population)	2.58	2013
Density of roads (km/km2)	0.06	2013
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	23.30	2021
Rail lines (total route-km)	781.00	2003
Rail network density (km/100,000 km2 land area)	3,369.28	2003
Rail network density (km/million population)	696.79	2003
Railways, goods transported (million ton-km)	118.00	2003
Railways, passengers carried (million passenger-km)	145.00	2003
Air transport, freight (million ton-km)	0.76	2021
Air transport, passengers carried	15,019.20	2021
Per capita air passengers	0.0006	2021
CO ₂ emissions of transport per capita	0.12	2020
Fixed telephone subscriptions (per 100 people)	2.49	2023
Mobile cellular subscriptions	573,620.00	2023
Fixed broadband subscriptions (per 100 people)	1.47	2023
Individuals using the Internet (% of population)	65.03	2022

Egypt, Arab Rep.	Value	Year
Population (million people)	112.72	2023
GDP (current million US\$)	395,926.08	2023
GDP per capita (current US\$)	3,512.58	2023
Logistics performance index: Overall (1=low to 5=high)	3.10	2023
Quality of roads, 1-7 (best)	5.53	2024
Efficiency of train services, 1-7 (best)	4.78	2024
Efficiency of air transport services, 1-7 (best)	5.36	2024
Efficiency of seaport services, 1-7 (best)	5.01	2024
Efficiency of public transport services, 1-7 (best)	4.82	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	66.67	2021
Container port traffic (TEU: 20 foot equivalent units)	7,765,482.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	1,843.64	2024
Container penetration (incl. transshipment) TEU/1,000 capita	69.97	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	65,050.00	2019
Paved roads (%)	74%	2019
Paved roads (Km)	48,000.00	2019
Unpaved roads (Km)	17,050.00	2019
Length of roads by GDP per capita (Km/\$)	18.24	2019
Road network density (km/1,000 population)	0.59	2019
Density of roads (km/km2)	0.44	2019
Number of registered vehicles	8,412,673.00	2016
Estimated road traffic death rate (per 100 000 population)	9.40	2021
Rail lines (total route-km)	5,153.00	2016
Rail network density (km/100,000 km2 land area)	517.66	2016
Rail network density (km/million population)	46.43	2016
Railways, goods transported (million ton-km)	1,592.14	2016
Railways, passengers carried (million passenger-km)	40,837.00	2016
Air transport, freight (million ton-km)	0.06	2019
Air transport, passengers carried	16,490.00	2021
Per capita air passengers	0.0003	2021
CO ₂ emissions of transport per capita	0.46	2020
Fixed telephone subscriptions (per 100 people)	10.90	2023
Mobile cellular subscriptions	106,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	11.87	2023
Individuals using the Internet (% of population)	72.20	2022

Gabon	Value	Year
Population (million people)	2.44	2023
GDP (current million US\$)	20,516.13	2023
GDP per capita (current US\$)	8,420.10	2023
Logistics performance index: Overall (1=low to 5=high)	2.40	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	12.90	2021
Container port traffic (TEU: 20 foot equivalent units)	180,000.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	5,614.50	2024
Container penetration (incl. transshipment) TEU/1,000 capita	75.35	2020
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	14,300.00	2001
Paved roads (%)	6%	2001
Paved roads (Km)	900.00	2001
Unpaved roads (Km)	13,400.00	2001
Length of roads by GDP per capita (Km/\$)	1.67	2001
Road network density (km/1,000 population)	5.99	2001
Density of roads (km/km2)	0.18	2001
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	12.50	2021
Rail lines (total route-km)	648.00	2021
Rail network density (km/100,000 km2 land area)	251.48	2021
Rail network density (km/million population)	271.24	2021
Railways, goods transported (million ton-km)	409.00	2021
Railways, passengers carried (million passenger-km)	87.00	2021
Air transport, freight (million ton-km)	0.01	2016
Air transport, passengers carried	899.00	2016
Per capita air passengers	0.0001	2016
CO ₂ emissions of transport per capita	0.08	2020
Fixed telephone subscriptions (per 100 people)	1.79	2022
Mobile cellular subscriptions	3,000,000.00	2022
Fixed broadband subscriptions (per 100 people)	3.30	2022
Individuals using the Internet (% of population)	73.70	2022

Gambia, The	Value	Year
Population (million people)	2.77	2023
GDP (current million US\$)	2,339.90	2023
GDP per capita (current US\$)	843.77	2023
Logistics performance index: Overall (1=low to 5=high)	2.30	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	6.64	2021
Container port traffic (TEU: 20 foot equivalent units)	71,469.72	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	17.36	2024
Container penetration (incl. transshipment) TEU/1,000 capita	26.41	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	848.00	2021
Secondary or Regional Road Network - Total	359.00	2021
Other Roads - Combined (Urban and Rural) - Total	3,292.00	2021
Total Road Network - All Road Types - Total	4,499.00	2021
Paved roads (%)	17%	2011
Paved roads (Km)	518.00	2011
Unpaved roads (Km)	2,459.00	2011
Length of roads by GDP per capita (Km/\$)	5.20	2021
Road network density (km/1,000 population)	1.66	2021
Density of roads (km/km2)	0.16	2021
Number of registered vehicles	84,963.00	2005-2016
Estimated road traffic death rate (per 100 000 population)	22.00	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km2 land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	-	2014
Air transport, passengers carried	-	2014
Per capita air passengers	-	2014
CO ₂ emissions of transport per capita	0.03	2020
Fixed telephone subscriptions (per 100 people)	2.39	2022
Mobile cellular subscriptions	2,680,000.00	2021
Fixed broadband subscriptions (per 100 people)	0.22	2022
Individuals using the Internet (% of population)	54.19	2022

Guinea	Value	Year
Population (million people)	14.19	2023
GDP (current million US\$)	23,612.30	2023
GDP per capita (current US\$)	1,663.94	2023
Logistics performance index: Overall (1=low to 5=high)	2.50	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	9.17	2021
Container port traffic (TEU: 20 foot equivalent units)	250,000.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	1.56	2024
Container penetration (incl. transshipment) TEU/1,000 capita	18.04	2020
Motorway or Highway Network	-	
Main or National Road Network - Total	7,576.00	2022
Secondary or Regional Road Network - Total	15,879.00	2022
Other Roads - Combined (Urban and Rural) - Total	19,846.00	2022
Total Road Network - All Road Types - Total	43,301.00	2022
Paved roads (%)	8%	2018
Paved roads (Km)	3,346.00	2018
Unpaved roads (Km)	40,955.00	2018
Length of roads by GDP per capita (Km/\$)	25.42	2022
Road network density (km/1,000 population)	3.12	2022
Density of roads (km/km ²)	0.02	2022
Number of registered vehicles	259,731.00	2016
Estimated road traffic death rate (per 100 000 population)	37.40	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	15,861.65	2021
Air transport, passengers carried	14,832,936.00	2021
Per capita air passengers	5.5036	2021
CO ₂ emissions of transport per capita	0.15	2020
Fixed telephone subscriptions (per 100 people)	-	2022
Mobile cellular subscriptions	13,800,000.00	2021
Fixed broadband subscriptions (per 100 people)	0.01	2022
Individuals using the Internet (% of population)	33.92	2022

Guinea-Bissau	Value	Year
Population (million people)	2.15	2023
GDP (current million US\$)	1,966.46	2023
GDP per capita (current US\$)	914.28	2023
Logistics performance index: Overall (1=low to 5=high)	2.60	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	4.89	2021
Container port traffic (TEU: 20 foot equivalent units)	28,699.98	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	320.47	2024
Container penetration (incl. transshipment) TEU/1,000 capita	13.63	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	4,400.00	2016
Paved roads (%)	10%	2016
Paved roads (Km)	453.00	2016
Unpaved roads (Km)	3,947.00	2016
Length of roads by GDP per capita (Km/\$)	4.71	2016
Road network density (km/1,000 population)	2.09	2016
Density of roads (km/km ²)	0.29	2016
Number of registered vehicles	62,239.00	2016
Estimated road traffic death rate (per 100 000 population)	30.50	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	15,300.73	2021
Air transport, passengers carried	28,422,616.00	2021
Per capita air passengers	3.0105	2021
CO ₂ emissions of transport per capita	0.06	2020
Fixed telephone subscriptions (per 100 people)	-	2022
Mobile cellular subscriptions	2,760,000.00	2023
Fixed broadband subscriptions (per 100 people)	0.31	2023
Individuals using the Internet (% of population)	31.57	2022

Guyana	Value	Year
Population (million people)	0.81	2023
GDP (current million US\$)	16,786.30	2023
GDP per capita (current US\$)	20,626.20	2023
Logistics performance index: Overall (1=low to 5=high)	2.40	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	8.90	2021
Container port traffic (TEU: 20 foot equivalent units)	58,376.50	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	763.11	2024
Container penetration (incl. transshipment) TEU/1,000 capita	72.18	2020
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	3,995.00	2019
Paved roads (%)	20%	2019
Paved roads (Km)	799.00	2019
Unpaved roads (Km)	3,196.00	2019
Length of roads by GDP per capita (Km/\$)	0.19	2019
Road network density (km/1,000 population)	4.94	2019
Density of roads (km/km ²)	0.14	2019
Number of registered vehicles	15,694.00	2013
Estimated road traffic death rate (per 100 000 population)	15.20	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	523.30	2021
Air transport, passengers carried	1,840,268.00	2021
Per capita air passengers	1.2500	2021
CO ₂ emissions of transport per capita	1.07	2020
Fixed telephone subscriptions (per 100 people)	15.00	2022
Mobile cellular subscriptions	856,000.00	2021
Fixed broadband subscriptions (per 100 people)	12.94	2022
Individuals using the Internet (% of population)	85.32	2022

