The Meddin Bike-sharing World Map Report
2024 Edition

This report is made possible by the financial support of:

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Contents:

1. Introduction

This is the third edition of The Meddin Bike-sharing World Map report. Following the reports published in 2021 and 2022, this edition brings the state-of-the-art of bike-sharing systems worldwide in 2024.

While the first and second editions focused mostly on systems, the 2024 Report also brings a bike-focused approach. This is possible due to the significant improvement to our database that now has more accurate and updated data about the number of bikes available in each system, now including e-bikes and cargo bikes.

The Meddin Bike-sharing World Map is named after Russell Meddin, an enthusiastic bike-sharing pioneer from Philadelphia (USA). Russell took on curation of the Map for 11 years until his passing in April 2020. Then, a team of contributors including, Paul DeMaio, who created the Map in 2007, plus Oliver O'Brien, Renata Rabello, and Thiago Benicchio kept Russell's work going, scouring the Internet to find information about new systems, closures, and trends.

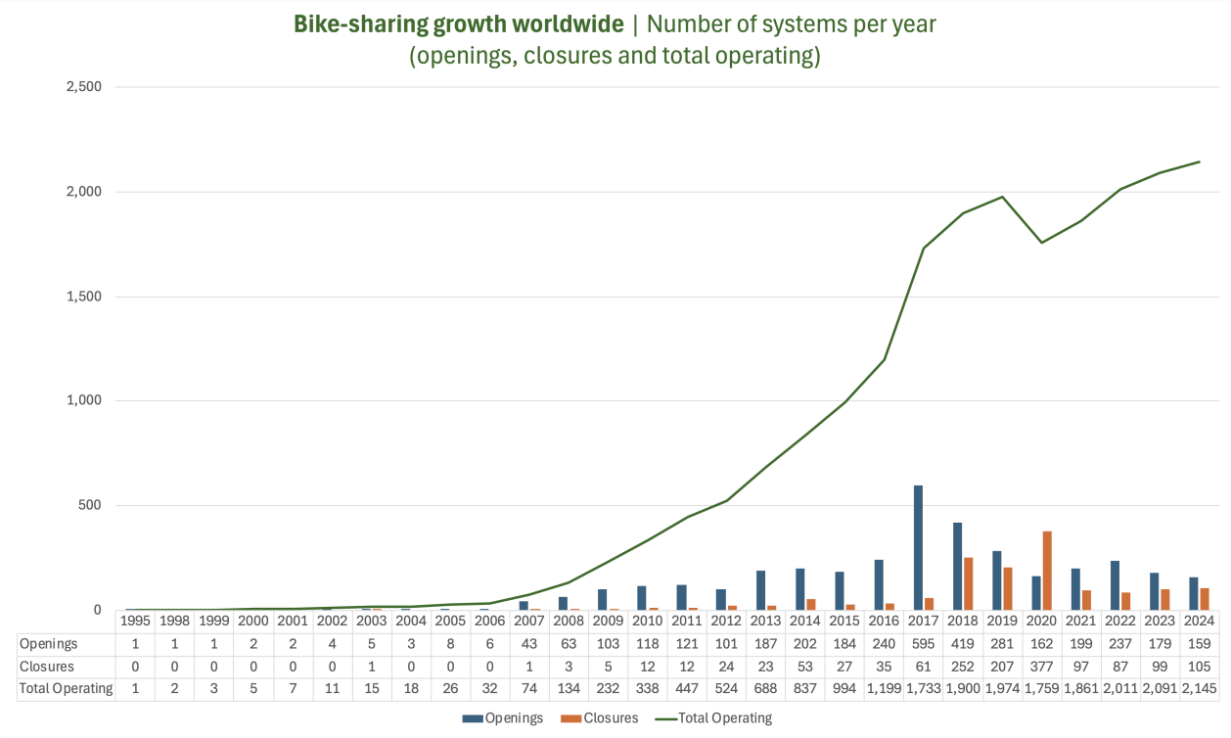
2. The Bike-sharing World of 2024

As of December 31, 2024, the world had 9,278,605 bikes in 2,145 systems, spread over 1,700 cities in 92 countries.

a) Growth and regional share

Year after year since 1995, bike-sharing systems have spread throughout the world. The only year with a negative balance between openings and closures was 2020 due to the COVID-19 pandemic. One year later, there was already a positive balance between openings and closures and the trend continued in the following years.

In 2024, there were 159 new systems and 105 closures, raising the number of active systems to 2,145.



	1995	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Openings	1	1	1	2	2	4	5	3	8	6	43	63	103	118	121	101	187	202	184	240	595	419	281	162	199	237	179	159
Closures	0	0	0	0	0	0	1	0	0	0	1	3	5	12	12	24	23	53	27	35	61	252	207	377	97	87	99	105
Total Operating	1	2	3	5	7	11	15	18	26	32	74	134	232	338	447	524	688	837	994	1,199	1,733	1,900	1,974	1,759	1,861	2,011	2,091	2,145

Figure 1: Number of systems per year: openings, closures and total operating worldwide

Europe was the pioneer continent for bike-sharing. Since the White Bikes Plan *(Witte Fietsenplan)* experiment in Amsterdam, the Netherlands in the 1960s, and the evolution of the concept with the 2nd generation Bycyklen in Copenhagen, Denmark, in 1995, nearly every country except Vatican City has or had at least one city with a bike-sharing system.

Europe is still leading the ranking of regions with the number of bike-sharing systems operating in 2024 with 44%, followed by Asia at 38.3%, North America at 12.7%, South America at 3.5%, Oceania at 0.9%, and Africa at 0.5% (*Figure 2*).

