SLOCAT
Partnership on Sustainable, Low Carbon Transport

Transport in COP29 outcomes

Analysis | 9 December 2024

An overview of this detailed analysis is available here.

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The 29th Conference of the Parties (COP29) of the United Nations Framework Convention on Climate Change (UNFCCC), held in Baku, Azerbaijan, in November 2024, was widely dubbed the "Finance COP" for its pivotal role in mobilising financial resources from developed countries to aid developing nations in their transition towards net-zero pathways. This effort largely centred on establishing the "New Collective Quantified Goal" (NCQG) on climate finance.

As the second-largest greenhouse gas (GHG) emitting sector after the power industry, transport currently receives around 29% of climate finance, but faces the largest investment gap of any sector. Clean transport solutions will cost an estimated USD 2.7 trillion annually between now and 2050 - an amount that constitutes seven times the current spending on transport. The investment gap is particularly acute in low- and middle-income countries (LMICs), whose transport systems are still developing and which struggle to attract international climate finance due to unstable macroeconomic and political landscapes, high interest rates, growing levels of debt as well as insufficient understanding and technical capacity to develop bankable projects.

Against this backdrop, a strong climate finance outcome at COP29 was widely seen as critical to bridging the investment gap in transport, while encouraging ambitious transport targets and actions in Nationally Determined Contributions (NDCs) 3.0 to be submitted in 2025. Moreover, a new target for climate finance was acknowledged as paramount to sending a clear political signal to operationalise the transition away from fossil fuels, building on the agreement at last year's UN climate talks.

On the opening day of the Climate Summit, Multilateral Development Banks (MDBs) set an optimistic tone by unveiling a joint statement projecting USD 170 billion in annual climate finance. Of this amount, up to USD 120 billion is earmarked for LMICs, including USD 42 billion for adaptation efforts. The statement also underlines the MDBs' commitment to supporting climate action through national, sectoral, and subnational initiatives. This announcement comes amidst an increasing emphasis on sustainable transport among MDBs.

Finance outcome of COP29 falls short

After two weeks of intense negotiations and years in the making, developed countries landed a last-minute deal to contribute USD 300 billion by 2035 to developing countries, set to kick in from 2026. This core goal is to form part of a wider collaborative effort by all actors to scale up financing from all public and private sources, amounting to at least USD 1.3 trillion per year by 2035.

Despite tripling climate finance to developing countries, from the previous goal of USD 100 billion annually, the agreed upon NCQG falls significantly short of meeting developing countries' calls for the trillions required while allowing developed countries to sidestep their responsibilities in committing long-promised public resources. As a result, the majority of the agreed-upon financing at COP29 will rely on private investment and alternative sources, both of which carry uncertainties regarding their realisation.

The NCQG leaves key issues insufficiently addressed

Aside from its insufficient quantity, the weak provisions surrounding the goal's qualitative criteria have resulted in 1) missing minimum allocation floors for sub-groups of developing countries, 2) the absence of sub-targets for mitigation, adaptation and loss and damage, 3) no obligations to prioritise grants over loans, as well as 4) lacking safeguards to preclude investments in fossil fuel infrastructure from being classified as "climate finance". The combination of these factors results in little guarantees that the much needed finance for the transition to sustainable and low-carbon transport in LMICs will be delivered.

Launched on the initiative of the African Group, Barbados, Colombia, Honduras and Panama, the "Baku to Belém Roadmap" will seek to mobilise the additional trillion. Sustained pressure will be paramount in the lead up to its expected summarising report by the COP Presidencies in November 2025. Equally crucial will be the active monitoring of the delivery of existing international public finance commitments, which expire in 2025, including the doubling of adaptation finance and the USD 100 billion of climate finance annually, while assessing their implications for transport.

The implementation of the First Global Stocktake outcomes gets deferred without agreement, but remains a guiding pillar for NDCs 3.0

While finance took centre stage at COP29, it was not the only critical issue under discussion at the negotiating table. Of particular importance were also the negotiations on the implementation of the First Global Stocktake (GST) outcome. Adopted at last year's UN climate summit COP28, the GST made direct reference to the transport sector, urging the need to accelerate the reduction of emissions from road transport on a range of pathways, including through infrastructure development and rapid deployment of zero and low-emission vehicles. Equally relevant to transport, as the most fossil fuels-dependent energy end-use sector, were the GST's references to the need to transition away from fossil fuels in a just, orderly and equitable manner to achieve net zero emissions by 2050. Moreover, the GST's wording on tripling renewable energy, accelerating zero- and low-emission technologies, reducing non-carbon dioxide emissions by 2030 and phasing out inefficient fossil fuel subsidies resonate immensely with the transport sector.