Indonesia	Value	Year
Population (million people)	277.53	2023
GDP (current million US\$)	1,371,171.15	2023
GDP per capita (current US\$)	4,940.55	2023
Logistics performance index: Overall (1=low to 5=high)	3.00	2023
Quality of roads, 1-7 (best)	5.20	2024
Efficiency of train services, 1-7 (best)	5.26	2024
Efficiency of air transport services, 1-7 (best)	5.48	2024
Efficiency of seaport services, 1-7 (best)	5.25	2024
Efficiency of public transport services, 1-7 (best)	5.05	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	32.71	2021
Container port traffic (TEU: 20 foot equivalent units)	12,380,584.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	32,740.74	2024
Container penetration (incl. transshipment) TEU/1,000 capita	44.94	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	47,017.00	2022
Secondary or Regional Road Network - Total	54,589.00	2022
Other Roads - Combined (Urban and Rural) - Total	445,165.00	2022
Total Road Network - All Road Types - Total	546,771.00	2022
Paved roads (%)	57%	2011
Paved roads (Km)	283,102.00	2011
Unpaved roads (Km)	213,505.00	2011
Length of roads by GDP per capita (Km/\$)	109.86	2022
Road network density (km/1,000 population)	1.98	2022
Density of roads (km/km ²)	0.11	2022
Number of registered vehicles	128,398,594.00	2016
Estimated road traffic death rate (per 100 000 population)	11.30	2021
Rail lines (total route-km)	5,483.00	2019
Rail network density (km/100,000 km ² land area)	289.71	2019
Rail network density (km/million population)	19.90	2019
Railways, goods transported (million ton-km)	15,573.00	2019
Railways, passengers carried (million passenger-km)	29,066.00	2019
Air transport, freight (million ton-km)	678.56	2021
Air transport, passengers carried	29,403,732.00	2021
Per capita air passengers	0.8076	2021
CO ₂ emissions of transport per capita	0.46	2020
Fixed telephone subscriptions (per 100 people)	3.26	2023
Mobile cellular subscriptions	352,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	4.82	2023
Individuals using the Internet (% of population)	69.21	2023

Iran, Islamic Rep.	Value	Year
Population (million people)	89.17	2023
GDP (current million US\$)	401,504.51	2023
GDP per capita (current US\$)	4,502.55	2023
Logistics performance index: Overall (1=low to 5=high)	2.30	2023
Quality of roads, 1-7 (best)	3.54	2024
Efficiency of train services, 1-7 (best)	3.38	2024
Efficiency of air transport services, 1-7 (best)	3.28	2024
Efficiency of seaport services, 1-7 (best)	3.80	2024
Efficiency of public transport services, 1-7 (best)	3.57	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	31.08	2021
Container port traffic (TEU: 20 foot equivalent units)	1,550,304.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	20,778.65	2024
Container penetration (incl. transshipment) TEU/1,000 capita	17.51	2021
Motorway or Highway Network	2,813.00	2022
Main or National Road Network - Total	46,324.00	2022
Secondary or Regional Road Network - Total	37,601.00	2022
Other Roads - Combined (Urban and Rural) - Total	132,317.00	2022
Total Road Network - All Road Types - Total	219,055.00	2022
Paved roads (%)	88%	2016
Paved roads (Km)	195,618.00	2016
Unpaved roads (Km)	27,867.00	2016
Length of roads by GDP per capita (Km/\$)	48.31	2022
Road network density (km/1,000 population)	2.47	2022
Density of roads (km/km ²)	0.10	2022
Number of registered vehicles	30,377,065.00	2016-2017
Estimated road traffic death rate (per 100 000 population)	20.60	2021
Rail lines (total route-km)	9,455.00	2021
Rail network density (km/100,000 km ² land area)	582.74	2021
Rail network density (km/million population)	106.78	2021
Railways, goods transported (million ton-km)	32,920.00	2021
Railways, passengers carried (million passenger-km)	11,231.00	2021
Air transport, freight (million ton-km)	200.16	2021
Air transport, passengers carried	2,182,888.00	2021
Per capita air passengers	0.5113	2021
CO ₂ emissions of transport per capita	1.44	2020
Fixed telephone subscriptions (per 100 people)	32.00	2023
Mobile cellular subscriptions	151,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	12.02	2023
Individuals using the Internet (% of population)	81.72	2022

Iraq	Value	Year
Population (million people)	45.50	2023
GDP (current million US\$)	250,842.78	2023
GDP per capita (current US\$)	5,512.48	2023
Logistics performance index: Overall (1=low to 5=high)	2.40	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	32.30	2021
Container port traffic (TEU: 20 foot equivalent units)	932,728.60	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	170.30	2024
Container penetration (incl. transshipment) TEU/1,000 capita	20.96	2019
Motorway or Highway Network	1,208.00	2022
Main or National Road Network - Total	6,714.00	2022
Secondary or Regional Road Network - Total	9,276.00	2022
Other Roads - Combined (Urban and Rural) - Total	29,226.00	2022
Total Road Network - All Road Types - Total	46,424.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	8.23	2022
Road network density (km/1,000 population)	1.04	2022
Density of roads (km/km ²)	0.04	2022
Number of registered vehicles	5,775,777.00	2015
Estimated road traffic death rate (per 100 000 population)	21.50	2021
Rail lines (total route-km)	2,370.00	2014
Rail network density (km/100,000 km ² land area)	545.92	2014
Rail network density (km/million population)	53.26	2014
Railways, goods transported (million ton-km)	249.46	2014
Railways, passengers carried (million passenger-km)	99.68	2014
Air transport, freight (million ton-km)	254.46	2021
Air transport, passengers carried	2,075,390.00	2021
Per capita air passengers	0.4535	2021
CO ₂ emissions of transport per capita	0.63	2020
Fixed telephone subscriptions (per 100 people)	4.39	2023
Mobile cellular subscriptions	45,700,000.00	2023
Fixed broadband subscriptions (per 100 people)	17.23	2023
Individuals using the Internet (% of population)	78.72	2022

Jordan	Value	Year
Population (million people)	11.34	2023
GDP (current million US\$)	50,813.64	2023
GDP per capita (current US\$)	4,482.09	2023
Logistics performance index: Overall (1=low to 5=high)	2.69	2018
Quality of roads, 1-7 (best)	4.94	2024
Efficiency of train services, 1-7 (best)	2.98	2024
Efficiency of air transport services, 1-7 (best)	5.51	2024
Efficiency of seaport services, 1-7 (best)	4.58	2024
Efficiency of public transport services, 1-7 (best)	4.65	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	33.86	2021
Container port traffic (TEU: 20 foot equivalent units)	765,662.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	95.68	2024
Container penetration (incl. transshipment) TEU/1,000 capita	67.84	2021
Motorway or Highway Network	-	
Main or National Road Network - Total	3,376.00	2022
Secondary or Regional Road Network - Total	2,231.00	2022
Other Roads - Combined (Urban and Rural) - Total	2,906.00	2022
Total Road Network - All Road Types - Total	8,513.00	2022
Paved roads (%)	100%	2011
Paved roads (Km)	7,203.00	2011
Unpaved roads (Km)	-	2011
Length of roads by GDP per capita (Km/\$)	1.89	2022
Road network density (km/1,000 population)	0.75	2022
Density of roads (km/km ²)	0.32	2022
Number of registered vehicles	1,502,420.00	2016
Estimated road traffic death rate (per 100 000 population)	13.60	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	344.10	
Railways, passengers carried (million passenger-km)	503.54	
Air transport, freight (million ton-km)	22.24	2021
Air transport, passengers carried	1,603,134.00	2021
Per capita air passengers	0.2920	2021
CO ₂ emissions of transport per capita	0.63	2020
Fixed telephone subscriptions (per 100 people)	3.94	2023
Mobile cellular subscriptions	7,730,000.00	2023
Fixed broadband subscriptions (per 100 people)	7.04	2023
Individuals using the Internet (% of population)	90.50	2022