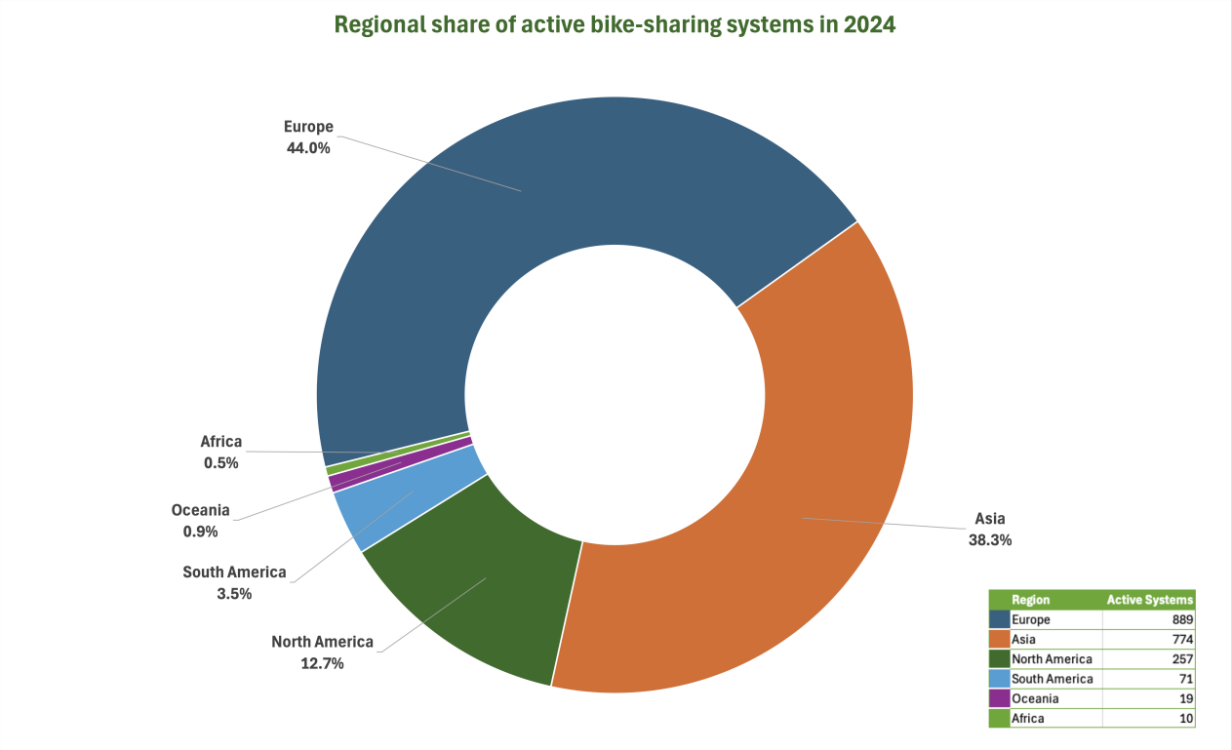


Figure 2: Regional share of bike-sharing systems per region

Asia had its first system launched in 1999 (Singapore's Smartbike) and China joined the movement in 2007 with Zhengzhou's Public Bike. Since then, the expansion of bike-sharing systems has been exponential. While Europe leads with the number of systems worldwide, Asia leads with the number of bikes per system.

As *Figure 3* below shows, 93.33% of the world's bike-sharing bikes are in Asia. This equates to about 8,659,516 bikes.

The other continents are a mere fraction of this with Europe at 4.58% of bikes, North America at 1.68%, South America at 0.31%, Oceania at 0.09%, and Africa with 0.01%. *Figure 4* shows the distribution of systems worldwide.

