

#FossilFreeTransport

**A call to double the share of energy efficient  
and fossil-free forms of land transport by 2030**



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**Action for ambition in  
Nationally Determined Contributions**

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# About #FossilFreeTransport

Ahead of COP28, we launched the **Call to Action to double the share of energy-efficient and fossil-free land transport for people and goods by 2030.**

The message from over 60 multi-stakeholder signatories to the Call to Action, including Chile and Colombia, is clear. Even if we fully implement today's commitments to decarbonise transport, emissions from the sector will continue rising.

We need to reverse this trend as under current paradigms, the transport sector is not on track to achieve its climate and sustainability goals. Actions should focus on **shifting to public transport, walking, cycling and rail freight**, as well as **electric vehicles and rail**, while dramatically **increasing the use of renewable and zero emission energy sources** to achieve fossil-free land transport by 2050.



**Drastic reductions in emissions and energy demand from land transport**



**Improved access to integrated land transport systems**



**Double share of energy efficient and fossil-free forms of transport**

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**The Call to Action dovetails with what countries agreed at COP28** - we urgently need more ambitious Nationally Determined Contributions (NDCs) “to accelerate the reduction emissions from land transport across a range of pathways”, transition away from fossil fuels, triple renewable energy capacity globally and double the global average annual rate of energy efficiency improvements by 2030.

**While each country will adopt a nationally determined approach, there are universal enablers** for doubling the share of energy efficient and fossil-free forms of land transport by 2030. **We call upon governments, climate, development and private funders, philanthropies, businesses, academia and civil society to take bold and urgent action now.**

# Nine Action Areas



Invest at scale in **public and collective transport, railway, safe walking, cycling and micro-mobility** networks and infrastructure.



Repurpose funds currently going **towards fossil fuels subsidies in transport** or other polluting activities towards more sustainable, low emission and resilient transport of people and goods.



Implement **integrated land, transport and energy planning and management** approaches.



Set ambitious **targets** to shift to **electric** and zero emissions light-, medium- and heavy-duty **vehicles** and electrified **rail**.



Set robust **standards** to increase **vehicle energy efficiency** and reduce **vehicle size and volume**.



Implement **integrated policies and regulations to mandate and incentivise** the use of **renewable energy**, e.g., renewable electricity, renewable fuels and renewable-based fuels.



Enable the **purchase and production of renewable energy for land transport**.



Strengthen **policies, regulations and training** to empower the current workforce in a **just transition towards transport sector-related jobs** of the future.



Foster **knowledge and data sharing, peer learning and capacity building** for the uptake of sustainable, low-emission and resilient transport of people and goods.

# The 2024 Action Agenda: Enhanced ambition, capacity and finance

Ahead of COP29, as countries prepare their next Nationally Determined Contributions (NDCs 3.0), our 2024 Action Agenda is focusing on what it will take to deliver on the global commitments agreed at COP28 through ambitious and feasible transport targets and measures in NDCs 3.0.

To put transport on a 1.5°C pathway, we need urgent action on ambition, finance and capacity.

## 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



**Read our 2024 Action Agenda**

*Action for ambition*  
*A race to the top*

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## How did the second generation of NDCs address the nine action areas of the Call to Action?

**This assessment aims to**

- Assess **how well the second generation of NDCs address the nine action areas** of the Call to Action.
- **Support decision makers to set more ambitious policies and solutions** for each of the nine action areas.
- Highlight **positive approaches in second generation NDCs** for implementing the nine action areas, offering inspiration for NDCs 3.0.
- Identify opportunities to **leverage synergies between climate action and broader sustainability action** (SDGs).

## Action Area 1



**Invest** at scale in **public and collective transport, railway, safe walking, cycling and micro-mobility** networks and infrastructure.

**45%** of NDCs refer to this action area



### Did you know?

Emissions reductions will not be achieved without changes in behaviour and shifts to sustainable transport modes. Growing evidence shows that **Avoid** and **Shift** strategies can account for **40-60% reduction of transport emissions**, at lower costs than Improve strategies.

## What does this mean for NDCs 3.0?

- In addition to technology ("Improve" actions), **setting targets for avoiding** unnecessary motorised transport based on proximity and accessibility and for **shifting** to less carbon intensive modes helps **direct and leverage investment needs and projects**.



This action area contributes to:



### Positive approaches: Bangladesh's NDC

- Shift from road to rail:** 10% unconditional / 25% conditional modal shift of passenger-km through Bus Rapid Transit, Mass Rapid Transit, multi-modal hubs and other projects.
- Improving rail infrastructure:** Expansion of rail networks (i.e. double-track construction), introduction of broad gauge and electric locomotives, modern rolling stock.