Kazakhstan	Value	Year
Population (million people)	19.90	2023
GDP (current million US\$)	261,421.12	2023
GDP per capita (current US\$)	13,136.62	2023
Logistics performance index: Overall (1=low to 5=high)	2.70	2023
Quality of roads, 1-7 (best)	3.56	2024
Efficiency of train services, 1-7 (best)	4.02	2024
Efficiency of air transport services, 1-7 (best)	4.53	2024
Efficiency of seaport services, 1-7 (best)	2.70	2024
Efficiency of public transport services, 1-7 (best)	4.16	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	183.45	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	24,920.00	2022
Secondary or Regional Road Network - Total	69,861.00	2022
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	94,781.00	2022
Paved roads (%)	87%	2021
Paved roads (Km)	83,813.00	2021
Unpaved roads (Km)	12,354.00	2021
Length of roads by GDP per capita (Km/\$)	7.11	2022
Road network density (km/1,000 population)	4.83	2022
Density of roads (km/km ²)	0.18	2022
Number of registered vehicles	4,383,120.00	2016
Estimated road traffic death rate (per 100 000 population)	12.20	2021
Rail lines (total route-km)	16,005.60	2021
Rail network density (km/100,000 km ² land area)	592.87	2021
Rail network density (km/million population)	815.70	2021
Railways, goods transported (million ton-km)	302,156.10	2021
Railways, passengers carried (million passenger-km)	8,649.30	2021
Air transport, freight (million ton-km)	103.32	2021
Air transport, passengers carried	1,695,302.00	2021
Per capita air passengers	0.1502	2021
CO ₂ emissions of transport per capita	1.04	2020
Fixed telephone subscriptions (per 100 people)	12.70	2023
Mobile cellular subscriptions	25,800,000.00	2023
Fixed broadband subscriptions (per 100 people)	17.63	2023
Individuals using the Internet (% of population)	92.88	2023

Kuwait	Value	Year
Population (million people)	4.31	2023
GDP (current million US\$)	161,772.22	2023
GDP per capita (current US\$)	37,533.22	2023
Logistics performance index: Overall (1=low to 5=high)	3.20	2023
Quality of roads, 1-7 (best)	3.74	2024
Efficiency of train services, 1-7 (best)	-	2024
Efficiency of air transport services, 1-7 (best)	4.73	2024
Efficiency of seaport services, 1-7 (best)	3.89	2024
Efficiency of public transport services, 1-7 (best)	3.75	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	10.23	2021
Container port traffic (TEU: 20 foot equivalent units)	863,618.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	4,743.37	2024
Container penetration (incl. transshipment) TEU/1,000 capita	202.31	2020
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	5,749.00	2018
Paved roads (%)	85%	2018
Paved roads (Km)	4,887.00	2018
Unpaved roads (Km)	862.00	2018
Length of roads by GDP per capita (Km/\$)	0.15	2018
Road network density (km/1,000 population)	1.35	2018
Density of roads (km/km ²)	0.65	2018
Number of registered vehicles	2,001,940.00	2016
Estimated road traffic death rate (per 100 000 population)	9.20	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	13.56	2021
Air transport, passengers carried	968,476.43	2021
Per capita air passengers	0.1422	2021
CO ₂ emissions of transport per capita	3.02	2020
Fixed telephone subscriptions (per 100 people)	11.80	2023
Mobile cellular subscriptions	8,110,000.00	2023
Fixed broadband subscriptions (per 100 people)	1.01	2023
Individuals using the Internet (% of population)	99.75	2023

Kyrgyz Republic	Value	Year
Population (million people)	7.10	2023
GDP (current million US\$)	13,987.63	2023
GDP per capita (current US\$)	1,969.87	2023
Logistics performance index: Overall (1=low to 5=high)	2.30	2023
Quality of roads, 1-7 (best)	3.34	2024
Efficiency of train services, 1-7 (best)	2.30	2024
Efficiency of air transport services, 1-7 (best)	3.42	2024
Efficiency of seaport services, 1-7 (best)	1.37	2024
Efficiency of public transport services, 1-7 (best)	3.63	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	5,618.00	2019
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	28,382.00	2019
Total Road Network - All Road Types - Total	34,000.00	2019
Paved roads (%)	66%	2020
Paved roads (Km)	22,600.00	2020
Unpaved roads (Km)	7,700.00	2020
Length of roads by GDP per capita (Km/\$)	16.95	2019
Road network density (km/1,000 population)	4.87	2019
Density of roads (km/km ²)	0.02	2019
Number of registered vehicles	993,000.00	2015
Estimated road traffic death rate (per 100 000 population)	13.30	2021
Rail lines (total route-km)	417.00	2021
Rail network density (km/100,000 km ² land area)	217.41	2021
Rail network density (km/million population)	59.79	2021
Railways, goods transported (million ton-km)	1,003.00	2021
Railways, passengers carried (million passenger-km)	21.00	2021
Air transport, freight (million ton-km)	5.60	2021
Air transport, passengers carried	1,675,777.00	2021
Per capita air passengers	0.1356	2021
CO ₂ emissions of transport per capita	0.19	2020
Fixed telephone subscriptions (per 100 people)	2.62	2023
Mobile cellular subscriptions	7,680,000.00	2023
Fixed broadband subscriptions (per 100 people)	6.45	2023
Individuals using the Internet (% of population)	79.77	2022

Lebanon	Value	Year
Population (million people)	5.35	2023
GDP (current million US\$)	20,992.42	2022
GDP per capita (current US\$)	3,823.94	2022
Logistics performance index: Overall (1=low to 5=high)	2.72	2018
Quality of roads, 1-7 (best)	2.62	2024
Efficiency of train services, 1-7 (best)	-	2024
Efficiency of air transport services, 1-7 (best)	4.35	2024
Efficiency of seaport services, 1-7 (best)	3.58	2024
Efficiency of public transport services, 1-7 (best)	1.95	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	41.55	2021
Container port traffic (TEU: 20 foot equivalent units)	675,077.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	197.89	2024
Container penetration (incl. transshipment) TEU/1,000 capita	122.97	2021
Motorway or Highway Network	300.00	2022
Main or National Road Network - Total	2,198.00	2022
Secondary or Regional Road Network - Total	1,379.00	2022
Other Roads - Combined (Urban and Rural) - Total	2,809.00	2022
Total Road Network - All Road Types - Total	6,686.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	2.05	2022
Road network density (km/1,000 population)	1.22	2022
Density of roads (km/km ²)	0.92	2022
Number of registered vehicles	1,866,407.00	2016
Estimated road traffic death rate (per 100 000 population)	9.70	2021
Rail lines (total route-km)	-	2002
Rail network density (km/100,000 km ² land area)	-	2002
Rail network density (km/million population)	-	2002
Railways, goods transported (million ton-km)	-	2002
Railways, passengers carried (million passenger-km)	-	2002
Air transport, freight (million ton-km)	58.89	2021
Air transport, passengers carried	4,740,714.00	2021
Per capita air passengers	0.1266	2021
CO ₂ emissions of transport per capita	1.18	2020
Fixed telephone subscriptions (per 100 people)	16.10	2022
Mobile cellular subscriptions	4,290,000.00	2021
Fixed broadband subscriptions (per 100 people)	7.29	2022
Individuals using the Internet (% of population)	90.05	2022

Libya	Value	Year
Population (million people)	6.89	2023
GDP (current million US\$)	50,491.72	2023
GDP per capita (current US\$)	7,329.98	2023
Logistics performance index: Overall (1=low to 5=high)	1.90	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	12.37	2021
Container port traffic (TEU: 20 foot equivalent units)	271,230.60	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	988.58	2024
Container penetration (incl. transshipment) TEU/1,000 capita	39.81	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	34,000.00	2021
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	4.59	2021
Road network density (km/1,000 population)	4.99	2021
Density of roads (km/km ²)	0.31	2021
Number of registered vehicles	3,553,497.00	2013
Estimated road traffic death rate (per 100 000 population)	34.00	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	0.10	1991
Air transport, passengers carried	130,500.00	1991
Per capita air passengers	0.1164	1991
CO ₂ emissions of transport per capita	2.43	2020
Fixed telephone subscriptions (per 100 people)	16.90	2022
Mobile cellular subscriptions	13,900,000.00	2022
Fixed broadband subscriptions (per 100 people)	4.52	2022
Individuals using the Internet (% of population)	88.43	2022

Malaysia	Value	Year
Population (million people)	34.31	2023
GDP (current million US\$)	399,648.83	2023
GDP per capita (current US\$)	11,648.67	2023
Logistics performance index: Overall (1=low to 5=high)	3.60	2023
Quality of roads, 1-7 (best)	5.16	2024
Efficiency of train services, 1-7 (best)	4.84	2024
Efficiency of air transport services, 1-7 (best)	5.27	2024
Efficiency of seaport services, 1-7 (best)	4.94	2024
Efficiency of public transport services, 1-7 (best)	4.54	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	98.68	2021
Container port traffic (TEU: 20 foot equivalent units)	27,293,935.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	9,439.70	2024
Container penetration (incl. transshipment) TEU/1,000 capita	804.22	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	43,187.00	2022
Secondary or Regional Road Network - Total	259,892.00	2022
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	303,079.00	2022
Paved roads (%)	80%	2010
Paved roads (Km)	116,169.00	2010
Unpaved roads (Km)	28,234.00	2010
Length of roads by GDP per capita (Km/\$)	25.74	2022
Road network density (km/1,000 population)	8.93	2022
Density of roads (km/km ²)	0.07	2022
Number of registered vehicles	27,613,120.00	2016
Estimated road traffic death rate (per 100 000 population)	13.90	2021
Rail lines (total route-km)	1,655.00	2021
Rail network density (km/100,000 km ² land area)	503.73	2021
Rail network density (km/million population)	48.77	2021
Railways, goods transported (million ton-km)	817.65	2021
Railways, passengers carried (million passenger-km)	929.34	2021
Air transport, freight (million ton-km)	589.48	2021
Air transport, passengers carried	5,563,387.00	2021
Per capita air passengers	0.0501	2021
CO ₂ emissions of transport per capita	1.74	2020
Fixed telephone subscriptions (per 100 people)	23.90	2023
Mobile cellular subscriptions	50,100,000.00	2023
Fixed broadband subscriptions (per 100 people)	13.03	2023
Individuals using the Internet (% of population)	97.69	2023

