



Partnership on Sustainable,
Low Carbon Transport



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As we enter a pivotal year for global climate action through NDCs 3.0, we are pleased to share with you our latest insights on how transport strategies can be significantly strengthened within the new round of Nationally Determined Contributions (NDCs). [Our latest publication, the Five-Point Plan for Transport in New NDCs](#), provides clear guidance and actionable recommendations to ensure the transport sector effectively contributes to global climate goals. This NDCs Five-Point Plan for Transport builds upon SLOCAT 2020's recommendation for NDCs and [WRI's critical work for next generation of NDCs](#).

A Five-Point Plan for Transport in New NDCs – Raising Ambition for Transport



Nationally Determined Contributions (NDCs) are central to the Paris Agreement, outlining national actions for reducing greenhouse gas (GHG) emissions and adapting to climate change. With transport currently [responsible for 21.9% of global CO2 emissions](#), substantial and bold action in this sector is crucial. The upcoming round of NDCs, due in 2025, presents an critical opportunity to enhance the ambition, clarity, and effectiveness of transport-related commitments.

Meeting the Paris Agreement's 1.5°C target [requires at least a 59% reduction in transport emissions by 2050](#) compared to 2020 levels. While the sector is already significantly

impacted by climate change, facing roughly USD 15 billion annually in direct damages, highlighting the urgent need for resilience and adaptation measures.

What do countries need to do in their new NDCs ?

Our [Five-Point Plan](#) outlines key recommendations for effectively advancing sustainable transport strategies and pathways in new NDCs:

1. Set ambitious transport emission reduction targets

- Countries should establish robust, quantified targets to substantially reduce transport emissions by 2035, aligned with achieving net zero emissions by 2050.
- High-income nations, which account for half of global transport emissions, should lead by setting particularly ambitious targets.
- Targets should incorporate medium-term milestones (e.g., for 2030) and be fully aligned with achieving net zero emissions by 2050.

2. Accelerate the transition to energy-efficient and fossil-free transport

- Develop comprehensive regulatory frameworks and targeted incentives.
- Strengthen sustainable transport infrastructure by investing in public transportation, safe walking, cycling, and rail networks.
- Secure the adoption and deployment of zero- and low-emission vehicles, ensuring supportive infrastructure and incentives.

3. Secure assets to strengthen resilience and adaptation of transport infrastructure

- Include transport resilience into national climate adaptation planning, integrating multimodal and diversified transport solutions.
- Enhance systems to withstand climate-induced disruptions and improve long-term adaptation capacity through systematic risk assessment and infrastructure upgrades.

4. Redirect finance towards low-carbon, resilient transport solutions

- Reallocate public finance and private investments to prioritise sustainable transport initiatives.
- Phase out fossil fuel subsidies and internal combustion engine incentives to encourage market competitiveness of sustainable alternatives.
- Clarify financial requirements and mobilise climate finance, addressing specific needs in technology transfer, capacity building, and systemic resilience.

5. Prioritise people-centred climate action in transport

- Ensure that transport climate action is inclusive, equitable, and people-focused, benefiting both communities and the workforce.
- Implement just transition frameworks, focusing on skills development, training, and social protections to mitigate potential socio-economic impacts associated with transport transformation.

Real-world examples and positive approaches

- **Switzerland** commits to a 41% reduction in transport emissions by 2035, aiming for net zero transport emissions by 2050.
- **Singapore** expands metro rail infrastructure significantly and enhances active mobility by doubling cycling infrastructure by 2030.

- **Lesotho** includes transport adaptation targets such as climate-proofing roads and improving flood control infrastructure.
- **Saint Lucia** prioritises investments in electric vehicle infrastructure, complemented by fiscal incentives and consumer purchase support.
- **United Kingdom and South Africa** illustrate effective inclusion of just transition measures in their respective NDCs, aiming to ensure a fair and equitable transformation process.

By implementing these five key recommendations, countries can not only achieve significant reductions in transport emissions but also realise broader socio-economic benefits, including cleaner air, cleaner and geopolitical-proof energy security, increased resilience, job creation and equitable socio-economic development.

Discover our Five-Point Plan
for Transports in NDCs



SLOCAT accelerates the transformation of transport systems and services towards inclusive, healthy, green and resilient solutions for people and the planet.

SLOCAT provides collaborative data and evidence-based knowledge, action initiatives, political strategies, dialogue, and strategic communications. This helps build collective thought leadership and advocacy at the crossroads of transport, sustainability, climate and social justice issues. SLOCAT emphasises all land transport modes with universal analyses and actions, especially for low- and middle-income countries.



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