



An action agenda to double the share of energy efficient and fossil-free forms of land transport by 2030

In 2024, our campaign is focusing on what it will take to deliver on global commitments through ambitious and feasible 2030 transport targets and measures in the next NDCs

Last year, in the run up to the UN Climate Change Conference COP28, we launched a call to urge robust action to double the share of energy efficient and fossil-free forms of land transport for people and goods by 2030. Due to its near complete dependence on fossil fuels and the growing demand for transport, without a paradigm shift, emissions, air pollution and energy demand from the land transport sector will continue rising. To reverse this trend and achieve the decarbonised and sustainability pathways called for at COP28, we urgently need worldwide transformations both in how people and goods are moved and how transport systems are powered. The message from over 60 multistakeholder signatories of the call to action including Chile and Colombia is clear. Action should focus on shifts to public transport, walking, cycling and rail freight, as well as electric vehicles and railways; while drastically scaling up the consumption of renewable energy and zero emission energy sources, towards fossil-free land transport by 2050.

This call dovetails with what countries agreed to at COP28, namely to "accelerate the reduction of emissions from road transport on a range of pathways, including through the development of infrastructure and rapid deployment of zero- and low-emission vehicles". They also agreed to transition away from fossil fuels, tripling renewable energy capacity globally and doubling the global average annual rate of energy efficiency improvements by 2030.

Transport accounts for a third of all energy used. Replacing fossil fuels with renewable energy can reduce pollution and CO₂ emissions, supporting climate objectives and off-setting biodiversity loss. But currently renewables only make up a very small part (4%) of the energy consumed in transport. This needs to change. Renewables not only help mitigate emissions but can also enhance energy security, offset price fluctuations and stimulate local supply chains. Strong signals from a key energy consuming sector like transport also helps accelerate the deployment of renewable energy capacity and needed infrastructure.



A 2024 action agenda for enhanced ambition, finance and capacity

Now is the time to move from pledges to 2030 targets and measures in the next generation of Nationally Determined Contributions (NDCs) that can pragmatically put us on a 1.5°C pathway. The transport and energy sectors both need immediate and radical transformation. Strengthening coordinated action across these sectors accelerates climate action and mitigates emissions. In the run up to COP29, while countries prepare their next NDCs we need **action on ambition, finance and capacity**, to strengthen NDCs.



Ambition: Current country NDCs fall short on transport ambition and do not sufficiently leverage available solutions

The COP28 Decision on the Global Stocktake on the implementation of the Paris Agreement recognised that we need deep, rapid and sustained reductions in emissions in line with 1.5°C pathways across sectors, including transport, and that the next NDCs need to be significantly more ambitious.

- Even if the targets for mitigating transport emissions that are featured in current NDCs are met, emissions from the sector will still grow.



- Solutions for transport emissions mitigation, adaptation to climate change and resilience exist. In the next round of NDCs, countries have the opportunity to scale them up across a range of different pathways.
- Solutions for more sustainable and decarbonised energy exist, but they need to be scaled up and their use in transport accelerated.



Finance: Significant investments are needed to enable sustainable transport rather than "locking in" carbon-intensive movement of people and goods

The negative impacts of transport disruptions on a country's connectivity and development are even greater than the huge financial losses in transport assets. Transport is also a lifeline and essential for rapid recovery in moments of disaster and shocks. Low- and middle-income countries, where many systems still have to be developed, can avoid sunk investments and costly retro-fitting, if adequate climate finance for both mitigation and adaptation is made available now.

- By 2030, an estimated \$2.7 trillion annually is needed globally to reach low-carbon transport pathways, including scaling up electric vehicles, use of renewables and shifts to public transport, walking and cycling. We must address the transport financing gap and by investing in energy efficient and fossil-free forms of land transport, we can deliver faster, more reliably and affordably.
- COP29 can send strong political signals to redirect financing from fossil fuels towards infrastructure and mobility systems and services resilient to a changing climate. At the same time, these investments will promote wider national and local resilience.



Capacity: The Global Stocktake process highlighted that capacity building and knowledge transfer is a critical enabler to climate action

- Many transport NDCs require coordination with diverse players/stakeholders across sectors, yet existing silos and lacking cross-sectoral knowledge are impeding integrated climate action.
- Sharing comprehensive, high-quality transport policies and training with governments and policymakers will help to further increase the scope and ambition in NDCs.

Stay tuned for forthcoming policy guidance, advocacy messaging and multi-stakeholder dialogue

Action for ambition - A race to the top

- NDCs analysis and multistakeholder dialogue towards the target of doubling the share of energy efficient and fossil-free forms of land transport for people and goods by 2030.

Action for finance - Transport in climate finance and the Loss & Damage Fund

- Facts, figures and guidance about investment needs and opportunities for transport sustainability, decarbonisation, adaptation and resilience in Low- and Middle-Income Countries.

Action for capacity - 2030 transport targets and measures

- Compendium of target areas and measures that countries can include in their next NDCs, including illustrative practices.