However, no agreement was reached at COP29 on the implementation of the First GST outcomes. Discussions were instead deferred to the SB sessions in June 2025, whereas a decision is to be taken at COP30 in Belém. Unofficial texts emerging from the negotiations revealed a significant loss of ambition with the removal of the above-mentioned direct and indirect references to the transport sector. Looking ahead, it is crucial that the GST continues to guide ambitious transport actions for climate and sustainability as countries prepare their NDCs 3.0. These should also build on the guidelines and valuable resources which were released by key organisations and initiatives of the global sustainable transport community to support national governments in integrating sustainable transport measures and policies into their NDCs 3.0. The SLOCAT NDCs 3.0 Library compiles the available resources.

The Mitigation Ambition and Implementation Work Programme sees a watering down of ambition, to the detriment of GST references

As the source of 23% of energy-related GHG emissions, transport is a critical topic in the discussions of the Mitigation Work Programme (MWP). Despite hopes to carry forward the decision on the first GST during COP29, the adopted text of the MWP exhibited a significant loss of ambition compared to earlier versions, with the removal of all references to the GST, including the need to transition away from fossil fuels, the tripling of renewables and mandates for NDCs 3.0 due in 2025. Rather than providing targeted guidance on NDCs 3.0 the text merely reaffirmed *"the nationally determined nature of nationally determined contributions*". A clear mandate by the UNFCCC to phase out fossil fuels would send a powerful signal to accelerate mitigation action in transport.

COP29 sees the launch of the Baku Adaptation Roadmap

Besides being a major contributor to climate change, the transport sector is increasingly subjected to its consequences, which come in the form of extreme weather events, among others. Under the current policy scenario, the transport sector could experience a near total (97.8%) infrastructure loss by 2050, the most severe compared to any other sector.[1] This, in turn, makes the negotiations in the Glasgow–Sharm el-Sheikh work programme on the global goal on adaptation (GGA) particularly pertinent in ensuring the sector's resilience and adaptation. COP29 saw the launch of the so-called "Baku Adaptation Roadmap", putting the GGA firmly on the agenda though falling short of specifying sector-specific sub-targets.

While Parties agreed that adaptation, including adaptation finance, needs elevated attention, divergence remained on various fronts, including the means of implementation (MOI) of the GGA, which generally refers to financial support. The adopted text strikes a balance between developing countries' demands for including MOI for the GGA, and developed countries' demands for safeguarding "enabling conditions", which, in turn, hints to a degree of conditionality on receiving financial support. Divisions also emerged around the definition and applicability of "transformational adaptation". The like-minded developing countries (LMDCs), the least developed countries (LDCs), the African group and Arab group voiced concerns about its inclusion risking the creation of "barriers to access" for adaptation finance.

The Loss and Damage Fund is put on hold till June 2025

COP29 was also expected to be a turning point for the operationalisation of the Loss and Damage (L&D) Fund, though discussions concluded without any agreement and were deferred to the Bonn session in June 2025. Parties were also expected to conduct the third review and joint annual report of the Warsaw Mechanism, which helped advance knowledge on loss and damage, and of the Santiago Network, which aims to catalyse technical assistance. However, both items also ended without a conclusion and were deferred to June 2025.

Whereas one considered option was for the L&D Fund to be included as a dedicated sub-target alongside mitigation and adaptation in the NCQG, no such sub-target was included in the adopted NCQG text. Some progress was observed in the finalisation of the arrangements for a Financial Intermediary Fund hosted by the World Bank, with its launch event resulting in one pledge from Sweden amounting to USD 19 million. Looking ahead,

[1] Global Infrastructure Hub (2023), Infrastructure Monitor 2023

sustained advocacy efforts in the lead up to COP30 will be instrumental to securing a dedicated transport chapter in the Fund.