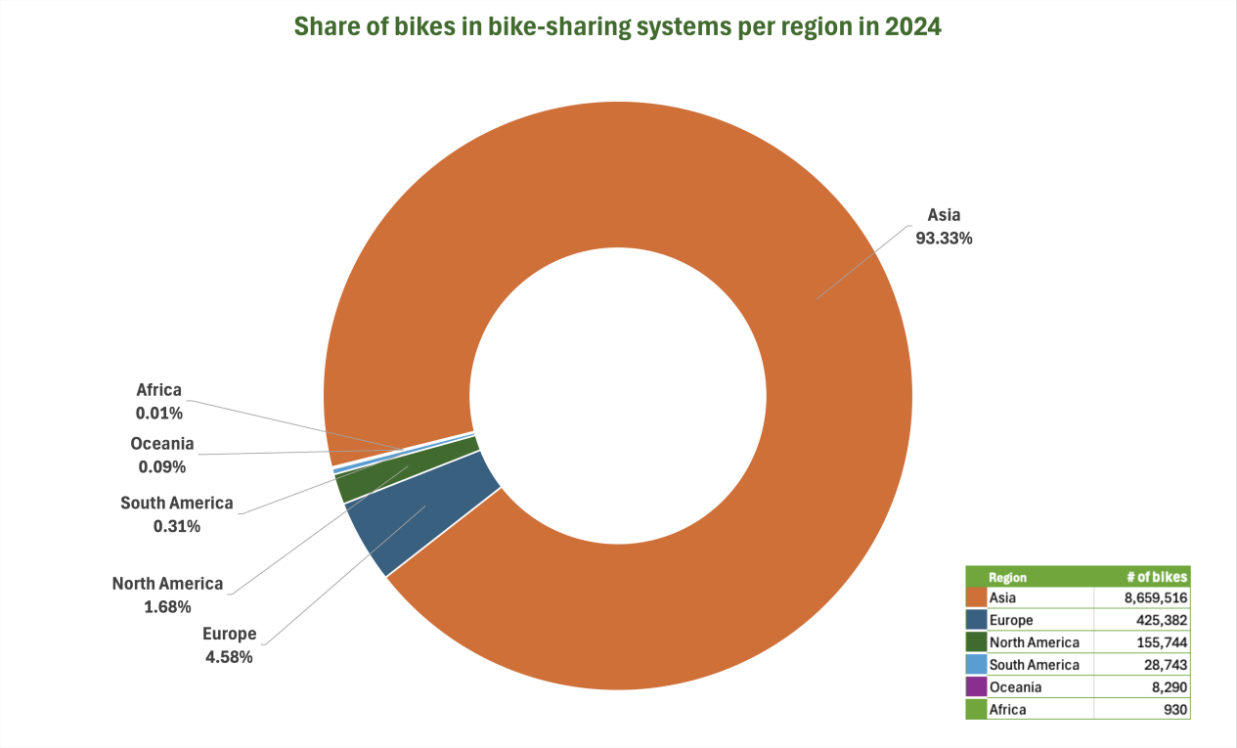


Figure 3: Share of bikes in bike-sharing systems per region

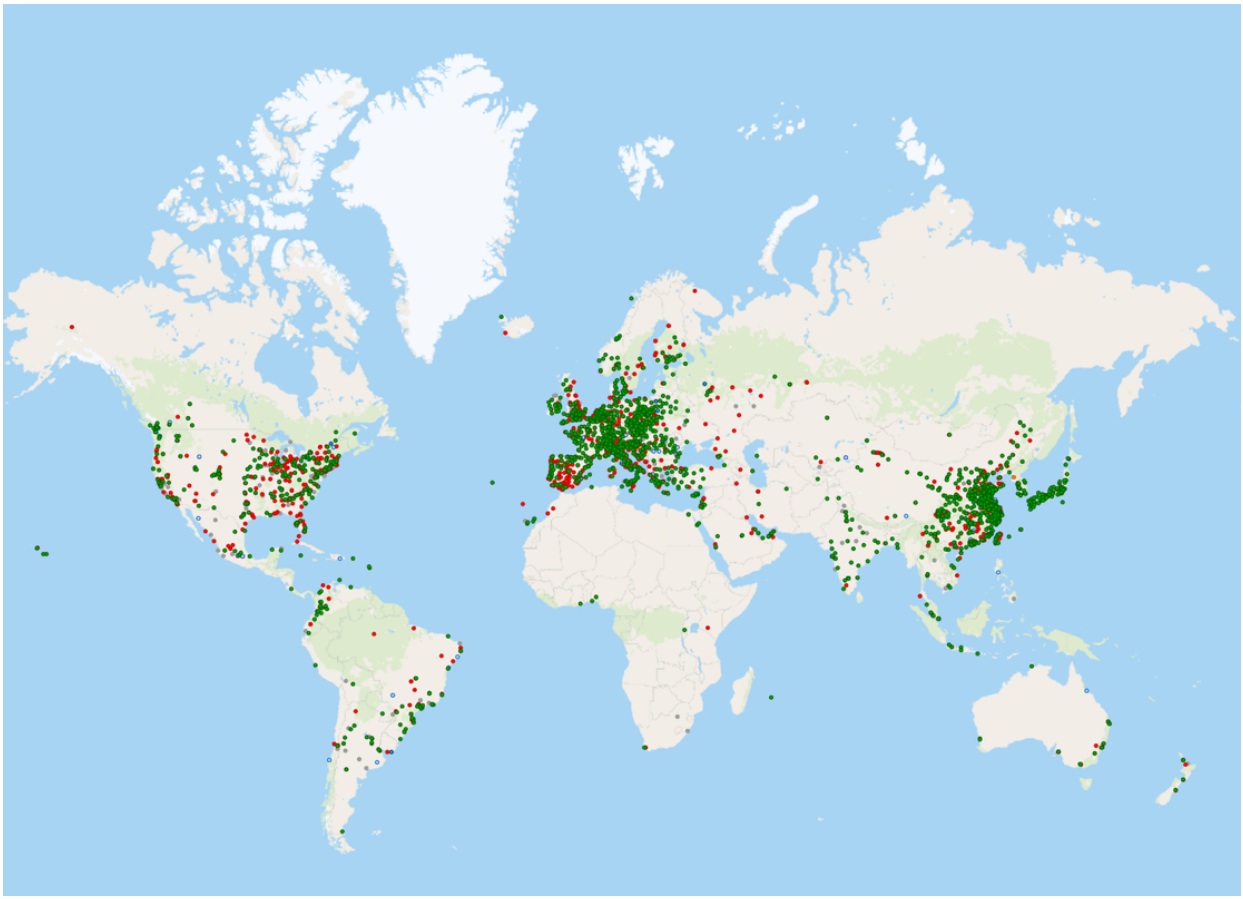


Figure 4: World map of bike-sharing systems (active systems are marked as green dots, while closed systems are noted as red dots)

b) Country rankings

Since the first edition of The Meddin Bike-sharing World Map Report in 2021, we have published a country ranking. In the first two editions (2021 and 2022), the ranking listed countries by the number of active systems.

A single ranking doesn't tell the whole story, as countries differ on size, population, urbanization, and other development variables. In this edition, thanks to the improvements in our database, we're showing three different rankings using the number of bikes, systems, and population.

In this section you'll find the short versions of the ranking (top 20 countries). The full ranking is shown in the Appendix.

Each ranking tells one story. In the ranking by number of bikes (*Figure 5*), the largest fleets are displayed. Large fleets are both a challenge and a gift, as it represents a significant operational effort, but also more access opportunities for users.

Country rank - Number of bikes

Rank	Country	# of bikes	# of systems
1	China	8,374,754	527
2	United States	115,056	209
3	Taiwan	83,492	15
4	France	79,281	78
5	Japan	65,603	101
6	Germany	64,737	102
7	United Kingdom	63,331	48
8	South Korea	48,441	21
9	Singapore	45,000	2
10	Spain	37,355	54
11	Italy	35,311	119
12	Canada	25,687	33
13	Poland	25,664	75
14	India	23,000	41
15	Belgium	22,059	21
16	Brazil	13,882	31
17	Mexico	13,862	11
18	Switzerland	11,403	40
19	Denmark	8,776	18
20	Finland	8,406	14

Figure 5: Country ranking by number of bikes

The second ranking, by the number of systems (*Figure 6*), lists the countries with more active systems in terms of the number of systems.

Country rank - Number of systems			
Rank	Country	# of bikes	# of systems
1	China	8,374,754	527
2	United States	115,056	209
3	Italy	35,311	119
4	Germany	64,737	102
5	Japan	65,603	101
6	France	79,281	78
7	Poland	25,664	75
8	Spain	37,355	54
9	United Kingdom	63,331	48
10	Czech Republic	7,665	45
11	India	23,000	41
12	Switzerland	11,403	40
13	Canada	25,687	33
14	Brazil	13,882	31
15	Netherlands	6,225	25
16	Norway	5,975	24
16	Romania	4,092	24
18	South Korea	48,441	21
18	Belgium	22,059	21
18	Austria	5,854	21

Figure 6: Country ranking by number of systems

The final ranking we present (*Figure 7*) employs an effectiveness approach to estimate the availability of bikes to a specific resident population. It indicates the number of people that correspond to each bicycle. A lower ratio signifies better availability, with more bicycles per person, while a higher ratio suggests lower availability, with fewer bicycles per person, which may indicate limited coverage, an undersized fleet, or unbalanced demand.

As mentioned earlier, a single ranking doesn't provide a comprehensive view. Countries vary in size, economy, population distribution, and other factors. Consequently, countries with better availability might have cities with very effective programs, while countries with lower rankings might have cities with exceptional bike-sharing systems.

Therefore, the ranking is presented in ascending order, from the lowest to the highest ratio, so that systems with greater accessibility and higher bicycle availability appear first, followed by those with more limited supply.

Country rank - People per bike					
Rank	Country	# of bikes	# of systems	Population*	People per bike
1	Monaco	443	1	36,811	83
2	Singapore	45,000	2	5,926,220	132
3	China	8,374,754	527	1,425,861,543	170
4	Taiwan	83,492	15	23,842,033	286
5	Luxembourg	1,583	2	634,720	401
6	Belgium	22,059	21	11,582,160	525
7	Liechtenstein	70	1	39,000	557
8	Finland	8,406	14	5,533,721	658
9	Denmark	8,776	18	5,840,504	666
10	Switzerland	11,403	40	8,670,795	760
11	France	79,281	78	64,502,346	814
12	Norway	5,975	24	5,391,723	902
13	Slovenia	2,189	16	2,119,030	968
14	Cyprus	1,273	7	1,241,296	975
15	United Kingdom	63,331	48	67,167,774	1,061
16	South Korea	48,441	21	51,831,253	1,070
17	Ireland	4,304	16	4,967,164	1,154
18	Spain	37,355	54	47,397,660	1,269
19	Germany	64,737	102	83,390,320	1,288
20	Andorra	60	1	78,380	1,306

** Source: United Nations, Department of Economic and Social Affairs, Population Division. World Population Prospects 2024. https://population.un.org/wpp/*

Figure 7: Country ranking of people per bike

c) Systems per type, e-bikes and pedal bikes

Bike-sharing's modern popularity was built on the foundation of dock-based technology, which provided structure and reliability for cities and users. This model is still dominating in the landscape and represents 57% of the bike-sharing systems worldwide.

However, the advent of GPS and smart lock technology embedded into the bikes has catalyzed a significant change, giving rise to free-floating and hybrid docked/free-floating systems.

