SLOCAT
Partnership on Sustainable, Low Carbon Transport

Five Transport Priorities for Climate and Sustainability Action at COP30

To strengthen transport systems and services that are climate compatible and environmentally responsible, socially inclusive, economically viable, and resilient, progress in five key areas must be prioritised at COP30

Commit to a Structured Process for Setting a Global Transport Goal

Expand inclusive access to low-carbon transport | Phase out fossil fuels by scaling up renewable and zero emission energy sources in transport | Reduce the sector's overall energy use

Read more

Deliver Bold Transport NDCs to Supercharge Climate Action

Set targets | Scale up action | Secure assets | Catalyse finance | Prioritise people

Read more

Scale up Climate Finance in Sustainable Transport to Power Change

To address multiple priorities in climate action for low- and middle-income countries, investing in sustainable transport must be part of the solution

Read more

Prioritise Transport Adaptation and Resilience to Protect Communities and Economies

To reduce transport disruptions and their severe impacts on communities and economies, greater focus must be placed on adaptation to climate change and resilience in the sector

Read more

Leverage Key UNFCCC Platforms to Accelerate Transport Action

The Mitigation Work Programme and the Just Transition Work Programme must be leveraged as platforms for accelerating transport action

Read more

It’s Now or Never for Climate and Sustainability Action in Transport

Transport connects people, goods, and economies — it’s how people access jobs, education and health services, food reaches markets, and economic activity happens. The sector accounted for roughly 7% (USD 6.8 trillion) of global GDP and employed nearly 200 million people worldwide in 2021, yet transport remains the second-largest and fastest-growing source of CO_2 emissions and is among the sectors most exposed to climate risks like flooding and heat.

Meanwhile, persistent gaps remain in inclusive access to reliable, efficient, and affordable transport, leaving billions of people worldwide in situations of inequality and transport poverty, while limiting the economic development of countries.

Clean transport will require an estimated USD 2.7 trillion annually until 2050 - seven times current spending. With many transport systems in low- and middle-income countries still developing, the next decade is a decisive window to avoid inefficient investments and costly retrofits.

COP30 is a pivotal opportunity to accelerate the sector’s role in advancing climate and sustainability goals, driving coordinated action for lasting impact.

2025 marks:

- The tenth anniversary of the Paris Agreement
- The elaboration by countries of new Nationally Determined Contributions with 2035 targets
- The five-year countdown to the implementation deadline for the Sustainable Development Goals (SDGs), and the IPCC target to reduce greenhouse gas emissions (GHG) by 43% to limit global warming to 1.5°C
- The eve of the first-ever UN Decade of Sustainable Transport 2026-2035

Why Climate and Sustainability Action in Transport Matters

7% of global GDP is produced by the transport sector (2021)

Employing

193 million people (2021)

15.6% of the people employed in transport are women (2023)

6.5% in Africa I 13.3% in Asia I 14.2% in LAC

90%+

of global road crashes occur in LMICs

1.19 million deaths | 50 million injuries

Road crashes are the number one killer for <30 year olds globally

10-15%

of household income is spent on transport (2022)

5-10%

of global GDP is contributed through logistics (2024)

171 trillion tonnes-kms.

are moved by freight transport, with 74% by international shipping (2025 estimates)

Trade costs in Africa are more than **5 times** the global average

52%

of the world's urban population has convenient access to public transport (2020)

32% in Africa I 49% in Asia
42% in LAC I 41% in Oceania (2020)

38%

have access to all-weather roads

31% in Africa I 40% in Asia
35% in LAC (2019)

1 billion people

still live 2 km. away from an all-weather road

Road congestion costs developed countries an estimated

1 to 2% of GDP

Travel times in rich countries are

50% shorter

than in poor countries

Data sources

21.9% **of global CO_2 emissions come from transport (2023)**

1.7% from Ocean I 5.3% from Africa I 8.6% from LAC
17 % from Europe I 27% from North America I 40% from Asia

Global transport CO_2 emissions must be reduced by

59% by 2050

compared to modelled 2020 levels

6% **of global air pollution comes from transport**
3.2% in Africa I 7.6% in Asia
9.3% in Europe I 12.6% in North America

$2.7 trillion/year

are **required for clean transport** solutions **— over 7 times the current spending**

$7 trillion **or 7.1% of GDP** are spent **on fossil fuel subsidies (2022)**

95.4% **of** the **total energy used** by the transport sector **is from fossil fuels** (2023)