No agreement on the Just Transition Work Programme

Similarly, COP29 closed without agreement on the just transition work programme (JTWP), instead, deferring discussions to the SB62 in Bonn in June 2025. Transport is a powerful enabler of prosperity and livelihoods, fuelling international trade and promoting socio-economic development. In 2021, the transport sector contributed 7% (USD 6.8 trillion) of the global GDP and employed 5.6% of the world's workforce (193 million people).[2] This makes the negotiations under the JTWP critical to enabling the necessary support for transport workers and communities affected by the transition away from fossil fuels. After last year's UN Climate Summit having marked a "first" in UNFCCC history for establishing a recognition of labour rights, negotiations during COP29 saw the emergence of sharp divisions among Parties revolving around human and labour rights, measures seen as restricting free trade, adaptation and emissions reductions, as well as the provision of financial support towards just transition plans. Whereas the EU and EIG reiterated mitigation, the G77 and China called for a focus on adaptation and finance.

Full operationalisation of Article 6 unlocks carbon markets

In a more positive light, after four years of stalled negotiations, and nearly 10 years in the making, a breakthrough was reached on the outstanding sections of Article 6, effectively operationalising the market-based cooperative approaches for implementing the Paris Agreement. The adopted rules bring enhanced clarity for countries willing to trade mitigation units with other countries as well as with companies, while holding potential to yield USD 250 billion in savings from implementing NDCs and to unlock additional sources of financing towards the NCQG. If adequately implemented, Article 6 could play an important role in supporting the transition to sustainable, low carbon transport through the generation of tradable credits by transport-related emission reduction projects and their potential in mobilising investment in low carbon transport technologies and infrastructure.

Article 6.2, in particular, will enable bilateral trade between countries of so-called Internationally Transferred Mitigation Outcomes (ITMOs). The new rules will enhance clarity on how countries can authorise the trade of carbon credits and regulate the functioning of the registries tracking this. Having said that, the rules are likely to continue evolving in the coming years, with a number of countries, including Singapore, Switzerland, Thailand and Japan, already having struck agreements to trade in ITMOs before the rulebook's finalisation. Moreover, loopholes in the rules will place a particular responsibility on civil society and other independent observers to closely scrutinise market participants with a view to preserving carbon markets' environmental integrity while ensuring that emissions abatement receives priority over offsets and removals.

Article 6.4, on the other hand, establishes a centralised UN-managed mechanism, also known as the "Paris Agreement Crediting Mechanism" (PACM), for countries and companies to trade carbon credits. The rules, modalities and procedures for the PACM were agreed in meetings in the lead up to COP29, without any real consultation.

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[2] REN21 (2023), "Renewables 2023 Global Status Report Collection", Renewables in Energy Demand, https://www.ren21.net/gsr-2023/modules/energy_demand/03_transport_in_focus/

Before credits can be bought and sold under the PACM, however, the supervisory body must approve methodologies for specific types of carbon-cutting activities and receive registrations from projects aiming to implement them. The first methodologies are expected to be approved in the second half of 2025. From a land transport perspective, it is crucial that the finalised PACM methodologies and definitions adequately capture the key role of modal shift and demand reduction measures in achieving avoided emissions over time to align with long-term decarbonisation ambitions while preserving the environmental integrity and impact of the mechanism.

Beyond the official negotiations, the COP29 Presidency saw the launch of a total of 14 global initiatives. These include the COP29 Multisectoral Actions Pathways (MAP) Declaration to Resilient and Healthy Cities, a new Avoid and Shift Breakthrough by Climate Champions, which aims to double the share of energy efficient and fossil-free land transport by 2030, as well as a Call to Action to Accelerate the Adoption of Zero-Emission Fuels.

A more detailed overview of the negotiated outcomes

The New Collective Quantified Goal (NCQG)

➜ **#FossilFreeTransport Action for Finance developed by SOCAT in collaboration with WRI**

➜ **NCQG adopted text**

A tripling of climate finance to developing countries compared to the previous goal, yet still largely inadequate