These new models offer flexibility, allowing users to pick up and drop off bikes within a wide geographic area, expanding the service coverage beyond fixed stations. Another benefit is reducing operational and infrastructure costs for operators and reducing the footprint of systems by eliminating the need to install and maintain docking stations. Later, cities started to organize their urban space by designating specific areas for the free-floating bike-parking (called hubs or bays).

In 2024, systems without physical stations represented 37% of the total (*Figure 8*).

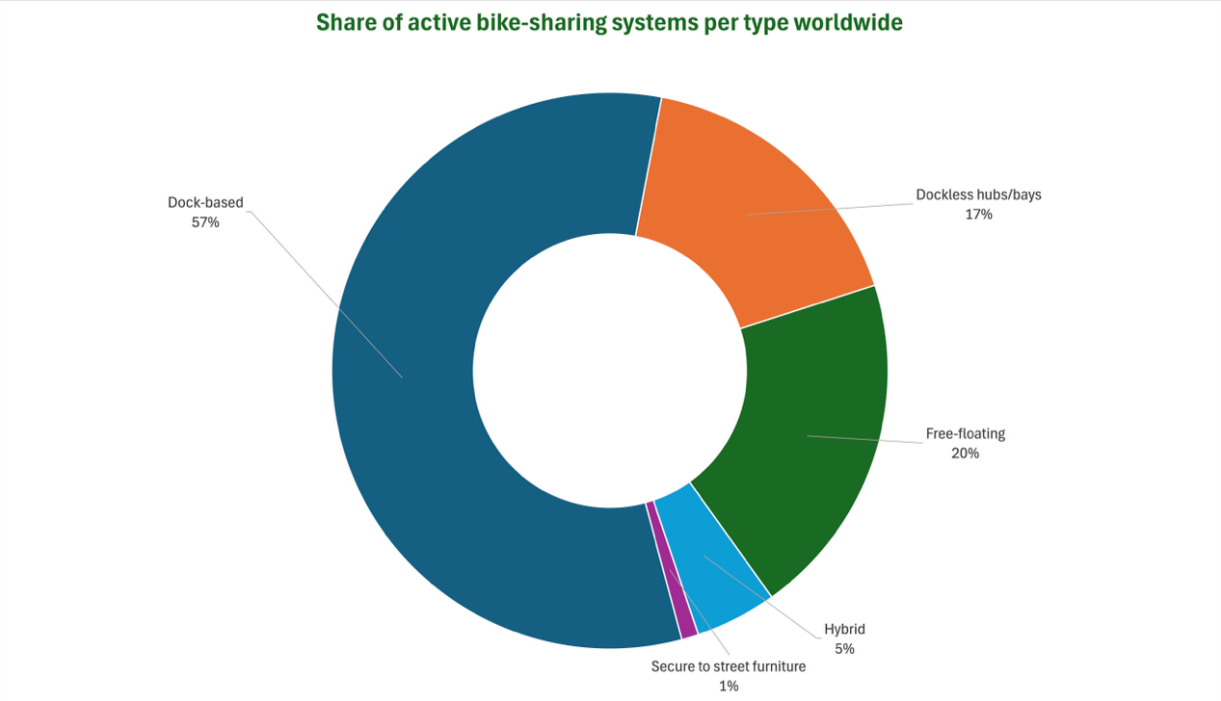


Figure 8: Share of active bike-sharing systems per type worldwide

A parallel and transformative trend has been the rapid electrification of fleets. The arrival of e-bikes has made bike-sharing a viable option in hilly cities and for longer-distance trips, attracting a wider demographic of users.

Along with e-bikes, but on a smaller scale, the introduction of cargo bikes has begun to address unmet needs, offering a sustainable alternative for movement of larger goods and families. *Figure 9* shows the number of pedal bikes, cargo bikes, and e-bikes per type of system.

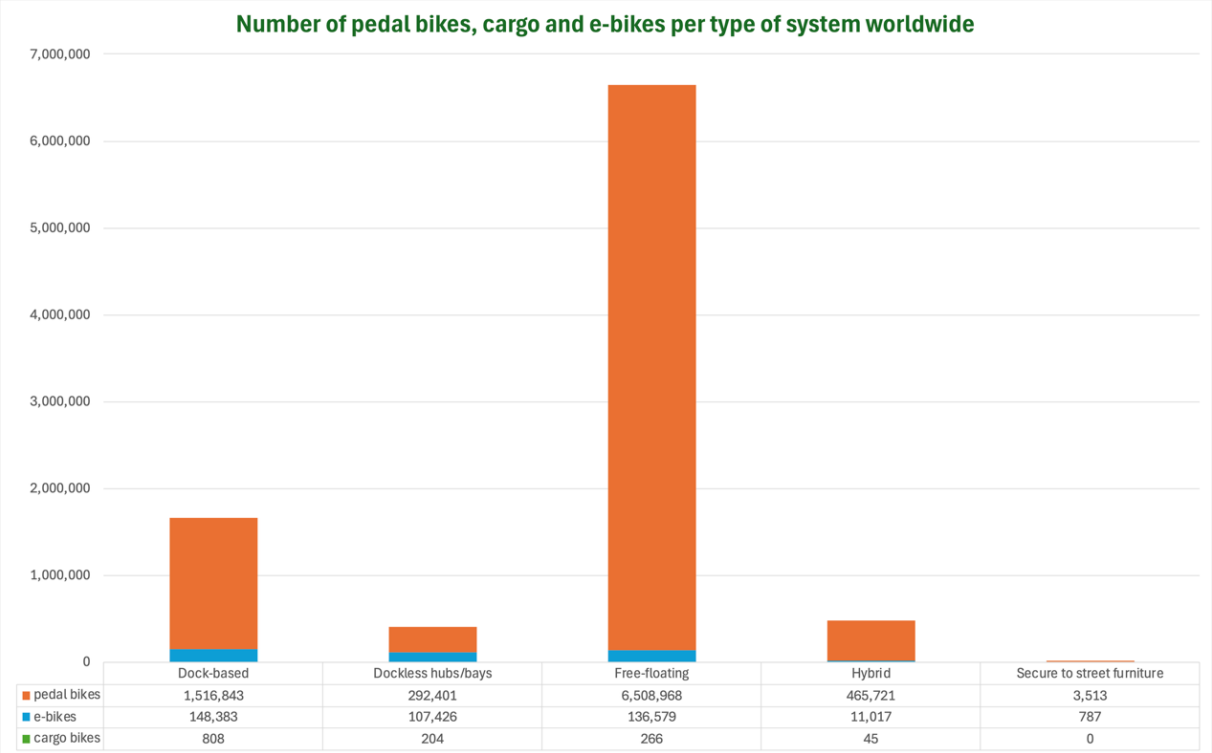


Figure 9: Number of pedal bikes, cargo and e-bikes per type of system

As *Figure 10* illustrates, the distribution of e-bikes is not uniform worldwide. Europe and North America have embraced electrification most aggressively, with e-bikes constituting a significant portion of their fleets. Africa and Oceania have an even bigger share of e-bikes, but their fleets are much smaller. In contrast, Asia's vast fleets remain predominantly comprised of traditional pedal bikes.