## Action Area 2

Repurpose funds currently going towards fossil fuels subsidies in transport or other polluting activities towards more sustainable, low emission and resilient transport of people and goods.

12% of NDCs refer to this action area



### Did you know?

The **indirect costs of fossil fuel subsidies** (e.g. respiratory diseases, traffic crashes) are estimated to be **10 times higher than the direct financial costs**. Subsidy reform alone could **reduce an estimated 6-8% of global greenhouse gas emissions by 2050**.

## What does this mean for NDCs 3.0?

- Setting a **concrete deadline on how countries will transition away from fossil fuels**, will allow them to set out a **clear strategy on how these revenues will be used to finance sustainable transport** through this reform.



This action area contributes to:



### Positive approaches: Indonesia's NDC

Succeeded in **removing fossil fuel subsidies to create fiscal space** for education, health, social assistance, and infrastructure, including **renewable energy projects and public transport**.





## Action Area 3

Implement **integrated land, transport and energy planning and management** approaches.

**18%** of NDCs refer to this action area



### Did you know?

The combination of public transport and active mobility focused development and mixed land use could **reduce emissions by 23-26% by 2050.**

## What does this mean for NDCs 3.0?

- Establishing appropriate institutional structures to implement **integrated land, transport and energy planning and management at all levels of government.**
- Rolling out **national planning and management frameworks and regulations.**



This action area contributes to:



### Positive approaches: Mexico's NDC

The country's transport strategy aims to **improve the link between urban planning and climate action**, e.g. reclaiming public space for pedestrians and prioritising public transport and non-motorised modes.

## Action Area 4



Set ambitious **targets** to shift to **electric and zero emissions** light-, medium- and heavy-duty **vehicles** and electrified **rail**.

**18%** of NDCs refer to this action area



### Did you know?

**Sales of electric medium- and heavy-duty trucks grew rapidly by 50% from 2021-2022, but this only accounted for 1.2% of total truck sales.**

## What does this mean for NDCs 3.0?

- Setting electric vehicle targets for specific public and private sector fleets, zero emission vehicle sales mandates, financial incentives for electrification and bans on vehicles with internal combustion engines to drive market momentum.



This action area contributes to:



### Positive approaches: Chile's NDC

- Target for 100% **urban public transport buses to be electric** by 2040.
- **Modal shift to buses and bicycles** from private motorised transport.



## Action Area 5

Set robust **standards** to increase **vehicle energy efficiency** and reduce **vehicle size and volume**.

45% of NDCs refer to this action area



### Did you know?

At least **11 countries and the EU-27** (representing +80% of global passenger car sales) have **set or introduced fuel efficiency or emission standards** for passenger cars and light trucks. These mandates typically become more stringent over time and can be adjusted as technologies evolve.

**By mid-2020, 67 countries will have age restrictions** on the import of used cars that affect fuel efficiency.

## What does this mean for NDCs 3.0?

- Rolling out **tailpipe emission-based mandates** requiring vehicle manufacturers to produce and sell a minimum percentage of low- and zero-emission vehicles.
- Setting **vehicle labelling schemes** to inform consumers to buy more energy-efficient vehicles.



This action area contributes to:



### Positive approaches: Argentina's NDC

- Fleet renewal with **truck scrapping** (National Road Plan for 2025 limiting maximum speed for trucks).
- **Vehicle energy efficiency labeling**.
- Renewal of the **bus fleet** from Euro 3 to Euro 5.



## Action Area 6

Implement **integrated policies** and **regulations** to **mandate** and **incentivise** the use of **renewable energy**, e.g., renewable electricity, renewable fuels and renewable-based fuels.

**72%** of NDCs refer to this action area



### Did you know?

**Fossil fuels** continued to dominate the sector, **supplying 96%** of transport energy consumption in 2020 and 2021, whereas **biofuels supplied 3.7%** and **renewable electricity 0.35%**.

## What does this mean for NDCs 3.0?

- Requiring electric vehicles to be charged with renewable electricity.
- Setting **tariffs that encourage "smart" charging** at times when renewable electricity generation is at its peak.
- Using **tax incentives**, together with **robust sustainability standards for renewable fuels** to support market development and uptake of renewables in land transport.



This action area contributes to:



### Positive approaches: Azerbaijan's NDC

- **Decarbonisation Master Plan** covering several areas, including low-carbon transport.
- Development of **integrated and decarbonised energy and mobility systems**.



