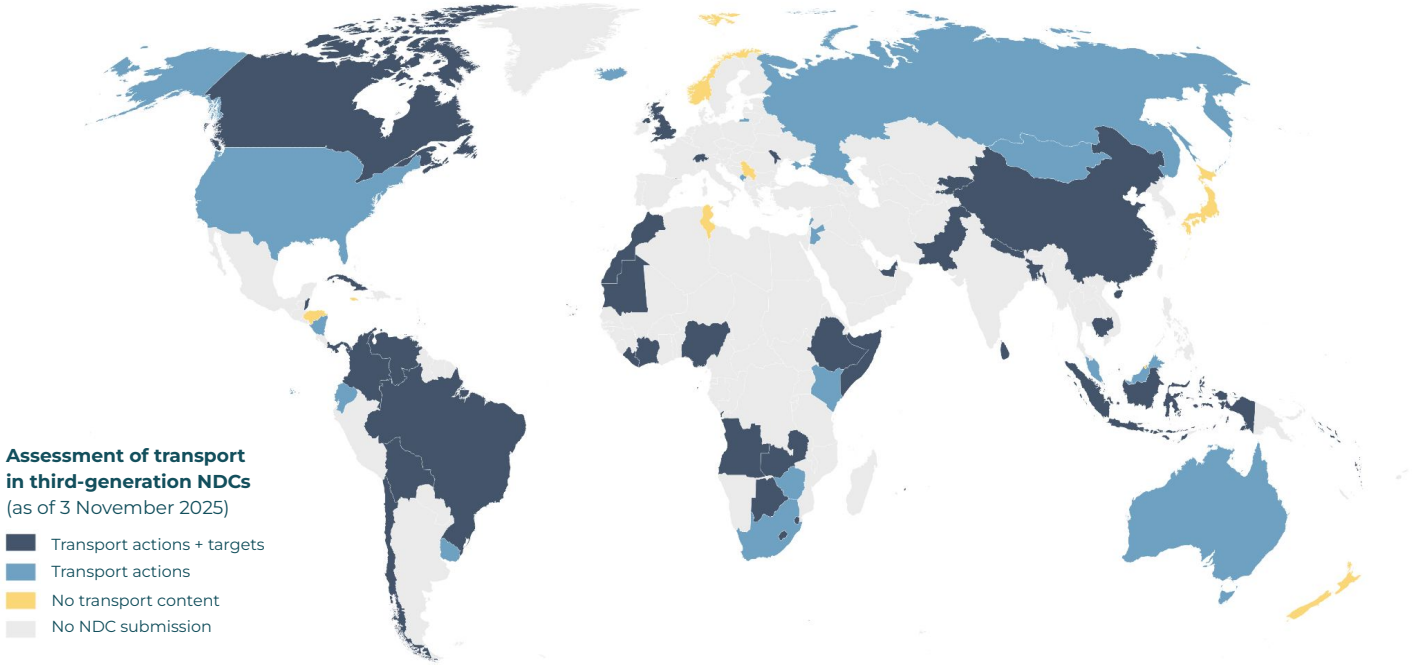

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Partnership on Sustainable, Low Carbon Transport

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Transport in Third-generation NDCs

An Assessment as of 3 November 2025

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The Urgency to Act Has Never Been Greater

Evidence-based facts and data on the stark realities
— and urgent opportunities — that shape transport