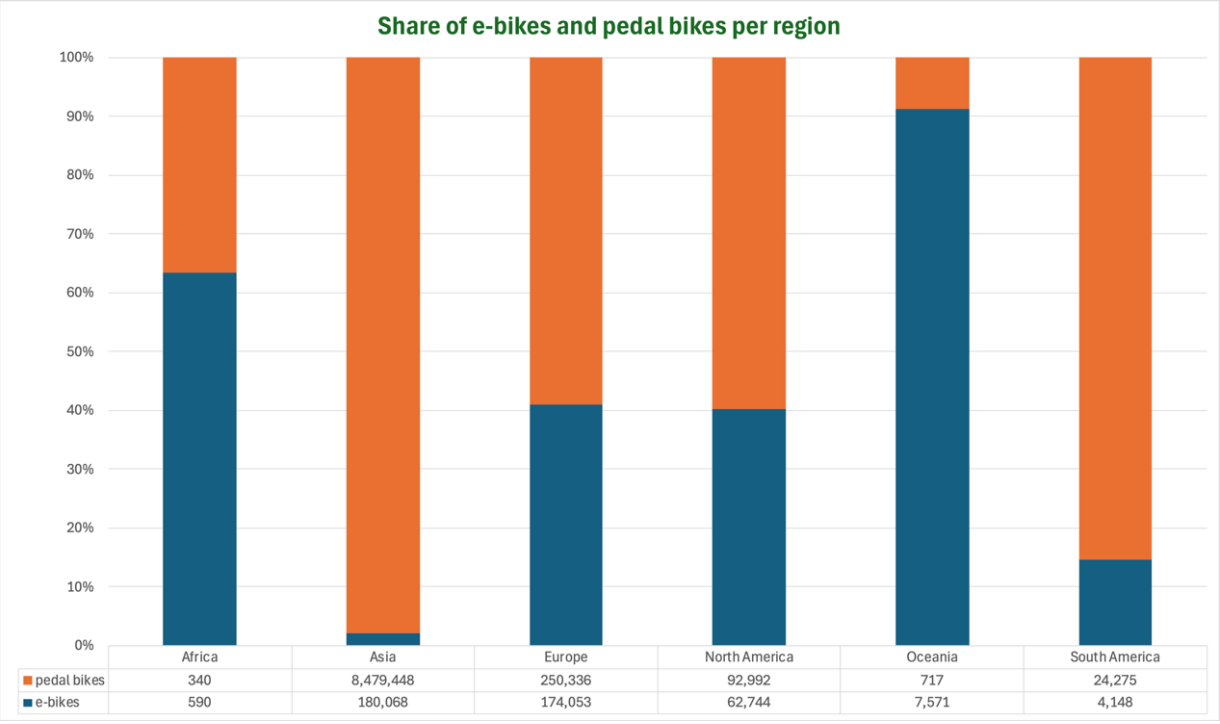


Figure 10: Share of e-bikes and pedal bikes per region

Figure 11 further clarifies this regional split, showing that while some regions offer a mix, others specialize in one type of bike.

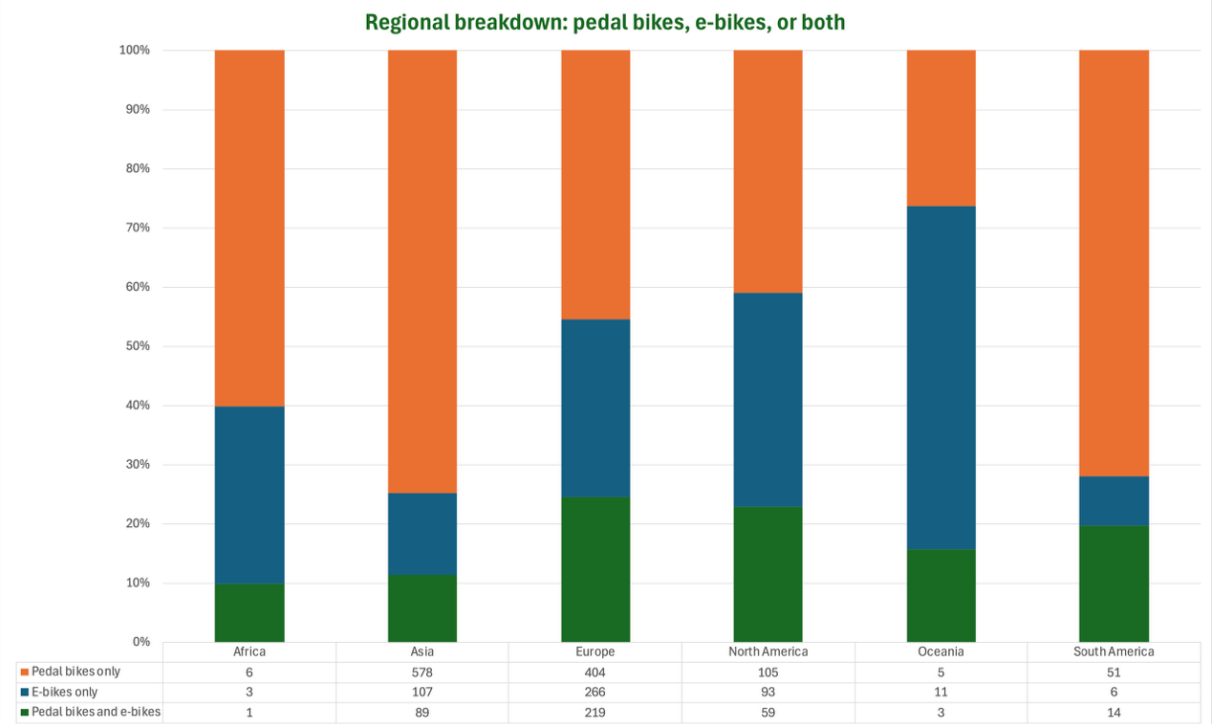


Figure 11: Regional breakdown: pedal bikes, e-bikes, or both

3. What happened in 2024?

The year 2024 continued the growth trajectory for bike-sharing. As *Figure 12* shows, launch activity was consistent throughout the year, with Europe leading this expansion, accounting for the majority of new systems. North America and Asia also showed significant activity, while South America and Oceania had modest growth. It is important to note that Africa recorded no new system launches in 2024.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Asia	2	1	3	4	4		1	2		2		3
Europe	10	4	11	21	11	10	13	8	12	4	5	1
North America	1		2	3	2	1	3	4	3	2		
Oceania							1					1
South America					2		2				1	

Figure 12: Monthly launches of bike-sharing systems per region

The types of systems launched (*Figure 13*) reveal that dockless systems, including both free-floating and hubs/bays models, were the preferred technology for new deployments, particularly in Europe and Asia, but not by a far distance from reliable station-based systems.

There were 73 new dock-based systems in 2024 versus 80 “stationless” ones.