- The adopted text acknowledges the gap between climate finance flows and needs, stating that *"costed needs reported in NDCs of developing country Parties are estimated at USD 5.1–6.8 trillion for up until 2030 or USD 455–584 billion per year and adaptation finance needs are estimated at USD 215–387 billion annually for up until 2030"*.
- Parties agreed to an annual goal of USD 300 billion by 2035, set to kick in from 2026 and replace the existing annual target of USD 100 billion, which, in turn, was met two years late in 2022.
- This core goal is to form part of a wider collaborative effort by all actors to scale up financing to at least USD 1.3 trillion per year by 2035 "from all public and private sources". Though the agreed upon amount matches the figure called for by developing countries, the adopted text fails to assign developed countries the sole responsibility for raising the finance.
- Developed countries are to "take the lead" in providing funding and mobilising private-sector investment. Developing countries, on the other hand, are "encouraged" to make contributions to the NCQG "on a voluntary basis", whereby any contributions would not affect whether a country is classified as "developed" or "developing", or whether it can receive climate finance.
- The adopted text promises to pursue efforts to at least triple annual outflows from the UNFCCC's multilateral climate funds (i.e., operating entities of the Financial Mechanism, the Adaptation Fund, the Least Developed Countries Fund and the Special Climate Change Fund) from 2022 levels by 2030. Developing countries prefer

to receive funding through these entities as the conditions are usually better than those offered by multilateral development banks (MDBs) and wealthy governments' aid agencies. At present, less than 5% of funds are channelled through these entities.

Beyond the goal's quantity: weak qualitative criteria and missing sub-targets

- Whereas sub-groups of developing countries, in particular the least developed countries (LDCs) and small island developing states (SIDS), had insisted on annual minimums of USD 220 billion and USD 39 billion respectively, the adopted NCQG text fails to guarantee minimum amounts of the goal for these sub-groups. Instead, it merely acknowledges the special circumstances of LDCs and SIDS, while urging simplified application and disbursement processes to facilitate their access to finance.
- Though the text affirms the need for the provision of financial resources to strike a balance between adaptation and mitigation, it does not specify any sub-goals for mitigation, adaptation, or loss and damage.
- Despite developing countries' calls for grant-based public funding by developed countries, the text contains no provisions to prioritise grants over loans.
- Unlike earlier drafts of the text, the adopted text on the NCQG does not preclude investments in fossil fuel infrastructure from being classified as "climate finance".

The "Baku to Belém Roadmap to 1.3T"

- On the initiative of the African Group, Barbados, Colombia, Honduras and Panama, the adopted NCQG text introduces references to the "Baku to Belém Roadmap to 1.3T", which aims at scaling up climate finance to developing countries to support low greenhouse gas (GHG) emissions and climate-resilient development pathways, as well as implement NDCs and national adaptation plans (NAPs).
- This climate finance will be "mobilised through grants, concessional and non debt-creating instruments, and measures to create fiscal space, taking into account relevant multilateral initiatives as appropriate".
- The "Baku to Belem Roadmap to USD 1.3T" will, moreover, serve as an avenue for Parties to explore options to "design and implement" allocation floors for sub-groups of developing countries.
- The COP Presidencies are to produce a report summarising the work pertaining to the Roadmap by November 2025.

Dialogue on implementing the Global Stocktake (GST) outcomes

Why the implementation of the GST outcomes carries particular importance

- The First Global Stocktake calls on countries to contribute to the several global efforts. Directly pointing to transport, the GST calls for the need to "*accelerate emission reductions from road transport through a range of pathways, including infrastructure development and the deployment of zero- and low-emission vehicles*". The reference to the transition away from fossil fuels in a just, orderly and equitable manner to achieve net zero emissions by 2050 is also crucial for transport, as the most fossil fuel-dependent energy end-use sector. Moreover, wording on tripling renewable energy, accelerating zero- and low-emission technologies, reducing non-carbon

dioxide emissions by 2030 and phasing out inefficient fossil fuel subsidies also speak to the transport sector.
- The negotiations on the implementation of the GST outcomes carried particular importance given their role in informing the next round of NDCs to be submitted in 2025.

No agreement reached at COP29, with the draft text removing key elements of GST

- However, no agreement was reached with discussions, instead, being deferred to the SB sessions in June 2025 whereas a decision is to be taken at COP30 in Brazil.
- The draft text of 22 November 2024 removes all mentions of fossil fuels that were present in a previous version of the text. Instead, it includes a mere reference to "paragraph 28" of last year's decision, where the fossil fuel transition was included.
- The draft text also removes mentions to the global goal agreed at COP28 to triple renewable energy capacity by 2030. Instead, it focuses on expanding global energy storage capacity to 1,500 GW by 2030 and "adding or refurbishing" 25 million km of power grids by 2030 and an additional 65 million km by 2040. Both of these are new goals not featured in last year's decision.