Maldives	Value	Year
Population (million people)	0.52	2023
GDP (current million US\$)	6,600.00	2023
GDP per capita (current US\$)	12,667.44	2023
Logistics performance index: Overall (1=low to 5=high)	2.67	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	7.31	2021
Container port traffic (TEU: 20 foot equivalent units)	107,728.20	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	123.51	2024
Container penetration (incl. transshipment) TEU/1,000 capita	205.67	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	93.00	2018
Paved roads (%)	100%	2018
Paved roads (Km)	93.00	2018
Unpaved roads (Km)	-	2018
Length of roads by GDP per capita (Km/\$)	0.01	2018
Road network density (km/1,000 population)	0.18	2018
Density of roads (km/km ²)	0.01	2018
Number of registered vehicles	92,983.00	2016
Estimated road traffic death rate (per 100 000 population)	1.30	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	-	2019
Air transport, passengers carried	207,225.00	2021
Per capita air passengers	0.0438	2021
CO ₂ emissions of transport per capita	1.63	2020
Fixed telephone subscriptions (per 100 people)	2.44	2023
Mobile cellular subscriptions	744,814.00	2023
Fixed broadband subscriptions (per 100 people)	18.73	2023
Individuals using the Internet (% of population)	83.91	2022

Mali	Value	Year
Population (million people)	23.29	2023
GDP (current million US\$)	20,904.90	2023
GDP per capita (current US\$)	897.45	2023
Logistics performance index: Overall (1=low to 5=high)	2.60	2023
Quality of roads, 1-7 (best)	2.84	2024
Efficiency of train services, 1-7 (best)	2.85	2024
Efficiency of air transport services, 1-7 (best)	4.28	2024
Efficiency of seaport services, 1-7 (best)	2.83	2024
Efficiency of public transport services, 1-7 (best)	3.70	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	14,102.00	2022
Secondary or Regional Road Network - Total	7,052.00	2022
Other Roads - Combined (Urban and Rural) - Total	67,870.00	2022
Total Road Network - All Road Types - Total	89,024.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	96.22	2022
Road network density (km/1,000 population)	3.94	2022
Density of roads (km/km ²)	0.14	2022
Number of registered vehicles	344,345.00	2015
Estimated road traffic death rate (per 100 000 population)	20.20	2021
Rail lines (total route-km)	733.00	2002
Rail network density (km/100,000 km ² land area)	60.07	2002
Rail network density (km/million population)	32.44	2002
Railways, goods transported (million ton-km)	189.00	2002
Railways, passengers carried (million passenger-km)	196.30	2002
Air transport, freight (million ton-km)	12.69	2021
Air transport, passengers carried	1,949,936.00	2021
Per capita air passengers	0.0434	2021
CO ₂ emissions of transport per capita	0.06	2020
Fixed telephone subscriptions (per 100 people)	1.33	2022
Mobile cellular subscriptions	25,900,000.00	2022
Fixed broadband subscriptions (per 100 people)	0.77	2022
Individuals using the Internet (% of population)	33.05	2022

Mauritania	Value	Year
Population (million people)	4.86	2023
GDP (current million US\$)	10,452.58	2023
GDP per capita (current US\$)	2,149.41	2023
Logistics performance index: Overall (1=low to 5=high)	2.30	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	6.05	2021
Container port traffic (TEU: 20 foot equivalent units)	84,457.99	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	3.84	2024
Container penetration (incl. transshipment) TEU/1,000 capita	17.83	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	12,253.00	
Paved roads (%)	33%	
Paved roads (Km)	3,988.00	
Unpaved roads (Km)	8,265.00	
Length of roads by GDP per capita (Km/\$)	5.55	
Road network density (km/1,000 population)	2.59	
Density of roads (km/km2)	0.04	
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	9.50	2021
Rail lines (total route-km)	728.00	2021
Rail network density (km/100,000 km2 land area)	70.63	2021
Rail network density (km/million population)	153.71	2021
Railways, goods transported (million ton-km)	7,535.70	2021
Railways, passengers carried (million passenger-km)	47.00	2021
Air transport, freight (million ton-km)	-	2019
Air transport, passengers carried	1,620,013.00	2021
Per capita air passengers	0.0364	2021
CO ₂ emissions of transport per capita	0.35	2020
Fixed telephone subscriptions (per 100 people)	0.97	2022
Mobile cellular subscriptions	5,360,000.00	2022
Fixed broadband subscriptions (per 100 people)	0.29	2022
Individuals using the Internet (% of population)	44.36	2022

Morocco	Value	Year
Population (million people)	37.84	2023
GDP (current million US\$)	141,109.37	2023
GDP per capita (current US\$)	3,672.11	2023
Logistics performance index: Overall (1=low to 5=high)	2.54	2018
Quality of roads, 1-7 (best)	4.62	2024
Efficiency of train services, 1-7 (best)	4.48	2024
Efficiency of air transport services, 1-7 (best)	4.74	2024
Efficiency of seaport services, 1-7 (best)	4.49	2024
Efficiency of public transport services, 1-7 (best)	3.65	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	69.30	2021
Container port traffic (TEU: 20 foot equivalent units)	8,835,181.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	147.97	2024
Container penetration (incl. transshipment) TEU/1,000 capita	235.87	2022
Motorway or Highway Network	1,800.00	2022
Main or National Road Network - Total	16,252.00	2022
Secondary or Regional Road Network - Total	10,901.00	2022
Other Roads - Combined (Urban and Rural) - Total	31,520.00	2022
Total Road Network - All Road Types - Total	60,473.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	16.05	2022
Road network density (km/1,000 population)	1.61	2022
Density of roads (km/km ²)	0.01	2022
Number of registered vehicles	3,791,469.00	2016
Estimated road traffic death rate (per 100 000 population)	18.60	2021
Rail lines (total route-km)	2,295.00	2021
Rail network density (km/100,000 km ² land area)	514.23	2021
Rail network density (km/million population)	61.27	2021
Railways, goods transported (million ton-km)	3,148.00	2021
Railways, passengers carried (million passenger-km)	4,464.00	2021
Air transport, freight (million ton-km)	0.10	1985
Air transport, passengers carried	27,300.00	1996
Per capita air passengers	0.0326	1996
CO ₂ emissions of transport per capita	0.44	2020
Fixed telephone subscriptions (per 100 people)	7.62	2023
Mobile cellular subscriptions	55,900,000.00	2023
Fixed broadband subscriptions (per 100 people)	6.47	2022
Individuals using the Internet (% of population)	89.90	2022

Mozambique	Value	Year
Population (million people)	33.90	2023
GDP (current million US\$)	20,624.60	2023
GDP per capita (current US\$)	608.44	2023
Logistics performance index: Overall (1=low to 5=high)	-	
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	14.13	2021
Container port traffic (TEU: 20 foot equivalent units)	420,500.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	33.26	2024
Container penetration (incl. transshipment) TEU/1,000 capita	12.75	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	6,349.00	2021
Secondary or Regional Road Network - Total	4,885.00	2021
Other Roads - Combined (Urban and Rural) - Total	19,382.00	2021
Total Road Network - All Road Types - Total	30,616.00	2021
Paved roads (%)	19%	2018
Paved roads (Km)	5,958.00	2018
Unpaved roads (Km)	24,604.00	2018
Length of roads by GDP per capita (Km/\$)	48.94	2021
Road network density (km/1,000 population)	0.93	2021
Density of roads (km/km ²)	0.21	2021
Number of registered vehicles	698,864.00	2016
Estimated road traffic death rate (per 100 000 population)	20.10	2021
Rail lines (total route-km)	3,116.00	2011
Rail network density (km/100,000 km ² land area)	396.25	2011
Rail network density (km/million population)	94.51	2011
Railways, goods transported (million ton-km)	1,193.40	2011
Railways, passengers carried (million passenger-km)	246.80	2011
Air transport, freight (million ton-km)	3.14	2021
Air transport, passengers carried	672,219.00	2021
Per capita air passengers	0.0304	2021
CO ₂ emissions of transport per capita	0.10	2020
Fixed telephone subscriptions (per 100 people)	0.09	2022
Mobile cellular subscriptions	15,000,000.00	2022
Fixed broadband subscriptions (per 100 people)	0.20	2022
Individuals using the Internet (% of population)	21.21	2022

Niger	Value	Year
Population (million people)	27.20	2023
GDP (current million US\$)	16,819.17	2023
GDP per capita (current US\$)	618.29	2023
Logistics performance index: Overall (1=low to 5=high)	2.07	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	21,433.00	2021
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	18,949.00	2018
Paved roads (%)	21%	2018
Paved roads (Km)	3,979.00	2018
Unpaved roads (Km)	14,969.00	2018
Length of roads by GDP per capita (Km/\$)	29.53	2018
Road network density (km/1,000 population)	0.72	2018
Density of roads (km/km2)	0.19	2018
Number of registered vehicles	436,420.00	2016
Estimated road traffic death rate (per 100 000 population)	24.90	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km2 land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	25.81	2021
Air transport, passengers carried	1,386,967.00	2021
Per capita air passengers	0.0296	2021
CO ₂ emissions of transport per capita	0.04	2020
Fixed telephone subscriptions (per 100 people)	0.25	2022
Mobile cellular subscriptions	14,200,000.00	2021
Fixed broadband subscriptions (per 100 people)	0.05	2022
Individuals using the Internet (% of population)	16.94	2022