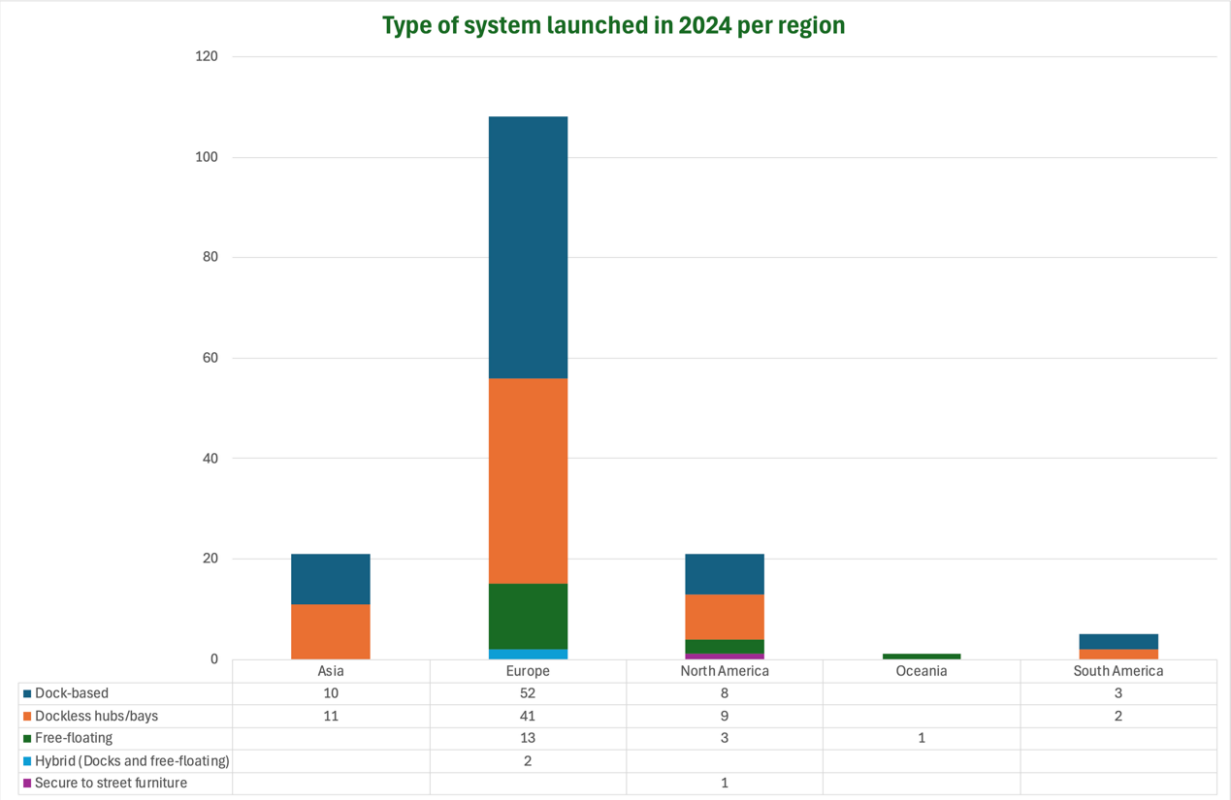


Figure 13: Type of system launched per region

The bikes being added to global fleets are increasingly electrified. *Figure 14* demonstrates that a substantial share of new bikes in Europe and North America were e-bikes, underscoring the ongoing shift towards pedal-assisted cycling.

While cargo bikes still represent a niche segment, their presence in new fleets, especially in Europe, points to a growing diversification of bike-sharing services.

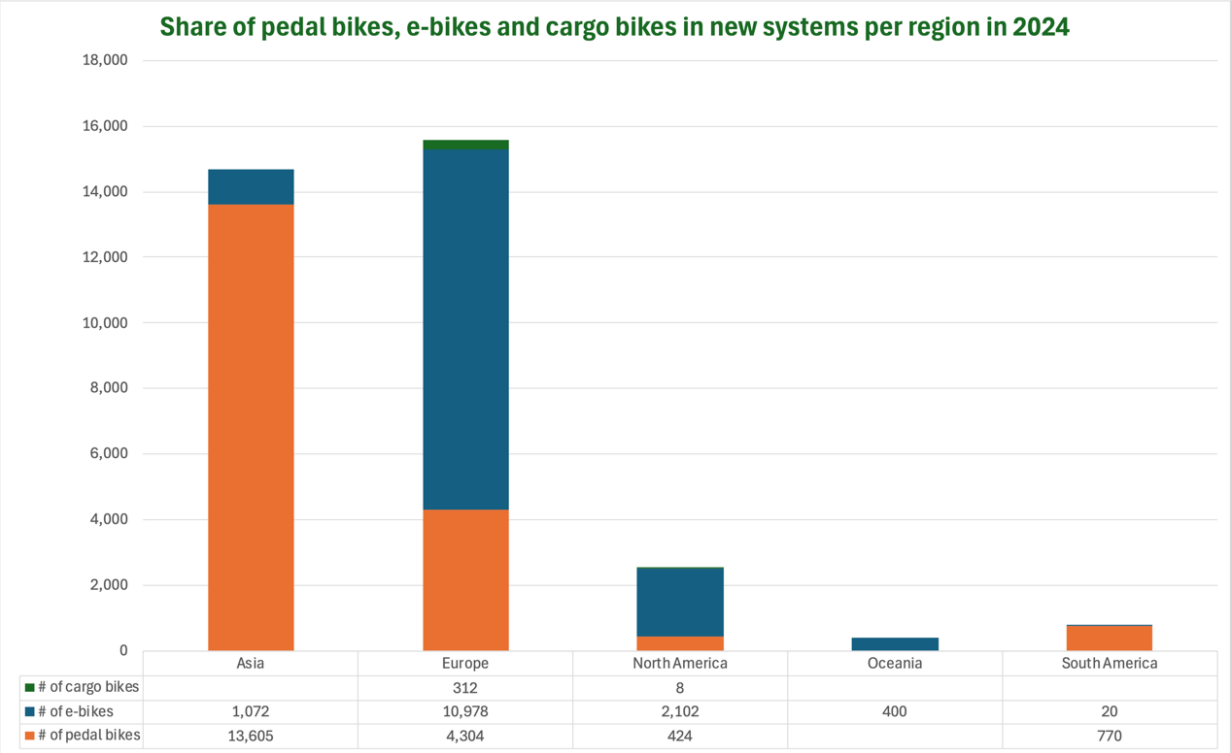


Figure 14: Share of pedal bikes, e-bikes and cargo bikes in new systems per region

4. Acknowledgments and Limitations

We continue our effort to provide the most accurate snapshot of the global bike-sharing landscape through our on-going exhaustive research and. In our ongoing research, we discovered historical data that led us to adjust numbers for previous years since the last Report edition, as we identified more systems or corrected their launch dates.

Despite these improvements, gaps remain. Our analysis of systems per type (*Figure 8*) is impacted by 78 active systems that lack a designated "type" in our database. Furthermore, our growth charts (*Figure 1*) include 47 active systems without a recorded start date and 186 permanently closed systems without a closure date, as they could not be accurately placed on the timeline. We welcome all input from the global community to help us fill these gaps.