Check out the full GSR4 for more

SLOCAT Transport, Climate and Sustainability
Global Status Report - 4th edition

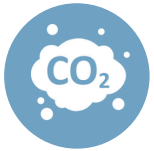
gsr4.slocat.net

Transport's Critical Role and Scale of Impact

- **~7% of global GDP** and **~ 200 million jobs** (2021).
- **2nd-largest and fastest growing emitting sector: 15.9%** of **global GHG** and **21.9%** of **global CO_2 emissions** (2023).
- **Fastest growing energy-consumer: A third (27%) of global end-use energy** – **95.4%** still **fossil-based**, a share unchanged in 50 years driving emissions and air pollution.
- **Fossil fuels subsidies** (implicit & explicit): **~ USD 7 trillion or 7.2% of global GDP** (2023).
- **High-income countries: highest absolute and per capita emissions. Europe, North America and Oceania:** highest per capita transport GHG emissions (2023) | **US:** highest absolute transport emissions globally, 5th highest per capita emissions.
- **Freight transport and logistics: 12% of energy-related global CO_2 emissions** | **43% of global CO_2 emissions from transport** (incl. international aviation and shipping in 2023. Projected at 57% by 2050.

Inequalities and Access Gaps

- **LMICs** face **serious impacts from inadequate roads: 60%** of **global vehicle fleet**, **90%** of **road deaths** (2021) | Africa: 90% passenger and 80% freight by road, but only ~50% of roads paved (2014).
- Only **38%** of the **global rural population have all-weather road access** (2020): Africa 31%, LAC 35%, Asia 41%, SIDS 42%.
- **<40%** of urban residents **in Africa, South Asia, Central America have convenient public transport access**. Europe, Australia, New Zealand: 80–100% access (2022).
- **Road traffic injuries leading death cause age 5–29: 1.19 million fatalities** and 50+ million injuries annually **|** USD 3.6 trillion globally (3.7% of global GDP, 2021).
- **High costs of moving goods in many LMICs and rural areas hinder trade** volumes, **limit** the availability of **goods**, and **increase their** final **price |** In **Africa, trade costs** are **5× global average. 10% drop in transport costs → +20% trade volumes.**



Decarbonisation Progress is Incremental but Uneven

- **Electric road vehicles sales +25% in 2024**, yet **<5% of cars** worldwide are electric.
- **8 billion people in the world rely on transport** to reach jobs, education or health services **but many land transport systems prioritise a global fleet of 1.6 billion light-duty vehicles** (cars, trucks and vans). **Traffic congestion worsened since 2022** = +emissions, air and noise pollution, isolation and sedentarism.
- **Rail: Most electrified mode** with **15% renewables** share (2022); yet **only 12%** of **global passenger transport** and **freight share declining**.
- **Shipping:** Would rank **9th-largest GHG emitter** (2023) if counted as country — equal to all transport emissions in Africa + LAC **| 50% of new ship tonnage** (2024) can run **on alternative fuels** (ammonia, methanol, hydrogen); **37%** include **energy-saving tech. | 62 green corridors** (2024), +40% compared to 2023.
- **Aviation CO_2 emissions to exceed 2019 levels by 2025 — fastest-growing emissions** source **in some regions | SAF production doubled** in 2024, **but only 0.3% of fuel use** (→ 0.7% in 2025) | **USD 1.5 trillion** needed over **30 years** to meet **2050 SAF targets.**