Nigeria	Value	Year
Population (million people)	223.80	2023
GDP (current million US\$)	362,814.95	2023
GDP per capita (current US\$)	1,621.12	2023
Logistics performance index: Overall (1=low to 5=high)	2.60	2023
Quality of roads, 1-7 (best)	2.91	2024
Efficiency of train services, 1-7 (best)	2.55	2024
Efficiency of air transport services, 1-7 (best)	3.76	2024
Efficiency of seaport services, 1-7 (best)	2.70	2024
Efficiency of public transport services, 1-7 (best)	2.98	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	20.77	2021
Container port traffic (TEU: 20 foot equivalent units)	1,566,109.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	6,866.08	2024
Container penetration (incl. transshipment) TEU/1,000 capita	7.17	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	195,000.00	2019
Paved roads (%)	31%	2019
Paved roads (Km)	60,000.00	2019
Unpaved roads (Km)	135,000.00	2019
Length of roads by GDP per capita (Km/\$)	117.46	2019
Road network density (km/1,000 population)	0.89	2019
Density of roads (km/km ²)	0.65	2019
Number of registered vehicles	11,733,425.00	2016
Estimated road traffic death rate (per 100 000 population)	17.20	2021
Rail lines (total route-km)	3,528.00	2015
Rail network density (km/100,000 km ² land area)	387.36	2015
Rail network density (km/million population)	16.14	2015
Railways, goods transported (million ton-km)	76.93	2015
Railways, passengers carried (million passenger-km)	173.63	2015
Air transport, freight (million ton-km)	-	2019
Air transport, passengers carried	34,065.56	2019
Per capita air passengers	0.0019	2019
CO ₂ emissions of transport per capita	0.23	2020
Fixed telephone subscriptions (per 100 people)	0.05	2023
Mobile cellular subscriptions	224,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	0.05	2023
Individuals using the Internet (% of population)	35.46	2022

Oman	Value	Year
Population (million people)	4.64	2023
GDP (current million US\$)	108,192.46	2023
GDP per capita (current US\$)	23,295.33	2023
Logistics performance index: Overall (1=low to 5=high)	3.30	2023
Quality of roads, 1-7 (best)	5.76	2024
Efficiency of train services, 1-7 (best)	-	2024
Efficiency of air transport services, 1-7 (best)	5.30	2024
Efficiency of seaport services, 1-7 (best)	5.04	2024
Efficiency of public transport services, 1-7 (best)	5.04	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	59.30	2021
Container port traffic (TEU: 20 foot equivalent units)	5,228,456.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	14.49	2024
Container penetration (incl. transshipment) TEU/1,000 capita	1,142.51	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	60,230.00	2012
Paved roads (%)	49%	2012
Paved roads (Km)	29,685.00	2012
Unpaved roads (Km)	30,545.00	2012
Length of roads by GDP per capita (Km/\$)	2.55	2012
Road network density (km/1,000 population)	13.16	2012
Density of roads (km/km ²)	0.78	2012
Number of registered vehicles	1,370,913.00	2016
Estimated road traffic death rate (per 100 000 population)	11.00	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	2.48	2021
Air transport, passengers carried	52,034.89	2021
Per capita air passengers	0.0015	2021
CO ₂ emissions of transport per capita	2.16	2020
Fixed telephone subscriptions (per 100 people)	11.20	2023
Mobile cellular subscriptions	6,980,000.00	2023
Fixed broadband subscriptions (per 100 people)	10.88	2023
Individuals using the Internet (% of population)	95.25	2023

Pakistan	Value	Year
Population (million people)	240.49	2023
GDP (current million US\$)	338,368.46	2023
GDP per capita (current US\$)	1,407.02	2023
Logistics performance index: Overall (1=low to 5=high)	2.42	2018
Quality of roads, 1-7 (best)	4.10	2024
Efficiency of train services, 1-7 (best)	3.90	2024
Efficiency of air transport services, 1-7 (best)	4.52	2024
Efficiency of seaport services, 1-7 (best)	4.21	2024
Efficiency of public transport services, 1-7 (best)	4.23	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	34.11	2021
Container port traffic (TEU: 20 foot equivalent units)	3,383,580.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	974.53	2024
Container penetration (incl. transshipment) TEU/1,000 capita	14.35	2022
Motorway or Highway Network	34,996.00	2022
Main or National Road Network - Total	4,388.00	2022
Secondary or Regional Road Network - Total	87,765.00	2022
Other Roads - Combined (Urban and Rural) - Total	373,525.00	2022
Total Road Network - All Road Types - Total	500,673.00	2022
Paved roads (%)	70%	2021
Paved roads (Km)	185,463.00	2021
Unpaved roads (Km)	78,712.00	2021
Length of roads by GDP per capita (Km/\$)	348.94	2022
Road network density (km/1,000 population)	2.12	2022
Density of roads (km/km ²)	0.61	2022
Number of registered vehicles	18,352,500.00	2016
Estimated road traffic death rate (per 100 000 population)	11.90	2021
Rail lines (total route-km)	7,791.00	2019
Rail network density (km/100,000 km ² land area)	1,010.66	2019
Rail network density (km/million population)	33.04	2019
Railways, goods transported (million ton-km)	8,080.00	2019
Railways, passengers carried (million passenger-km)	24,903.00	2019
Air transport, freight (million ton-km)	-	
Air transport, passengers carried	-	
Per capita air passengers	-	
CO ₂ emissions of transport per capita	0.19	2020
Fixed telephone subscriptions (per 100 people)	1.04	2023
Mobile cellular subscriptions	189,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	1.36	2023
Individuals using the Internet (% of population)	32.95	2022

Palestine	Value	Year
Population (million people)	5.17	2023
GDP (current million US\$)	17,396.30	2023
GDP per capita (current US\$)	3,367.61	2023
Logistics performance index: Overall (1=low to 5=high)	-	
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	4,686.00	2010
Paved roads (%)	100%	2010
Paved roads (Km)	4,686.00	2010
Unpaved roads (Km)	-	2010
Length of roads by GDP per capita (Km/\$)	1.53	2010
Road network density (km/1,000 population)	0.93	2010
Density of roads (km/km2)	0.05	2010
Number of registered vehicles	268,365.00	2015
Estimated road traffic death rate (per 100 000 population)	4.70	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km2 land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	9,338.33	2021
Air transport, passengers carried	69,065,868.00	2021
Per capita air passengers	0.8127	2021
CO ₂ emissions of transport per capita	-	2020
Fixed telephone subscriptions (per 100 people)	7.09	2023
Mobile cellular subscriptions	4,150,000.00	2023
Fixed broadband subscriptions (per 100 people)	7.97	2023
Individuals using the Internet (% of population)	86.64	2023

Qatar	Value	Year
Population (million people)	2.72	2023
GDP (current million US\$)	235,770.40	2022
GDP per capita (current US\$)	87,480.42	2022
Logistics performance index: Overall (1=low to 5=high)	3.50	2023
Quality of roads, 1-7 (best)	5.89	2024
Efficiency of train services, 1-7 (best)	-	2024
Efficiency of air transport services, 1-7 (best)	6.10	2024
Efficiency of seaport services, 1-7 (best)	5.30	2024
Efficiency of public transport services, 1-7 (best)	5.56	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	37.73	2021
Container port traffic (TEU: 20 foot equivalent units)	1,543,591.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	629.27	2024
Container penetration (incl. transshipment) TEU/1,000 capita	572.74	2021
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	7,039.00	2016
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	0.08	2016
Road network density (km/1,000 population)	2.61	2016
Density of roads (km/km ²)	0.25	2016
Number of registered vehicles	1,330,487.00	2016
Estimated road traffic death rate (per 100 000 population)	7.30	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	1.74	2021
Air transport, passengers carried	277,881.43	2021
Per capita air passengers	0.5305	2021
CO ₂ emissions of transport per capita	4.35	2020
Fixed telephone subscriptions (per 100 people)	17.60	2023
Mobile cellular subscriptions	4,700,000.00	2023
Fixed broadband subscriptions (per 100 people)	11.64	2023
Individuals using the Internet (% of population)	100.00	2022