5. About Lyft Urban Solutions

This report and the ongoing maintenance of The Meddin Bike-sharing World Map have been made possible through the generous support of Lyft Urban Solutions. As a leading provider of micromobility solutions, Lyft has inspired 600 million rides and counting, while embracing the collective power of shared mobility for active people, smart cities, and a healthy planet.

Formerly known as Public Bike System Company (PBSC), its journey started in 2008, in Montreal, Canada. Their dedication to expanding access to affordable and sustainable transportation aligns perfectly with the mission of The Meddin Bike-sharing World Map to track and promote the growth of bike-sharing worldwide.

6. Our team

The Meddin Bike-sharing World Map is maintained by a dedicated, global team of volunteers and professionals, united by a passion for sustainable urban mobility.

- **Oliver O'Brien** (focus: Website and Europe) continues to manage the technical infrastructure and data integration from his base at University College London.
- **Paul DeMaio** (focus: Map admin and U.S. & Mexico), founder of the original map, provides overall administration and expert knowledge on North American systems.
- **Renata Rabello** (focus: South America) leverages her expertise in urban planning to curate and verify data for Brazilian and Latin American cities.
- **Steve Chou** (focus: Canada) brings his experience from the City of Vancouver, where he has worked for a decade on sustainable transportation and was part of the team that launched the city's bike-share system in 2016.
- **Thiago Benicchio** (focus: Global curator) coordinates the team's efforts and conducts broad research to ensure global coverage, drawing on his background in journalism and mobility advocacy.

Together, this team honors the legacy of Russell Meddin by ensuring the Map remains a free, accurate, and invaluable resource for planners, researchers, and enthusiasts everywhere.

7. Appendix: Country Rankings

The following appendix provides the full, detailed country rankings that complement the top 20 lists in the main report. The first table ranks all 92 countries by the total number of bikes in their bike-sharing fleets, highlighting the sheer scale of operations in leading nations like China.

The second table ranks countries by the number of active systems, illustrating where bike-sharing is most widespread as a service offering. Finally, the third table offers a perspective on service density by ranking countries based on the number of residents per shared bike, a metric that indicates potential accessibility and integration into daily life.

These tables collectively tell a multifaceted story of global bike-sharing, from massive fleets to widespread system adoption and relative availability to the population.

Country Rank - Number of bikes							
Rank	Country	# of bikes	# of systems	Rank	Country	# of bikes	# of systems
1	China	8,374,754	527	47	Azerbaijan	1,100	1
2	United States	115,056	209	48	Kazakhstan	1,005	3
3	Taiwan	83,492	15	49	Costa Rica	1,000	1
4	France	79,281	78	50	Indonesia	985	5
5	Japan	65,603	101	51	Lithuania	871	5
6	Germany	64,737	102	52	New Zealand	850	3
7	United Kingdom	63,331	48	53	Estonia	712	4
8	South Korea	48,441	21	54	Egypt	600	3
9	Singapore	45,000	2	55	Greece	544	16
10	Spain	37,355	54	56	Peru	500	1
11	Italy	35,311	119	57	Kyrgyzstan	490	1
12	Canada	25,687	33	58	Malaysia	464	4
13	Poland	25,664	75	59	Monaco	443	1
14	India	23,000	41	60	Bosnia and Herzegovina	381	6
15	Belgium	22,059	21	61	Pakistan	323	1
16	Brazil	13,882	31	62	Latvia	317	2
17	Mexico	13,862	11	63	Mongolia	250	1
18	Switzerland	11,403	40	64	Ecuador	240	1
19	Denmark	8,776	18	65	Jordan	200	1
20	Finland	8,406	14	66	Bangladesh	150	3
21	Russia	7,810	12	67	Nigeria	150	2
22	Czech Republic	7,665	45	68	Ukraine	147	4
23	Australia	7,240	14	69	Serbia	146	2
24	Netherlands	6,225	25	70	Bulgaria	137	2
25	Norway	5,975	24	71	Uruguay	120	1
26	Austria	5,854	21	72	Tajikistan	100	1
27	Argentina	5,532	13	73	Kosovo	88	1
28	Colombia	5,413	20	74	Rwanda	80	1
29	Belarus	4,489	9	75	Qatar	75	2
30	Ireland	4,304	16	76	Georgia	70	1
31	Romania	4,092	24	76	Liechtenstein	70	1
32	Sweden	3,966	14	78	Saudi Arabia	68	4
33	Thailand	3,800	4	79	Aruba	61	1
34	Turkey	3,319	19	80	Andorra	60	1
35	Portugal	3,114	17	81	Guadeloupe	54	1
36	Chile	2,956	2	82	Malta	50	1
37	Slovakia	2,756	14	82	Paraguay	50	1
38	Hungary	2,723	7	82	Venezuela	50	1
39	Slovenia	2,189	16	85	Portugal and Spain	46	1
40	Israel	1,932	2	86	South Africa	30	1
41	Viet Nam	1,838	5	87	Morocco	25	1
42	Luxembourg	1,583	2	88	Cayman Islands	24	1
43	Croatia	1,494	20	89	Algeria	10	1
44	United Arab Emirates	1,437	7	89	Iceland	10	1
45	Iran	1,370	2	89	Lebanon	10	1
46	Cyprus	1,273	7	92	Bahrain	Unknown	1

Country Rank - Number of systems							
Rank	Country	# of bikes	# of systems		Rank	Country	# of bikes	# of systems
1	China	8,374,754	527		45	Malaysia	464	4
2	United States	115,056	209		45	Ukraine	147	4
3	Italy	35,311	119		45	Saudi Arabia	68	4
4	Germany	64,737	102		50	Kazakhstan	1,005	3
5	Japan	65,603	101		50	New Zealand	850	3
6	France	79,281	78		50	Egypt	600	3
7	Poland	25,664	75		50	Bangladesh	150	3
8	Spain	37,355	54		54	Singapore	45,000	2
9	United Kingdom	63,331	48		54	Chile	2,956	2
10	Czech Republic	7,665	45		54	Israel	1,932	2
11	India	23,000	41		54	Luxembourg	1,583	2
12	Switzerland	11,403	40		54	Iran	1,370	2
13	Canada	25,687	33		54	Latvia	317	2
14	Brazil	13,882	31		54	Nigeria	150	2
15	Netherlands	6,225	25		54	Serbia	146	2
16	Norway	5,975	24		54	Bulgaria	137	2
17	Romania	4,092	24		54	Qatar	75	2
18	South Korea	48,441	21		64	Azerbaijan	1,100	1
18	Belgium	22,059	21		64	Costa Rica	1,000	1
18	Austria	5,854	21		64	Peru	500	1
21	Colombia	5,413	20		64	Kyrgyzstan	490	1
21	Croatia	1,494	20		64	Monaco	443	1
23	Turkey	3,319	19		64	Pakistan	323	1
24	Denmark	8,776	18		64	Mongolia	250	1
25	Portugal	3,114	17		64	Ecuador	240	1
26	Ireland	4,304	16		64	Jordan	200	1
26	Slovenia	2,189	16		64	Uruguay	120	1
26	Greece	544	16		64	Tajikistan	100	1
29	Taiwan	83,492	15		64	Kosovo	88	1
30	Finland	8,406	14		64	Rwanda	80	1
30	Australia	7,240	14		64	Georgia	70	1
30	Sweden	3,966	14		64	Liechtenstein	70	1
30	Slovakia	2,756	14		64	Aruba	61	1
34	Argentina	5,532	13		64	Andorra	60	1
35	Russia	7,810	12		64	Guadeloupe	54	1
36	Mexico	13,862	11		64	Malta	50	1
37	Belarus	4,489	9		64	Paraguay	50	1
38	Hungary	2,723	7		64	Venezuela	50	1
38	United Arab Emirates	1,437	7		64	Portugal and Spain	46	1
38	Cyprus	1,273	7		64	South Africa	30	1
41	Bosnia and Herzegovina	381	6		64	Morocco	25	1
42	Viet Nam	1,838	5		64	Cayman Islands	24	1
42	Indonesia	985	5		64	Algeria	10	1
42	Lithuania	871	5		64	Iceland	10	1
45	Thailand	3,800	4		64	Lebanon	10	1
45	Estonia	712	4		64	Bahrain	Unknown	1