4.6%

of the total energy used by the transport sector **is renewable energy,** including biofuels and renewable electricity) (2023)

Electric vehicles are

4.5% **of the global car fleet** (2024)

$15 billion/year

in damage to transport infrastructure and assets is provoked by climate-related hazards, with low- and middle-income countries bearing over half the costs

Financing adaptation and resilience will require

in Sub-Saharan Africa **2 to 3%**

in South Asia **1 to 5%**

of the region's GDP each year over the next decade

Data sources

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Time to Set a Global Goal for Transport

SLOCAT urges governments and stakeholders to commit to a structured process for setting a quantified global goal for transport: expanding inclusive access to low-carbon transport, phasing out fossil fuels by scaling up renewable and zero emission energy sources in transport, and reducing the sector's overall energy use

While countries may start from different contexts, a global goal for transport would bring clarity and shared direction for expanding inclusive, climate-compatible, and resilient transport systems and services worldwide. It would guide more ambitious NDCs, drive implementation, send a clear signal to industry, enhance international cooperation, and reinforce accountability to effectively accelerate sector-wide transformations.

A global goal for transport would also support the implementation of the first Global Stocktake (GST) of the Paris Agreement, where countries agreed to accelerate the transition away from fossil fuels across all sectors, triple renewable energy capacity, double the rate of energy efficiency improvements, and significantly reduce road transport emissions through a range of pathways.

We need clear ministerial leadership at COP30 to guide the many actors eager to set a global transport goal to advance sustainable, low-carbon transport. National and sub-national governments, business, and civil society are ready to act but without coordinated direction and multi-level governance, efforts risk fragmentation. Ministers at COP30 can set the vision, align incentives, and channel this momentum into a structured process.

Read Why at Global Goal Matters and What It Sets in Motion

In 2023, transport remained the second-largest and fastest-growing emitting sector, responsible for 21.9% of global CO_2 emissions. Despite diversification efforts, fossil fuels provided 95.4% of the sector's energy demand. Transport is the fastest-growing energy-consuming sector, rising by 2% annually, and consumed around a third (27.4%) of the global energy demand for end-uses.

According to the IPCC (2023) transport emissions must fall 59% by 2050 (from modelled 2020 levels) to keep global warming to 1.5°C. Yet, demand for moving people and goods is set to grow sharply, while unequal access to affordable, safe, and sustainable transport continues to limit the development of low- and middle-income countries (LMICs), and restricts people's access to jobs, education, and healthcare. Without a paradigm shift, rising demand will worsen transport's impacts on emissions, air quality and energy use.

In 2022, over USD 7 trillion was spent on fossil fuel support.

New vehicle sales rose by more than 10%, with fossil fuel-powered vehicles still dominating the market.

Nearly half of the world's population still lacks convenient access to public transport, while current policies and investment fall short in supporting transport demand management, and a shift towards greener, more efficient solutions.

These challenges are particularly acute in LMICs, marked by rapid population growth, spiralling urbanisation, rising private motorisation, and a lagging transport sector.

About #FossilFreeTransport

At COP28, SLOCAT, REN21 along with co initiators, IDDRI, IDTP, UIC, UITP, WRI 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

Read the open letter

Action for Ambition

Action for Finance

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Deliver Bold Transport NDCs to Supercharge Climate Action

COP30 marks the first opportunity to assess the collective ambition of revised NDCs but it will be just as important to focus on their implementation

Review Climate Ambition for Transport

A stocktake of transport in new NDCs at COP30 will help assess ambition and alignment with the first Global Stocktake, inform intergovernmental negotiations, and spotlight effective approaches to climate action in transport. This review will also inform preparations for the second Global Stocktake and the first-ever United Nations Decade of Sustainable Transport (2026-2035).

Convene Dialogues with Transport Actors

Structured dialogues between transport actors and governments at COP30 can accelerate concrete action, integration of NDCs with national strategies, cross-sector and cross-government coordination, finance mobilisation, and public-private partnerships for effective implementation over the next five years.