Saudi Arabia	Value	Year
Population (million people)	36.95	2023
GDP (current million US\$)	1,067,582.93	2023
GDP per capita (current US\$)	28,894.96	2023
Logistics performance index: Overall (1=low to 5=high)	3.40	2023
Quality of roads, 1-7 (best)	5.69	2024
Efficiency of train services, 1-7 (best)	5.31	2024
Efficiency of air transport services, 1-7 (best)	5.46	2024
Efficiency of seaport services, 1-7 (best)	4.92	2024
Efficiency of public transport services, 1-7 (best)	4.66	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	69.45	2021
Container port traffic (TEU: 20 foot equivalent units)	10,459,765.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	14,286.93	2024
Container penetration (incl. transshipment) TEU/1,000 capita	287.29	2022
Motorway or Highway Network	4,278.00	2022
Main or National Road Network - Total	9,394.00	2022
Secondary or Regional Road Network - Total	8,100.00	2022
Other Roads - Combined (Urban and Rural) - Total	95,457.00	2022
Total Road Network - All Road Types - Total	117,229.00	2022
Paved roads (%)	21%	2006
Paved roads (Km)	47,529.00	2006
Unpaved roads (Km)	173,843.00	2006
Length of roads by GDP per capita (Km/\$)	4.00	2022
Road network density (km/1,000 population)	3.22	2022
Density of roads (km/km ²)	0.16	2022
Number of registered vehicles	6,895,799.00	2016
Estimated road traffic death rate (per 100 000 population)	18.50	2021
Rail lines (total route-km)	2,939.00	2018
Rail network density (km/100,000 km ² land area)	136.72	2018
Rail network density (km/million population)	80.72	2018
Railways, goods transported (million ton-km)	1,852.47	2018
Railways, passengers carried (million passenger-km)	134.65	2018
Air transport, freight (million ton-km)	31.45	2021
Air transport, passengers carried	8,765,001.00	2021
Per capita air passengers	0.4467	2021
CO ₂ emissions of transport per capita	3.32	2020
Fixed telephone subscriptions (per 100 people)	20.40	2023
Mobile cellular subscriptions	52,500,000.00	2023
Fixed broadband subscriptions (per 100 people)	43.57	2023
Individuals using the Internet (% of population)	100.00	2023

Senegal	Value	Year
Population (million people)	17.76	2023
GDP (current million US\$)	31,013.99	2023
GDP per capita (current US\$)	1,745.97	2023
Logistics performance index: Overall (1=low to 5=high)	2.25	2018
Quality of roads, 1-7 (best)	3.90	2024
Efficiency of train services, 1-7 (best)	3.66	2024
Efficiency of air transport services, 1-7 (best)	4.24	2024
Efficiency of seaport services, 1-7 (best)	3.81	2024
Efficiency of public transport services, 1-7 (best)	3.57	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	17.54	2021
Container port traffic (TEU: 20 foot equivalent units)	738,000.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	17.19	2024
Container penetration (incl. transshipment) TEU/1,000 capita	42.62	2022
Motorway or Highway Network	220.00	2020
Main or National Road Network - Total	16,495.00	2020
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	30,599.00	2020
Total Road Network - All Road Types - Total	47,313.00	2020
Paved roads (%)	37%	2017
Paved roads (Km)	6,126.00	2017
Unpaved roads (Km)	10,539.00	2017
Length of roads by GDP per capita (Km/\$)	26.42	2020
Road network density (km/1,000 population)	2.73	2020
Density of roads (km/km ²)	0.02	2020
Number of registered vehicles	468,051.00	2015
Estimated road traffic death rate (per 100 000 population)	20.80	2021
Rail lines (total route-km)	906.00	2004
Rail network density (km/100,000 km ² land area)	470.58	2004
Rail network density (km/million population)	52.32	2004
Railways, goods transported (million ton-km)	384.00	2004
Railways, passengers carried (million passenger-km)	129.00	2004
Air transport, freight (million ton-km)	273.58	2021
Air transport, passengers carried	13,695,897.02	2021
Per capita air passengers	0.1547	2021
CO ₂ emissions of transport per capita	0.16	2020
Fixed telephone subscriptions (per 100 people)	2.21	2023
Mobile cellular subscriptions	22,400,000.00	2023
Fixed broadband subscriptions (per 100 people)	1.97	2023
Individuals using the Internet (% of population)	59.98	2022

Sierra Leone	Value	Year
Population (million people)	8.79	2023
GDP (current million US\$)	3,809.83	2023
GDP per capita (current US\$)	433.37	2023
Logistics performance index: Overall (1=low to 5=high)	2.08	2018
Quality of roads, 1-7 (best)	2.97	2024
Efficiency of train services, 1-7 (best)	-	2024
Efficiency of air transport services, 1-7 (best)	2.85	2024
Efficiency of seaport services, 1-7 (best)	2.96	2024
Efficiency of public transport services, 1-7 (best)	2.63	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	7.34	2021
Container port traffic (TEU: 20 foot equivalent units)	78,413.00	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	2,513.44	2024
Container penetration (incl. transshipment) TEU/1,000 capita	9.11	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	11,701.00	2015
Paved roads (%)	9%	2015
Paved roads (Km)	1,051.00	2015
Unpaved roads (Km)	10,650.00	2015
Length of roads by GDP per capita (Km/\$)	26.43	2015
Road network density (km/1,000 population)	1.36	2015
Density of roads (km/km ²)	0.02	2015
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	13.80	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	1,119.41	2021
Air transport, passengers carried	4,965,360.96	2021
Per capita air passengers	0.1463	2021
CO ₂ emissions of transport per capita	0.08	2020
Fixed telephone subscriptions (per 100 people)	0.00	2022
Mobile cellular subscriptions	8,230,000.00	2021
Fixed broadband subscriptions (per 100 people)	0.00	2021
Individuals using the Internet (% of population)	30.35	2022

Somalia	Value	Year
Population (million people)	18.14	2023
GDP (current million US\$)	11,679.80	2023
GDP per capita (current US\$)	643.75	2023
Logistics performance index: Overall (1=low to 5=high)	2.00	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	9.65	2021
Container port traffic (TEU: 20 foot equivalent units)	92,238.00	2019
Merchant fleet by flag of registration, Dead weight tons in thousands	0.63	2024
Container penetration (incl. transshipment) TEU/1,000 capita	5.24	2019
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	15,000.00	2013
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	22.60	2013
Road network density (km/1,000 population)	0.85	2013
Density of roads (km/km ²)	0.03	2013
Number of registered vehicles	59,457.00	2014
Estimated road traffic death rate (per 100 000 population)	20.20	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	772.90	2021
Air transport, passengers carried	33,549,828.00	2021
Per capita air passengers	0.1218	2021
CO ₂ emissions of transport per capita	0.01	2020
Fixed telephone subscriptions (per 100 people)	0.51	2022
Mobile cellular subscriptions	8,840,000.00	2022
Fixed broadband subscriptions (per 100 people)	0.67	2022
Individuals using the Internet (% of population)	27.60	2022

Sudan	Value	Year
Population (million people)	48.11	2023
GDP (current million US\$)	109,327.02	2023
GDP per capita (current US\$)	2,272.49	2023
Logistics performance index: Overall (1=low to 5=high)	2.40	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	8.38	2021
Container port traffic (TEU: 20 foot equivalent units)	320,274.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	2.74	2024
Container penetration (incl. transshipment) TEU/1,000 capita	6.83	2021
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	30,000.00	2019
Paved roads (%)	27%	2019
Paved roads (Km)	8,000.00	2019
Unpaved roads (Km)	22,000.00	2019
Length of roads by GDP per capita (Km/\$)	12.86	2019
Road network density (km/1,000 population)	0.64	2019
Density of roads (km/km2)	0.38	2019
Number of registered vehicles	1,252,740.00	2016
Estimated road traffic death rate (per 100 000 population)	19.60	2021
Rail lines (total route-km)	2,747.00	2020
Rail network density (km/100,000 km2 land area)	147.06	2020
Rail network density (km/million population)	58.60	2020
Railways, goods transported (million ton-km)	33.90	2020
Railways, passengers carried (million passenger-km)	81.50	2020
Air transport, freight (million ton-km)	3,173.72	2021
Air transport, passengers carried	1,102,455.00	2021
Per capita air passengers	0.1087	2021
CO ₂ emissions of transport per capita	0.22	2020
Fixed telephone subscriptions (per 100 people)	0.32	2022
Mobile cellular subscriptions	34,700,000.00	2022
Fixed broadband subscriptions (per 100 people)	0.06	2022
Individuals using the Internet (% of population)	28.70	2022

Suriname	Value	Year
Population (million people)	0.62	2023
GDP (current million US\$)	3,782.44	2023
GDP per capita (current US\$)	6,069.03	2023
Logistics performance index: Overall (1=low to 5=high)	-	
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	8.90	2021
Container port traffic (TEU: 20 foot equivalent units)	103,874.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	6.96	2024
Container penetration (incl. transshipment) TEU/1,000 capita	168.07	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	4,304.00	2003
Paved roads (%)	26%	2003
Paved roads (Km)	1,119.00	2003
Unpaved roads (Km)	3,185.00	2003
Length of roads by GDP per capita (Km/\$)	0.70	2003
Road network density (km/1,000 population)	6.96	2003
Density of roads (km/km ²)	0.10	2003
Number of registered vehicles	228,388.00	2015
Estimated road traffic death rate (per 100 000 population)	16.20	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km ² land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	0.68	2021
Air transport, passengers carried	648,370.14	2021
Per capita air passengers	0.1008	2021
CO ₂ emissions of transport per capita	1.30	2020
Fixed telephone subscriptions (per 100 people)	20.50	2023
Mobile cellular subscriptions	988,899.00	2023
Fixed broadband subscriptions (per 100 people)	20.03	2022
Individuals using the Internet (% of population)	75.76	2022