Country Rank - People per bike ratio										
Rank	Country	# of bikes	# of systems	Population	People per bike	Rank	Country	# of bikes	# of systems	Population	People per bike
1	Monaco	443	1	36,811	83.09	47	Guadeloupe	54	1	396,000	7,333.33
2	Singapore	45,000	2	5,926,220	131.69	48	Argentina	5,532	13	45,163,623	8,164.07
3	China	8,374,754	527	1,425,861,543	170.26	49	Bosnia and Herzegovina	381	6	3,295,841	8,650.50
4	Taiwan	83,492	15	23,842,033	285.56	50	Mexico	13,862	11	126,386,142	9,117.45
5	Luxembourg	1,583	2	634,720	400.96	51	Azerbaijan	1,100	1	10,296,374	9,360.34
6	Belgium	22,059	21	11,582,160	525.05	52	Colombia	5,413	20	51,244,297	9,466.89
7	Liechtenstein	70	1	39,000	557.14	53	Malta	50	1	521,121	10,422.42
8	Finland	8,406	14	5,533,721	658.31	54	Kyrgyzstan	490	1	6,477,418	13,219.22
9	Denmark	8,776	18	5,840,504	665.51	55	Mongolia	250	1	3,322,207	13,288.83
10	Switzerland	11,403	40	8,670,795	760.40	56	Brazil	13,882	31	213,827,672	15,403.23
11	France	79,281	78	64,502,346	813.59	57	Kosovo	88	1	1,602,515	18,210.40
12	Norway	5,975	24	5,391,723	902.38	58	Russia	7,810	12	145,472,994	18,626.50
13	Slovenia	2,189	16	2,119,030	968.04	59	Thailand	3,800	4	71,561,955	18,832.09
14	Cyprus	1,273	7	1,241,296	975.10	60	Kazakhstan	1,005	3	19,097,429	19,002.42
15	United Kingdom	63,331	48	67,167,774	1,060.58	61	Greece	544	16	10,481,118	19,266.76
16	South Korea	48,441	21	51,831,253	1,069.99	62	Turkey	3,319	19	85,341,241	25,712.94
17	Ireland	4,304	16	4,967,164	1,154.08	63	Uruguay	120	1	3,429,902	28,582.52
18	Spain	37,355	54	47,397,660	1,268.84	64	Qatar	75	2	2,692,140	35,895.20
19	Germany	64,737	102	83,390,320	1,288.14	65	Iceland	10	1	368,998	36,899.80
20	Andorra	60	1	78,380	1,306.33	66	Serbia	146	2	7,331,946	50,218.81
21	Czech Republic	7,665	45	10,523,996	1,372.99	67	Bulgaria	137	2	6,938,114	50,643.17
22	Canada	25,687	33	38,019,178	1,480.09	68	Viet Nam	1,838	5	97,093,774	52,825.77
23	Poland	25,664	75	38,378,767	1,495.43	69	Georgia	70	1	3,762,641	53,752.01
24	Austria	5,854	21	8,914,448	1,522.80	70	Jordan	200	1	11,040,365	55,201.83
25	Italy	35,311	119	59,361,259	1,681.10	71	India	23,000	41	1,402,807,867	60,991.65
26	Aruba	61	1	106,501	1,745.92	72	Iran	1,370	2	87,590,223	63,934.47
27	Estonia	712	4	1,329,802	1,867.70	73	Peru	500	1	33,519,231	67,038.46
28	Japan	65,603	101	124,946,751	1,904.59	74	Malaysia	464	4	33,396,348	71,974.89
29	Slovakia	2,756	14	5,455,809	1,979.61	75	Ecuador	240	1	17,690,028	73,708.45
30	Belarus	4,489	9	9,606,437	2,139.99	76	Tajikistan	100	1	9,643,597	96,435.97
31	Sweden	3,966	14	10,416,525	2,626.46	77	Paraguay	50	1	6,664,351	133,287.02
32	Croatia	1,494	20	4,079,100	2,730.32	78	Rwanda	80	1	13,305,392	166,317.40
33	Netherlands	6,225	25	17,466,838	2,805.92	79	Egypt	600	3	108,391,549	180,652.58
34	Cayman Islands	24	1	67,879	2,828.29	80	Indonesia	985	5	272,890,093	277,045.78
35	United States	115,056	209	336,495,796	2,924.63	81	Ukraine	147	4	43,728,640	297,473.74
36	Lithuania	871	5	2,804,633	3,220.01	82	Saudi Arabia	68	4	35,764,241	525,944.72
37	Portugal	3,114	17	10,297,984	3,307.00	83	Lebanon	10	1	5,631,325	563,132.50
38	Australia	7,240	14	25,795,922	3,562.97	84	Venezuela	50	1	28,352,075	567,041.50
39	Hungary	2,723	7	9,731,025	3,573.64	85	Pakistan	323	1	229,280,621	709,847.12
40	Israel	1,932	2	8,829,385	4,570.08	86	Bangladesh	150	3	168,414,908	1,122,766.05
41	Romania	4,092	24	19,394,347	4,739.58	87	Portugal and Spain	46	1	57,695,644	1,254,253.13
42	Costa Rica	1,000	1	5,140,851	5,140.85	88	Nigeria	150	2	210,874,214	1,405,828.09
43	Latvia	317	2	1,886,860	5,952.24	89	Morocco	25	1	36,888,700	1,475,548.00
44	New Zealand	850	3	5,095,771	5,995.02	90	South Africa	30	1	59,137,710	1,971,257.00
45	United Arab Emirates	1,437	7	9,327,028	6,490.62	91	Algeria	10	1	43,812,345	4,381,234.50
46	Chile	2,956	2	19,393,941	6,560.87	92	Bahrain	Unknown	1	1,460,905	N/A