A Five-Point Plan for Transport in NDCs

1 Set targets
Set ambitious transport emissions reduction targets for 2035, aligned with net zero pathways by 2050.

2 Scale up action
Accelerate transformation towards energy-efficient and fossil-free transport.

3 Secure assets
Build resilience and adaptation on transport and mobility.

4 Catalyse finance
Shift finance and investment to low-carbon, resilient transport solutions.

5 Prioritise people
Focus on people in climate action on passenger and freight transport.

Read the full Plan here

Benefits of Robust Transport Actions in NDCs

Boosted investment and prosperity

- Attract funding through robust NDCs
- Create jobs and drive prosperity

Reduced emissions and cleaner cities

- Cut GHG in passenger and freight transport
- Improve air quality and reduce noise pollution

Inclusive, collaborative approaches

- Bring subnational and non-state actors on board
- Ensure more integrated, unified strategies

Stronger resilience and energy security

- Move away from fossil fuels
- Better resilience against global shocks

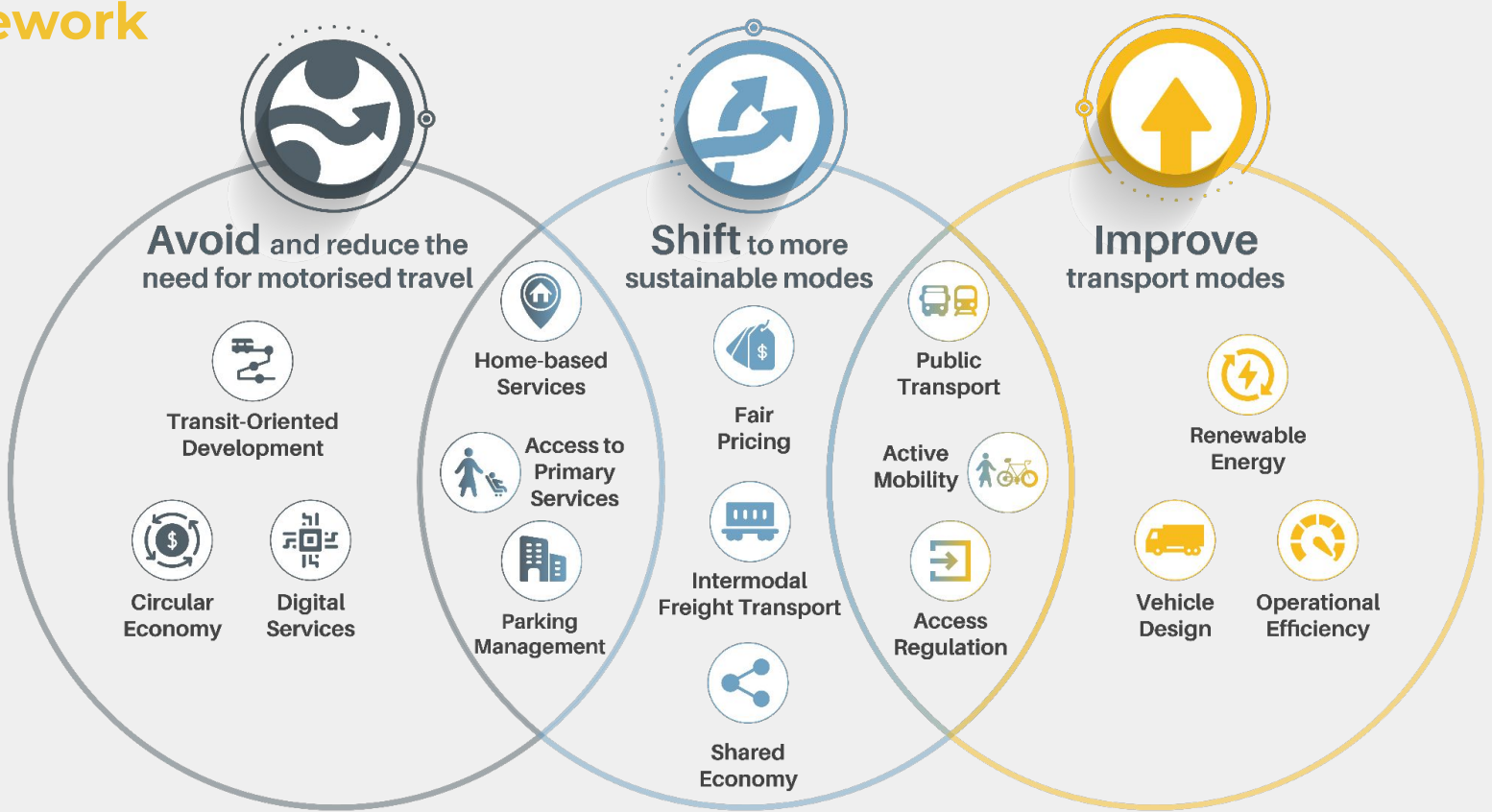
Greater efficiency and cost savings

- Save energy, land, and public funds
- Avoid costly reliance on outdated technologies