Syrian Arab Republic	Value	Year
Population (million people)	23.23	2023
GDP (current million US\$)	8,980.06	2021
GDP per capita (current US\$)	421.12	2021
Logistics performance index: Overall (1=low to 5=high)	2.30	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	8.39	2021
Container port traffic (TEU: 20 foot equivalent units)	243,348.00	2020
Merchant fleet by flag of registration, Dead weight tons in thousands	145.35	2024
Container penetration (incl. transshipment) TEU/1,000 capita	11.00	2020
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	69,873.00	2010
Paved roads (%)	90%	2010
Paved roads (Km)	63,060.00	2010
Unpaved roads (Km)	6,813.00	2010
Length of roads by GDP per capita (Km/\$)	172.15	2010
Road network density (km/1,000 population)	3.16	2010
Density of roads (km/km ²)	0.18	2010
Number of registered vehicles	2,396,544.00	2016
Estimated road traffic death rate (per 100 000 population)	29.90	2021
Rail lines (total route-km)	2,139.00	2010
Rail network density (km/100,000 km ² land area)	1,164.84	2010
Rail network density (km/million population)	96.68	2010
Railways, goods transported (million ton-km)	2,206.30	2010
Railways, passengers carried (million passenger-km)	1,223.00	2010
Air transport, freight (million ton-km)	-	2019
Air transport, passengers carried	193,259.00	2021
Per capita air passengers	0.0696	2021
CO ₂ emissions of transport per capita	0.22	2020
Fixed telephone subscriptions (per 100 people)	11.90	2023
Mobile cellular subscriptions	15,100,000.00	2023
Fixed broadband subscriptions (per 100 people)	6.86	2023
Individuals using the Internet (% of population)	35.78	2020

Tajikistan	Value	Year
Population (million people)	10.14	2023
GDP (current million US\$)	12,060.60	2023
GDP per capita (current US\$)	1,188.99	2023
Logistics performance index: Overall (1=low to 5=high)	2.50	2023
Quality of roads, 1-7 (best)	4.25	2024
Efficiency of train services, 1-7 (best)	3.75	2024
Efficiency of air transport services, 1-7 (best)	4.00	2024
Efficiency of seaport services, 1-7 (best)	2.24	2024
Efficiency of public transport services, 1-7 (best)	4.49	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	4,317.00	2018
Secondary or Regional Road Network - Total	1,106.00	2018
Other Roads - Combined (Urban and Rural) - Total	8,717.00	2018
Total Road Network - All Road Types - Total	14,140.00	2018
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	11.67	2018
Road network density (km/1,000 population)	1.42	2018
Density of roads (km/km ²)	0.13	2018
Number of registered vehicles	439,972.00	2016
Estimated road traffic death rate (per 100 000 population)	13.90	2021
Rail lines (total route-km)	620.00	2021
Rail network density (km/100,000 km ² land area)	446.72	2021
Rail network density (km/million population)	62.29	2021
Railways, goods transported (million ton-km)	274.00	2021
Railways, passengers carried (million passenger-km)	21.70	2021
Air transport, freight (million ton-km)	23.08	2021
Air transport, passengers carried	27,881.00	2021
Per capita air passengers	0.0621	2021
CO ₂ emissions of transport per capita	0.17	2020
Fixed telephone subscriptions (per 100 people)	5.11	2022
Mobile cellular subscriptions	11,600,000.00	2021
Fixed broadband subscriptions (per 100 people)	0.06	2022
Individuals using the Internet (% of population)	36.09	2022

Togo	Value	Year
Population (million people)	9.05	2023
GDP (current million US\$)	9,171.26	2023
GDP per capita (current US\$)	1,012.97	2023
Logistics performance index: Overall (1=low to 5=high)	2.50	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	36.24	2021
Container port traffic (TEU: 20 foot equivalent units)	1,952,879.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	1,471.04	2024
Container penetration (incl. transshipment) TEU/1,000 capita	220.70	2022
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	9,951.00	2018
Paved roads (%)	18%	2018
Paved roads (Km)	1,794.00	2018
Unpaved roads (Km)	8,157.00	2018
Length of roads by GDP per capita (Km/\$)	9.60	2018
Road network density (km/1,000 population)	1.12	2018
Density of roads (km/km2)	0.34	2018
Number of registered vehicles	64,118.00	2016
Estimated road traffic death rate (per 100 000 population)	22.70	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km2 land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	38.03	2021
Air transport, passengers carried	2,010,914.00	2021
Per capita air passengers	0.0564	2021
CO ₂ emissions of transport per capita	0.12	2020
Fixed telephone subscriptions (per 100 people)	0.72	2023
Mobile cellular subscriptions	7,050,000.00	2023
Fixed broadband subscriptions (per 100 people)	1.23	2023
Individuals using the Internet (% of population)	37.62	2022

Tunisia	Value	Year
Population (million people)	12.46	2023
GDP (current million US\$)	48,529.60	2023
GDP per capita (current US\$)	3,895.39	2023
Logistics performance index: Overall (1=low to 5=high)	2.57	2018
Quality of roads, 1-7 (best)	3.70	2024
Efficiency of train services, 1-7 (best)	2.92	2024
Efficiency of air transport services, 1-7 (best)	3.49	2024
Efficiency of seaport services, 1-7 (best)	3.62	2024
Efficiency of public transport services, 1-7 (best)	2.66	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	5.62	2021
Container port traffic (TEU: 20 foot equivalent units)	464,823.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	278.88	2024
Container penetration (incl. transshipment) TEU/1,000 capita	37.62	2022
Motorway or Highway Network	663.00	2021
Main or National Road Network - Total	4,750.00	2021
Secondary or Regional Road Network - Total	6,513.00	2021
Other Roads - Combined (Urban and Rural) - Total	7,909.00	2021
Total Road Network - All Road Types - Total	19,835.00	2021
Paved roads (%)	38%	2020
Paved roads (Km)	12,264.00	2020
Unpaved roads (Km)	20,068.00	2020
Length of roads by GDP per capita (Km/\$)	5.05	2021
Road network density (km/1,000 population)	1.61	2021
Density of roads (km/km ²)	0.12	2021
Number of registered vehicles	2,015,601.00	2016
Estimated road traffic death rate (per 100 000 population)	16.30	2021
Rail lines (total route-km)	1,777.00	2021
Rail network density (km/100,000 km ² land area)	1,143.80	2021
Rail network density (km/million population)	143.82	2021
Railways, goods transported (million ton-km)	413.30	2021
Railways, passengers carried (million passenger-km)	633.33	2021
Air transport, freight (million ton-km)	19.49	2021
Air transport, passengers carried	20,181.00	2021
Per capita air passengers	0.0327	2021
CO ₂ emissions of transport per capita	0.57	2020
Fixed telephone subscriptions (per 100 people)	15.30	2023
Mobile cellular subscriptions	16,400,000.00	2023
Fixed broadband subscriptions (per 100 people)	14.14	2023
Individuals using the Internet (% of population)	73.84	2022

Türkiye	Value	Year
Population (million people)	85.33	2023
GDP (current million US\$)	1,108,022.37	2023
GDP per capita (current US\$)	12,985.75	2023
Logistics performance index: Overall (1=low to 5=high)	3.40	2023
Quality of roads, 1-7 (best)	5.11	2024
Efficiency of train services, 1-7 (best)	3.57	2024
Efficiency of air transport services, 1-7 (best)	5.71	2024
Efficiency of seaport services, 1-7 (best)	4.65	2024
Efficiency of public transport services, 1-7 (best)	4.41	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	61.50	2021
Container port traffic (TEU: 20 foot equivalent units)	12,366,172.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	7,230.21	2024
Container penetration (incl. transshipment) TEU/1,000 capita	145.52	2022
Motorway or Highway Network	3,633.00	2022
Main or National Road Network - Total	30,940.00	2022
Secondary or Regional Road Network - Total	34,116.00	2022
Other Roads - Combined (Urban and Rural) - Total	190,383.00	2022
Total Road Network - All Road Types - Total	259,072.00	2022
Paved roads (%)	35%	2023
Paved roads (Km)	24,082.00	2023
Unpaved roads (Km)	43,251.00	2023
Length of roads by GDP per capita (Km/\$)	19.87	2022
Road network density (km/1,000 population)	3.05	2022
Density of roads (km/km ²)	0.10	2022
Number of registered vehicles	21,090,424.00	2016
Estimated road traffic death rate (per 100 000 population)	6.50	2021
Rail lines (total route-km)	10,546.00	2021
Rail network density (km/100,000 km ² land area)	1,370.27	2021
Rail network density (km/million population)	124.10	2021
Railways, goods transported (million ton-km)	15,900.00	2021
Railways, passengers carried (million passenger-km)	10,683.00	2021
Air transport, freight (million ton-km)	0.00	2021
Air transport, passengers carried	171,347.34	2021
Per capita air passengers	0.0246	2021
CO ₂ emissions of transport per capita	0.92	2020
Fixed telephone subscriptions (per 100 people)	11.40	2023
Mobile cellular subscriptions	92,200,000.00	2023
Fixed broadband subscriptions (per 100 people)	22.46	2023
Individuals using the Internet (% of population)	85.96	2023