Mitigation Work Programme (MWP) | Sharm el-Sheikh mitigation ambition and implementation work programme

→ Sharm el-Sheikh mitigation ambition and implementation work programme adopted text

A loss of ambition and removal of key references to the GST

- The adopted text removes all references to the First Global Stocktake (GST), the transition away from fossil fuels, the tripling of renewables and mandates for the next round of NDC due to be submitted in 2025.
- Rather than providing targeted guidance on NDCs 3.0, the text merely reaffirms *"the nationally determined nature of nationally determined contributions"*.
- The high-level political messaging featured in the text's preamble has been watered down, removing all references to the 1.5°C target of the Paris Agreement. In contrast, earlier versions of the text noted "with serious concern" that 2023 was the warmest year on record and explicitly referenced the 1.5° target of the Paris Agreement.
- The text emphases the dialogues undertaken within the MWP, which in 2024 focused on "Cities: buildings and urban systems". It acknowledges "*the importance of enhancing collaboration between cities, subnational authorities, local communities and national Governments on developing and implementing mitigation actions"*.

Glasgow–Sharm el-Sheikh work programme on the global goal on adaptation (GGA)

→ Matters relating to adaptation - global goal on adaptation adopted text

Balancing developing and developed countries demands

- The final text launches the "Baku Adaptation Roadmap", putting the global goal on adaptation (GGA) firmly on the agenda for future meetings.
- The adopted text strikes a balance between developing countries' demands for including means of implementation (MOI) for the GGA, which generally refers to

financial support, and developed countries' demands for safeguarding "enabling conditions", which, in turn, hints to a degree of conditionality on receiving support.

Divergence on the concept of "transformational adaptation"

- The official text "*recognises that both incremental and transformational adaptation approaches are essential for protecting the well-being of people and the planet, for saving lives and livelihoods and for implementing the United Arab Emirates Framework for Global Climate Resilience with a view to achieving the GGA*."
- In addition to the disagreements on the definition and applicability of the "transformational adaptation" concept, the like-minded developing countries (LMDCs), the least developed countries (LDCs), the African group and Arab group voiced concerns about its inclusion risking the creation of "barriers to access" for adaptation finance.

Loss and Damage Fund (L&D Fund)

No agreement on the L&D Fund, with negotiations deferred to June 2025

- COP29 was expected to be a turning point for the operationalisation of the Loss and Damage (L&D) Fund, with initial expectations for its funds to be disbursed during the summit and its eligibility criteria defined. However, no agreement was reached, with negotiations being postponed to the Bonn session in June 2025.
- Parties were also expected to conduct the third review and joint annual report of the Warsaw Mechanism, which helped advance knowledge on loss and damage, and of the Santiago Network, which aims to catalyse technical assistance. However, both items also ended without a conclusion and were deferred to June 2025.
- Whereas one considered option was for the L&D Fund to be included as a dedicated sub-target alongside mitigation and adaptation in the NCQG, no such sub-target was included in the adopted NCQG text.

However, some progress was achieved on the finalising arrangements for a Financial Intermediary Fund

- Negotiations secured the finalising arrangements for a Financial Intermediary Fund hosted by the World Bank, whereby the Philippines was selected as the host country, and Ibrahima Cheikh Diong appointed as its Executive Director.
- The launch and pledge event of the Financial Intermediary Fund, which took place on the first day of the conference, resulted in one pledge from Sweden amounting to USD 19 million.

Just Transition Work Programme

No agreement on the Just Transition Work Programme

- The negotiations under the JTWP are critical to enabling the necessary support for workers and communities affected by the transition away from fossil fuels.
- COP28 marked a "first" in UNFCCC history for establishing a recognition of labour rights.
- COP29 closed without an agreement on the JTWP, instead, deferring discussions to the SB62 in Bonn in June 2025.

- The main sticking points revolved around human and labour rights, measures seen as restricting free trade, adaptation and emissions reductions, as well as the provision of financial support towards just transition plans.
- Negotiations during COP29 saw the emergence of sharp divisions within Parties, with the EU and EIG reiterating mitigation, while the G77 and China calling for a focus on adaptation and finance.

Market mechanisms and non-market approaches (Article 6)

Why is agreement on Article 6 important?