## Action Area 7

Enable the **purchase** and **production** of **renewable energy for land transport**.

**13%** of NDCs refer to this action area



### Did you know?

In 2022, total investment in **electric transport** was equivalent to **80%** of the total investment in renewables.

## What does this mean for NDCs 3.0?

- By accounting for the negative impacts of fossil fuels and to improve the competitiveness of renewable energy, implementing **carbon pricing** and **emissions trading schemes** can stimulate investment in low-carbon technological innovation and create synergies between energy and transport policies.



This action area contributes to:



### Positive approaches: European Union's NDC

The emission trading scheme of the EU will apply a separate **carbon pricing framework to fuel combustion in road transport** among other sectors. Emissions will be priced from 2027 without free allocation.



## Action Area 8

Strengthen **policies, regulations** and **training** to empower the current workforce in a **just transition towards transport sector-related jobs of the future.**

20% of NDCs refer to this action area



### Did you know?

Sustainable transport investments have the **highest potential to multiply employment opportunities.** It exceeds those of other sectors (incl. building retrofits and solar/wind power conversion) and can be especially high in low- and middle-income countries.

## What does this mean for NDCs 3.0?

- Mandating inclusive **social dialogue** between workers and their trade unions, employers and governments.
- Engaging the voice and knowledge of workers in **policy co-creation and planning.**
- Rolling out workforce **skilling, training and job placement programmes.**



This action area contributes to:



### Positive approaches: Colombia's NDC

Colombia identifies transport as a priority area for climate action and outlines a strategy for **a just transition of the workforce** towards a resilient and low-carbon economy, **with social dialogue bringing in workers, employers along with active citizen participation.**



## Action Area 9

Foster **knowledge** and **data sharing**, **peer learning** and **capacity building** for the uptake of sustainable, low-emission and resilient transport of people and goods.

**11%** of NDCs refer to this action area



### Did you know?

COP28 highlighted that capacity building and knowledge transfer are **critical enablers for climate action and the development of more ambitious NDCs**. They can help mobilise investment for key sectors such as transport.

## What does this mean for NDCs 3.0?

- Establishing **institutions and national focal points** to enhance coordination, monitoring, and communication of climate efforts across sectors and ministries.
- Developing **partnerships between national and sub-national governments and international organisations** to exchange best practices and facilitate knowledge transfer for transport policy development.



This action area contributes to:



### Positive approaches: Eswatini's NDC

**Capacity building at the institutional level and community level** to mainstream climate change into infrastructure.

## Going forward: Key messages

**NDCs 3.0 need to take bold action to drastically reduce transport emissions.**

The nine action areas are universal enablers that can help countries raise their climate action **ambition** and leverage **enormous opportunities for more inclusive, prosperous, healthy, sustainable and resilient communities**. They need to be scaled up to raise the level of national ambition.

**The transport and energy sectors both need radical transformation now.**

Strategies to transform the transport and energy sectors **are interdependent and can be mutually-reinforcing**. Joining forces creates strategic opportunities and multiplies economic, societal and environmental benefits. It is clear: incremental action is not enough and will push us out of reach a liveable and equitable future. **Strengthening coordinated action across these sectors** is essential and will accelerate climate action.

**Now is the time to move from pledges to ambitious targets and measures in NDCs 3.0, as well as finance and capacity.**

To accelerate the necessary transformations, we must **enhance action and cooperation at the international, national and sub-national levels on the policy and financing conditions**. Multi-level governance, multi-sectoral approaches, multi-stakeholder engagement and public-private cooperation are fundamental to transforming the way that people and goods are moved and how transport systems are powered.



## What's next for our 2024 Action Agenda

### 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 NDCs 3.0, including illustrative practices.

- **NDC Transport Tracker** an open source database by GIZ and SLOCAT on targets and policies in NDCs and Long-Term Strategies
- **Climate Strategies for Transport:** A SLOCAT Analysis of NDCs and Long-Term Strategies.
- Regional snapshots **Africa**, **Asia**, **LAC** and **MENA**.
- **NDCs Library** - Guidelines, templates, tools and resources from the global transport community.
- **Freight and logistics in the NDCs** by SLOCAT and Kühne Climate Center.
- **Just transition in the NDCs**, by SLOCAT and the International Federation of Transport Workers.



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[www.slocat.net/call-to-action-on-fossil-fuel-free-land-transport](http://www.slocat.net/call-to-action-on-fossil-fuel-free-land-transport)

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agenda