Turkmenistan	Value	Year
Population (million people)	6.52	2023
GDP (current million US\$)	59,887.33	2023
GDP per capita (current US\$)	9,190.67	2023
Logistics performance index: Overall (1=low to 5=high)	2.41	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	127.70	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	58,592.00	2002
Paved roads (%)	81%	2002
Paved roads (Km)	47,577.00	2002
Unpaved roads (Km)	11,015.00	2002
Length of roads by GDP per capita (Km/\$)	6.29	2002
Road network density (km/1,000 population)	9.11	2002
Density of roads (km/km ²)	1.22	2002
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	8.00	2021
Rail lines (total route-km)	7,680.00	2018
Rail network density (km/100,000 km ² land area)	1,634.29	2018
Rail network density (km/million population)	1,194.26	2018
Railways, goods transported (million ton-km)	13,327.00	2018
Railways, passengers carried (million passenger-km)	2,340.00	2018
Air transport, freight (million ton-km)	83.74	2021
Air transport, passengers carried	3,750,753.00	2021
Per capita air passengers	0.0219	2021
CO ₂ emissions of transport per capita	1.85	2020
Fixed telephone subscriptions (per 100 people)	10.20	2022
Mobile cellular subscriptions	6,250,000.00	2021
Fixed broadband subscriptions (per 100 people)	5.22	2022
Individuals using the Internet (% of population)	21.25	2017

Uganda	Value	Year
Population (million people)	48.58	2023
GDP (current million US\$)	49,272.88	2023
GDP per capita (current US\$)	1,014.21	2023
Logistics performance index: Overall (1=low to 5=high)	2.58	2018
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	21,200.00	2022
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	20,544.00	2017
Paved roads (%)	21%	2017
Paved roads (Km)	4,257.00	2017
Unpaved roads (Km)	16,287.00	2017
Length of roads by GDP per capita (Km/\$)	19.70	2017
Road network density (km/1,000 population)	0.43	2017
Density of roads (km/km ²)	0.10	2017
Number of registered vehicles	1,594,962.00	2016
Estimated road traffic death rate (per 100 000 population)	16.00	2021
Rail lines (total route-km)	259.00	2002
Rail network density (km/100,000 km ² land area)	129.16	2002
Rail network density (km/million population)	5.48	2002
Railways, goods transported (million ton-km)	218.00	2002
Railways, passengers carried (million passenger-km)	-	2002
Air transport, freight (million ton-km)	75.60	2021
Air transport, passengers carried	4,930,661.98	2021
Per capita air passengers	0.0209	2021
CO ₂ emissions of transport per capita	0.07	2020
Fixed telephone subscriptions (per 100 people)	0.24	2023
Mobile cellular subscriptions	42,100,000.00	2023
Fixed broadband subscriptions (per 100 people)	0.09	2023
Individuals using the Internet (% of population)	10.00	2021

United Arab Emirates	Value	Year
Population (million people)	9.52	2023
GDP (current million US\$)	504,173.45	2023
GDP per capita (current US\$)	52,976.81	2023
Logistics performance index: Overall (1=low to 5=high)	4.00	2023
Quality of roads, 1-7 (best)	6.22	2024
Efficiency of train services, 1-7 (best)	5.12	2024
Efficiency of air transport services, 1-7 (best)	6.13	2024
Efficiency of seaport services, 1-7 (best)	5.47	2024
Efficiency of public transport services, 1-7 (best)	5.52	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	73.94	2021
Container port traffic (TEU: 20 foot equivalent units)	20,300,000.00	2022
Merchant fleet by flag of registration, Dead weight tons in thousands	889.55	2024
Container penetration (incl. transshipment) TEU/1,000 capita	2,150.17	2022
Motorway or Highway Network	1,972.00	2021
Main or National Road Network - Total	1,988.00	2021
Secondary or Regional Road Network - Total	11,472.00	2021
Other Roads - Combined (Urban and Rural) - Total	71,358.00	2021
Total Road Network - All Road Types - Total	86,790.00	2021
Paved roads (%)	100%	2008
Paved roads (Km)	4,080.00	2008
Unpaved roads (Km)	-	2008
Length of roads by GDP per capita (Km/\$)	1.63	2021
Road network density (km/1,000 population)	9.19	2021
Density of roads (km/km ²)	0.14	2021
Number of registered vehicles	3,391,125.00	2016
Estimated road traffic death rate (per 100 000 population)	5.90	2021
Rail lines (total route-km)	279.00	2021
Rail network density (km/100,000 km ² land area)	392.85	2021
Rail network density (km/million population)	29.55	2021
Railways, goods transported (million ton-km)	1,380.00	2021
Railways, passengers carried (million passenger-km)	-	2021
Air transport, freight (million ton-km)	0.95	2021
Air transport, passengers carried	125,163.50	2021
Per capita air passengers	0.0126	2021
CO ₂ emissions of transport per capita	3.23	2020
Fixed telephone subscriptions (per 100 people)	21.20	2023
Mobile cellular subscriptions	21,200,000.00	2023
Fixed broadband subscriptions (per 100 people)	37.10	2023
Individuals using the Internet (% of population)	100.00	2023

Uzbekistan	Value	Year
Population (million people)	36.41	2023
GDP (current million US\$)	90,889.15	2023
GDP per capita (current US\$)	2,496.11	2023
Logistics performance index: Overall (1=low to 5=high)	2.60	2023
Quality of roads, 1-7 (best)	4.50	2024
Efficiency of train services, 1-7 (best)	4.73	2024
Efficiency of air transport services, 1-7 (best)	4.76	2024
Efficiency of seaport services, 1-7 (best)	3.29	2024
Efficiency of public transport services, 1-7 (best)	4.81	2024
Liner shipping connectivity index (maximum value in 2004 = 100)	-	
Container port traffic (TEU: 20 foot equivalent units)	-	
Merchant fleet by flag of registration, Dead weight tons in thousands	-	2024
Container penetration (incl. transshipment) TEU/1,000 capita	-	
Motorway or Highway Network	-	
Main or National Road Network - Total	42,869.00	2022
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	44,696.00	2022
Paved roads (%)		
Paved roads (Km)	-	
Unpaved roads (Km)	-	
Length of roads by GDP per capita (Km/\$)	17.53	2022
Road network density (km/1,000 population)	1.25	2022
Density of roads (km/km ²)	0.51	2022
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	9.30	2021
Rail lines (total route-km)	4,732.00	2021
Rail network density (km/100,000 km ² land area)	1,073.86	2021
Rail network density (km/million population)	132.74	2021
Railways, goods transported (million ton-km)	24,619.00	2021
Railways, passengers carried (million passenger-km)	3,130.00	2021
Air transport, freight (million ton-km)	0.02	2021
Air transport, passengers carried	7,512.00	2021
Per capita air passengers	0.0093	2021
CO ₂ emissions of transport per capita	0.43	2020
Fixed telephone subscriptions (per 100 people)	17.20	2023
Mobile cellular subscriptions	37,500,000.00	2023
Fixed broadband subscriptions (per 100 people)	30.27	2023
Individuals using the Internet (% of population)	89.01	2023

Yemen, Rep.	Value	Year
Population (million people)	34.45	2023
GDP (current million US\$)	21,606.16	2018
GDP per capita (current US\$)	701.71	2018
Logistics performance index: Overall (1=low to 5=high)	2.20	2023
Quality of roads, 1-7 (best)	-	
Efficiency of train services, 1-7 (best)	-	
Efficiency of air transport services, 1-7 (best)	-	
Efficiency of seaport services, 1-7 (best)	-	
Efficiency of public transport services, 1-7 (best)	-	
Liner shipping connectivity index (maximum value in 2004 = 100)	6.56	2021
Container port traffic (TEU: 20 foot equivalent units)	418,711.00	2021
Merchant fleet by flag of registration, Dead weight tons in thousands	417.92	2024
Container penetration (incl. transshipment) TEU/1,000 capita	12.43	2021
Motorway or Highway Network	-	
Main or National Road Network - Total	-	
Secondary or Regional Road Network - Total	-	
Other Roads - Combined (Urban and Rural) - Total	-	
Total Road Network - All Road Types - Total	71,300.00	2005
Paved roads (%)	9%	2005
Paved roads (Km)	6,200.00	2005
Unpaved roads (Km)	65,100.00	2005
Length of roads by GDP per capita (Km/\$)	111.20	2005
Road network density (km/1,000 population)	2.12	2005
Density of roads (km/km2)	0.14	2005
Number of registered vehicles	-	
Estimated road traffic death rate (per 100 000 population)	29.80	2021
Rail lines (total route-km)	-	
Rail network density (km/100,000 km2 land area)	-	
Rail network density (km/million population)	-	
Railways, goods transported (million ton-km)	-	
Railways, passengers carried (million passenger-km)	-	
Air transport, freight (million ton-km)	12.02	2021
Air transport, passengers carried	293,212.99	2021
Per capita air passengers	0.0071	2021
CO ₂ emissions of transport per capita	0.08	2020
Fixed telephone subscriptions (per 100 people)	1.90	2022
Mobile cellular subscriptions	20,000,000.00	2023
Fixed broadband subscriptions (per 100 people)	1.27	2022
Individuals using the Internet (% of population)	17.69	2022