- After four years of stalled negotiations, and nearly 10 years in the making, decisions were adopted on Articles 6.2 and 6.4, effectively operationalising the market-based cooperative approaches for implementing the Paris Agreement.
- Under Article 6 of the Paris Agreement, countries can trade mitigation units among themselves as well as with companies. It is estimated that this trade can yield USD 250 billion in savings in implementing NDCs while nearly doubling ambition across countries.
- The operationalisation of Article 6 is recognised by various stakeholders as having potential to unlock additional sources of financing towards the NCQG, including for the transport sector.
- If adequately implemented, Article 6 could play an important role in supporting the transition to sustainable, low carbon transport through the generation of tradable credits by transport-related emission reduction projects and their potential in incentivising investment in low carbon transport technologies and infrastructure.

Country-to-country trading (Article 6.2)

- Article 6.2 will enable bilateral trade between countries of so-called Internationally Transferred Mitigation Outcomes (ITMOs). The new rules will enhance clarity on how countries can authorise the trade of carbon credits and regulate the functioning of the registries tracking this.
- The main sticking points among Parties on Article 6.2 revolved around whether the international registry should be limited to pure accounting functions or also serve as a platform to perform carbon credit transactions. The latter has been favoured by developing countries, who lack the means to build their own national registries.
- Parties agreed on a compromise solution, which foresees a “dual layer registry system” whereby the international registry would form an “accounting layer” for tracking units, while the UNFCCC Secretariat would provide an optional service outside the registry with additional functions, including transfer and holding of units.
- The adopted text will allow countries to conduct trades without a prior requirement to submit key technical information about their agreements.
- Moreover, the text foresees no consequences for countries displaying inconsistencies in their reporting. This, in turn, will put significant pressure on independent observers and civil society to scrutinise the actions of market participants and account for high integrity.
- The rules are likely to continue evolving in the coming years, with a number of countries, including Singapore, Switzerland, Thailand and Japan, already having struck agreements to trade in ITMOs before the rulebook’s finalisation.

A centralised UN-managed carbon market (Article 6.4)

- Article 6.4, on the other hand, establishes a centralised UN-managed mechanism, also known as the "Paris Agreement Crediting Mechanism" (PACM), for countries and companies to trade carbon credits.
- The PACM is underpinned by mandatory checks for projects against strong environmental and human rights protections, including safeguards preconditioning projects on the approval of Indigenous Peoples. New provisions will allow anyone affected by a project to appeal a decision or file a complaint.
- The final text allows for the transition of large volumes of old credits from the Clean Development Mechanism (CDM) to the new PACM, subject to meeting rules on removals. CDM units have been discredited over time and through various assessments.
- Before credits can be bought and sold under the PACM, the supervisory body must approve methodologies for specific types of carbon-cutting activities and receive registrations from projects aiming to implement them (the first methodologies might be approved in the second half of 2025).

Emissions from fuel used for international aviation and maritime transport

- SBSTA agreed to continue consideration of this matter at SBSTA 62 (June 2025) (source).

Transport Dimension of the International Multi-Stakeholder Pledges Updated or Announced at COP29

Transport in COP29 Presidency Declarations and initiatives

The COP29 Presidency announced a total of 14 global initiatives.

- The COP29 Multisectoral Actions Pathways (MAP) Declaration to Resilient and Healthy Cities has a strong connection to the #FossilFreeTransport Call to Action, emphasising "a vision for a low-carbon transport system, promoting public transport, safe active mobility options, and the electrification of private and public vehicle fleets, supported by digital solutions". It also builds upon the legacy of the COP27 Presidency flagship initiative on Low Carbon Transport for Urban Sustainability (LOTUS), facilitated by SLOCAT and BCG developed in collaboration with the UN Environment Programme.

- The COP29 Declaration on Enhanced Climate Action in Tourism includes promoting low- and zero-emission transport options.

- A communique was adopted at the Ministerial Roundtable on the Sustainable and Digital Middle Corridor and Beyond, which was organised by the Ministry of Digital Development and Transport, and supported by the United Nations Economic Commission for Europe (ECE), and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP). It reflects the collective commitment to advancing the process of sustainable development and digital transformation in the region.

Marrakech Partnership for Global Climate Action

Main target: Double the share of energy efficient and fossil-free forms of land transport for people and goods by 2030, by focusing on shifts to public transport, walking, cycling and rail freight, as well as electric vehicles and railways.

A new Avoid/Shift Breakthrough was launched as part of the UN High-Level Champion's 2030 Climate Solutions framework to mobilise non-state actors for the global shift to a resilient, zero-carbon future by 2050. It provides a detailed roadmap for transforming land transport through five key levers.