Diversified infrastructure and wider access

- Enhance services for better opportunities
- Build networks that benefit everyone

Avoid Shift Improve Framework



**The A-S-I diagramme presents a non-exhausive list of measures for illustrative purposes only.*

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Scale Up Climate Finance in Sustainable Transport to Power Change

The climate finance decisions we take now will shape transport infrastructure and systems for decades. As the global community works to mobilise $1.3 trillion annually by 2035 to address multiple priorities in climate action for LMICs, investing in sustainable transport must be part of the solution

The *Baku to Belém Roadmap to 1.3T* must:

- **Earmark climate finance for transport** to enable long-term investment in clean transport infrastructure and systems, while avoiding stranded assets.
- **Set transport-specific eligibility criteria for fair, transparent access to climate finance** in dialogue with transport actors.
- **Apply just transition principles** with social dialogue and dedicated plans, aligned with the ILO framework on just transition.

Sustainable transport is a powerful enabler of inclusive, low-carbon and resilient prosperity, livelihoods, trade, and economic growth, often delivering returns that exceed initial investments.

Clean transport solutions will cost roughly USD 2.7 trillion annually until 2050 - seven times the current investment levels in transport. The investment gaps are the highest in low- and middle-income countries in Africa and Asia.

Read more about it in "A Policy Guide to Improving Access to Climate Finance for Transport"

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Prioritise Transport Adaptation and Resilience to Protect Communities and Economies

Transport must be part of global adaptation efforts, and fully integrated in the 100 indicators of the UAE-Belém Work Programme through measuring the frequency of climate-related transport service disruptions (9e40)

This indicator offers a practical measure of how well transport systems are adapting to climate change, in the context of infrastructure and human settlements (9e). Tracking delays, shutdowns, or rerouting from storms, floods, or heatwaves reveals the real-world impacts of climate stress on transport systems, guides targeted investment, and safeguards communities' reliable access to sustainable transport services.

Climate-induced natural hazards cause an estimated USD 15 billion in direct damage to transport systems annually, of which an estimated USD 8 billion occurs in LMICs.

LMICs experience the highest cost relative to their gross domestic product. In addition to the physical damage, transport disruptions have severe impacts on communities and economies.

Projections indicate that under the current policy scenario, the transport sector could face 97.8% infrastructure loss by 2050 - the most severe impact of any sector.

The Loss and Damage Fund should prioritise the effective mobilisation of resources to address transport needs

- **Engaging transport actors in the development of the Loss and Damage Fund's operations manual** will help ensure it reflects country-specific transport priorities.
- **Transport knowledge products, capacity building initiatives, and technical guidance should be incorporated into the Warsaw International Mechanism for Loss and Damage.** This will strengthen coordination with transport actors and enhance access to financing through the Loss and Damage Fund.

Many transport mitigation measures double as resilience strategies, meaning we don't need to separate them into two different plans. For example, improving local access to goods and services reduces transport emissions while also strengthening the resilience of communities. Similarly, promoting non-motorised transport and local renewable power for public and shared transport and two- & three-wheeled vehicles not only cuts emissions but also builds affordable, reliable mobility in the face of climate and energy shocks.

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Leverage Key UNFCCC Platforms to Accelerate Transport Action

Global Dialogues under the Sharm el-Sheikh Mitigation Work Programme should continue to feature transport

- Oriented to support the development of a **global mitigation roadmap for transport**, anchored in a global goal for transport.
- Any **proposed digital platform should incorporate sector-specific dimensions**, including for transport, which can help build synergies with the COP30 Action Agenda, while avoiding duplication of efforts.

The Just Transition Work Programme should address just transition efforts across all sectors, in alignment with the Global Stocktake - explicitly the impact on transport workers and communities

- **Structured dialogues must be used to facilitate knowledge exchange among Parties, observers, and non-Party stakeholders across all relevant sectors, including transport** - sharing best practices, actionable solutions, and lessons learned.
- This should support the **development of national and sectoral transition pathways - including for transport** - that uphold workers' rights, ensure social protection, and promote decent work throughout the transition.

Transport Is Where Climate Action Meets Reality

Sustainable transport enables thriving communities and economies in a liveable planet

In the spirit of *mutirão*, COP30 must accelerate sustainable transport with real political power, and deliver coordinated action for long-lasting impact

We're united, we're prepared - Join us and put sustainable transport at the heart of the climate response

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