

Inputs to the First Global Stocktake

Prepared by the SLOCAT Partnership Secretariat - February 2022

This input reflects key trends and details about the current state of the transport sector and its GHG emissions. The details speak to the sources of input to the Global Stocktake outlined in decision 19/CMA.1 para 36. More information is available in the full [SLOCAT Transport and Climate Change Global Status Report, 2nd Edition](#). Launched in June 2021, the report aims to capture data and trends from the period between 2018 and early 2021.

a) The state of greenhouse gas emissions by sources and removals by sinks and mitigation efforts undertaken by Parties, including the information referred to in Article 13, paragraph 7(a), and Article 4, paragraphs 7, 15 and 19, of the Paris Agreement

- The transport sector was the fastest growing fossil fuel combustion sector worldwide from 2010 to 2019, with sectoral emissions rising 17.2% during this period. In absolute terms, transport (alongside ‘other industrial combustion’) was the second highest emitting sector in 2019.
- Increases in road vehicles (passenger and freight), aviation and shipping were the leading factors behind the global growth in transport carbon dioxide (CO₂) emissions between 2000 and 2018.
- Transport accounted for 14% of total global greenhouse gas emissions in 2018.
- Asia experienced the highest increase in transport CO₂ emissions among world regions from 2010 to 2019, at 41%, while Europe’s emissions fell 2% during this period.
- International aviation and shipping emissions both recorded double-digit growth between 2010 and 2019.
- Between 2010 and 2019, annual growth in gross domestic product (GDP) averaged 2.9%, while transport CO₂ emissions increased only 2.0%.

b) The overall effect of Parties’ nationally determined contributions and overall progress made by Parties towards the implementation of their nationally determined contributions, including the information referred to in Article 13, paragraph 7(b), of the Paris Agreement

- To keep the rise in global temperature below 2°C, annual transport emissions must be reduced to 5 gigatonnes of CO₂ or less by 2050; and to keep the rise below 1.5°C, emissions must be reduced to roughly 2-3 gigatonnes of CO₂. This would mean slashing per capita transport CO₂ emissions from 0.88 tonnes in 2019 to 0.2 tonnes in 2050.

- To achieve the 1.5°C scenario with ambitious low-carbon transport measures, emissions must start to decline now. To achieve a 2°C scenario, the mitigation can be delayed until 2030, but emissions must plateau at around 2020 levels.
- Studies show that high-income countries were nearing peak transport CO₂ emissions by 2020.
- The majority of projected growth in transport emissions is in road transport (both passenger and freight) in middle-income countries, as well as in international aviation and shipping.
- An analysis of transport emission pathways based on national studies shows that despite recent efficiency gains, the sector is not on track to meet 2050 emission reduction targets. In the most recent (2019) analysis, under the average business-as-usual pathway, global transport CO₂ emissions could increase from 8 gigatonnes in 2019 to 14.5 gigatonnes in 2050.
- Low-carbon transport measures are becoming increasingly efficient and lead to a more positive trend than previously projected. Whereas previously (in 2017) the emission gap was estimated to reach 16 gigatonnes of CO₂ by 2050, new estimates (based on studies up to 2019) show a gap of around 12 gigatonnes.

d) The finance flows, including the information referred to in Article 2, paragraph 1(c), and means of implementation and support and mobilization and provision of support, including the information referred to in Article 9, paragraphs 4 and 6, Article 10, paragraph 6, Article 11, paragraph 3, and Article 13, in particular paragraphs 9 and 10, of the Paris Agreement. This should include information from the latest biennial assessment and overview of climate finance flows of the Standing Committee on Finance

- The Multilateral Development Bank (MDB) Working Group on Sustainable Transport reported nearly USD 22 billion of new funding for sustainable transport in 2017 and nearly USD 19 billion in 2018; the Group is on track to achieve its 2012 commitment of USD 175 billion over 10 years.
- MDBs set new climate targets in 2020, to be achieved mostly by reducing funding for fossil fuels.
- Climate finance for sustainable transport continued a downward trend since 2012, with only 16 new transport projects added to climate finance instrument pipelines between 2018 and 2020.
- Transport represents 20% of green bond proceeds, making it the third largest sector after energy (32%) and buildings (30%). Green bonds for transport reached USD 52 billion in 2019, up 71% from 2018.

f) Barriers and challenges, including finance, technology (including outputs of the periodic assessments of the technology mechanism) and capacity-building gaps, faced by developing countries

- Parties mention in their new NDCs that there are major needs for capacity building and technology transfer on electric vehicle systems.