The Avoid/Shift Breakthrough builds on the target of the #FossilFreeTransport Call to Action. SLOCAT and REN21, jointly with IDDRI, ITDP, UIC, UITP and WRI, launched this call to double the share of energy-efficient and fossil-free forms of land transport by 2030, with over 60 multistakeholder signatories including Chile and Colombia. We are proud to see that the Breakthrough acknowledges the signatories of the Call to Action for their endeavour on the global stage.

At the High Level Champion Special Event on Informality and the Closing Plenary of the Global Climate Action, H.E. Razan Al Mubarak, the UN Climate Change High-Level Champion for COP28, announced plans for an Ad Hoc Working Group on Informality under the Marrakech Partnership. This initiative aims to empower individuals living in informal settings by scaling up actions from non-state actors. The working group provides potential opportunities to explore ways to support informal transport workers promoting their inclusion in the wider, cross-sectoral contexts under the Marrakech Partnership.

At COP29, countries welcomed the continuation of the Marrakech Partnership for Global Climate Action and decides to continue appointing High-Level Champions for 2026–2030 (Decision -/CP.29).

Call to Action to Accelerate the Adoption of Zero-Emission Fuels

Organised by RMI, the UN Climate Change High-Level Champions, the UCL Energy Institute, and the United Nations Foundation, the Call to Action demonstrates strong industry momentum to invest in decarbonisation through scalable zero-emission fuel pathways. The commitment includes targets to increase the uptake of zero or near-zero GHG emission shipping fuels to at least 5%, striving for 10%, by 2030.

It builds upon previous calls to actions at COP27 and COP28. More information here.

African Energy Efficiency Strategy

The African Union launched at COP29 the African Energy Efficiency Programme and the African Energy Efficiency Alliance to advance energy productivity in the continent. The strategy aims to enhance Africa's energy productivity by 50% by 2050 and 70% by 2063, in alignment with the global target to double energy efficiency by 2030. Transport is featured as one of the action areas.

Initiatives on transport

Initiatives	Number of signatories as of 26 Nov 2024	New members since COP28	Number of signatories as of 15 Dec. 2023	Any updates during COP29
Accelerating to Zero Coalition (A2Z) - ZEV Declaration	236 signatories	Since COP28, Colombia, Costa Rica and Nigeria among others have signed the ZEV Declaration. Wallenius Wilhelmsen and Holcim joined the First Movers Coalition.	228 signatories	The coalition combines progress and activities by several electric vehicle-related initiatives: EV100, EV100+, First Movers Coalition trucking commitment, Fleet Electrification Coalition, under the Sustainable, Freight Buyers Alliance, Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles (Global MoU on MHDV), Zero-Emission Government Fleet Declaration and Zero Emission Vehicles Declaration (ZEV Declaration). This overview features the two initiatives with a focus on countries (Global MoU on MHDV and the ZEV Declaration). More information and all updates are captured in their Progress Report here.
ACTIVE (Alliance for Cycling and Walking Towards International Vitality)	/	/	/	No updates during COP29.
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Initiatives	Number of signatories as of 26 Nov 2024	New members since COP28	Number of signatories as of 15 Dec. 2023	Any updates during COP29
Breakthrough Agenda on Transport	34 signatories on road transport	*Unclear who joined.*	33 signatories (all countries)	A Call to Action to accelerate the adoption of zero-emission fuels, organised by RMI, the UN Climate Change High-Level Champions, the UCL Energy Institute, and the United Nations Foundation, signed at COP29 by more than 50 leaders in the shipping industry.
Call to Action for Transformative Urban Planning/ 15MC (15-minute cities)	40 signatories (all cities)	/	40 signatories (all cities)	No updates during COP29.
Call to action to double the share of energy efficient and and fossil-free forms of land transport by 2030	60+ multi-stakeholder organisations and Chile and Colombia as signatory countries	/	60+ multi-stakeholder organisations and Chile and Colombia as signatory countries	New activities on action around ambition, finance and capacity here.
Cargo Owners for Zero Emission Vessels (coZEV)	36 signatories (all companies)	/	36 signatories (all companies)	No updates during COP29 (latest press release: October 2024).
CHAMP (Coalition For High Ambition Multilevel Partnerships)	74 signatories (all countries)	Not defined.	71 signatories (all countries)	Updates on this initiative available here.

Initiatives	Number of signatories as of 26 Nov 2024	New members since COP28	Number of signatories as of 15 Dec. 2023	Any updates during COP29
Clydebank Declaration for Green Shipping Corridors	27 signatories	/	27 signatories (4 new signatories (as of 6 December 2023)	No updates since December 2023.
Coalition on Phasing Out Fossil Fuel Incentives Including Subsidies (COFFIS)	16 signatories (all countries)	Colombia, New Zealand and the United Kingdom	13 signatories (all countries)	The coalition members have pledged to produce national phase-out plans by COP30 next year.
Fossil Fuel Non-Proliferation treaty	14 country signatories; other signatories: 121 cities and subnational governments, 3,827 organisations, institutions and businesses, 985,000 individuals	Marshall Islands and Micronesia	2,439 signatories (12 countries)	Released two reports: "If It's Not Global, It's Not Just: How a Fossil Fuel Non-Proliferation Treaty can Accelerate Finance for a Global Just Transition" "Urgent Action to Address Energy Access, Debt and Finance for Renewable Energy in the Caribbean Region: Can a new generation of debt-for-renewables swap help?"
Future is Public Transport Coalition	20 signatories	/	20 organisations	No updates during COP29.
Green Maritime Africa Coalition (GMAC)	/	/	/	No updates since launch at COP28.
Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles	38 countries	Cabo Verde, Ethiopia, Ghana, Mozambique and Seychelles	33 signatories (5 new signatories)	At COP29 new reports, white papers and video material was released. A green road corridor in Poland was initiated. More information here.

Initiatives	Number of signatories as of 26 Nov 2024	New members since COP28	Number of signatories as of 15 Dec. 2023	Any updates during COP29
Global Solidarity Levies Task Force	17 signatories (all countries)	Fiji, Djibouti, Sierra Leone, Somalia and Zambia	12 signatories (all countries)	At COP29, the Coalition for Solidarity Levies was launched by the Task Force. A progress report on levies was released here.
International Aviation Climate Ambition Coalition	64 signatories	No new country members, new joiners are the European Civil Aviation Conference and International Coordinating Council of Aerospace Industries Associations	62 signatories	No updates except from the 2 recent signatories.
Egypt COP27 Presidency Low Carbon Transport for Urban Sustainability (LOTUS) initiative	/	/	/	It was merged within CHAMP at COP28.
PATH (Partnership for Active Travel and Health)	14 members and 110 supporters	No new members	14 members and 96 supporters	New report “Global Walking and Cycling Case Studies for Climate Action at COP29” and NDC template available here.
Zero Emission Maritime Buyers Alliance (ZEMBA)	33 signatories (all companies)	/	33 signatories (all companies)	The first commercial deployment of e-fuels in the maritime sector will be realised through its next tender, set to launch in January 2025. More information here.

Publications released during COP29

- Climate Finance for Transport in Developing Countries: Unlocking Opportunities for Transformative Change by World Resources Institute
- NDCs and the Transport Sector: 2024 Analysis by the Asian Transport Outlook (ATO)
- Guidance for Incorporating Transport in NDCs: A Toolkit for Policymakers by the International Transport Forum
- Template for Transport Inclusion in NDCs: A Guide for Popular and Informal Transport Stakeholders by the Global Network for Popular Transportation

Useful readings

- COP28: Key Outcomes Agreed at the UN Climate Talks in Dubai by Carbon Brief
- What was Decided at the COP29 Climate Summit in Baku? by Climate Home News
- Summary Report, 30 November – 13 December 2023 by IISD
- COP29 UN Climate Conference Agrees to Triple Finance to Developing Countries, Protecting Lives and Livelihoods by UNFCCC

Some Summaries from SLOCAT Partners

- COP29's Impact on the Transport Sector - An Analysis by Changing Transport
- COP29: Just Transition in the Spotlight on Transport and Tourism Day by International Transport Workers' Federation
- COP29: Public Transport at the Centre as Countries Update Their Climate Strategies by International Association of Public Transport
- COP29 Outcomes: Unpacking the New Global Climate Finance Goal and Beyond by World Resources Institute
- Looking Back on COP29's Impact on Sustainable Transport by Climate Compatible Growth
- The Bad, the Ugly and the (Maybe) Good by Yunus Arikan, ICLEI Director of Global Advocacy and Focal Point to the LGMA
- UIC at COP29: Advocating for Railway Development in International Policymaking by International Union of Railways

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