Climate Impacts are Rising Costs and Risks for Transport Systems

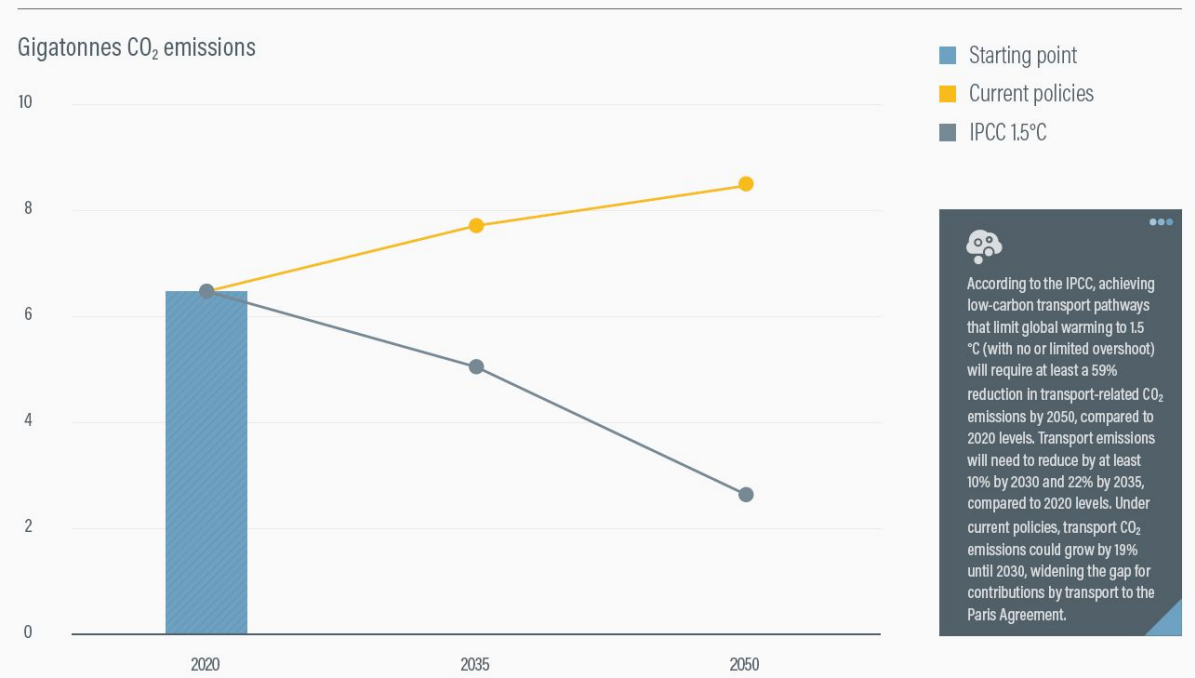
- **USD 15 – 22 billion in climate-related transport infrastructure damages annually, hitting LMICs hardest. | Asia: 60%** of losses.
- **~ 27% of global road and rail infrastructure exposed** to climate-related disasters, **flooding causes 73%** of all damages.
- Only **3.4% (USD 65 billion)** of USD 1.9 trillion climate finance **going to adaptation**; just **2.7% (USD 1.8 billion) of that allocated to transport** (2023).
- **Mitigation = Resilience:** local access to goods, renewable-powered public and shared transport, walking, cycling reduces emissions, boosts resilience.

The Urgency to Act Has Never Been Greater

Transport Impacts are Set to Worsen

- Transport **emissions need to drop at least by 59% by 2050** compared to 2020 levels to stay within 1.5°C warming (IPCC).
- Yet **demand for moving people and goods is set to grow sharply**. Without a paradigm shift, transport impacts on emissions, air quality and energy use will worsen.

Pathways for current policies versus low-carbon pathway for transport CO_2 emissions



Transport Systems:
Worst Infrastructure Loss Risk

- **97.8% transport infrastructure could be lost by 2050** under current policies - worst hit of any sector.
- Transport disruptions **threaten country's connectivity and development** beyond huge financial losses in transport assets.
- **Mitigation = Resilience:** Many transport solutions reduce emissions and boost resilience simultaneously
  - Improving local access to goods and services cuts transport emissions and strengthens community resilience; Non-motorised transport and local renewable-powered public and shared transport cuts emissions and ensures affordable, reliable transport during climate and energy shocks.

Investment Gaps Hamper
a Just Transition

- **Meeting climate targets in transport: USD 2.7 trillion annually until 2050 – seven times the investment levels in transport** (2023). Africa and Asia face largest gaps.
- Only **3.4% (USD 65 billion) of USD 1.9 trillion in climate finance** went **to adaptation** and **just 2.7% of that (USD 1.8 billion)** was allocated **to transport** (2023).

A Five-Point Plan for Transport in Third-generation NDCs

Raising Ambition 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

Building upon WRI's Five-Point Plan for Next Generation NDCs

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

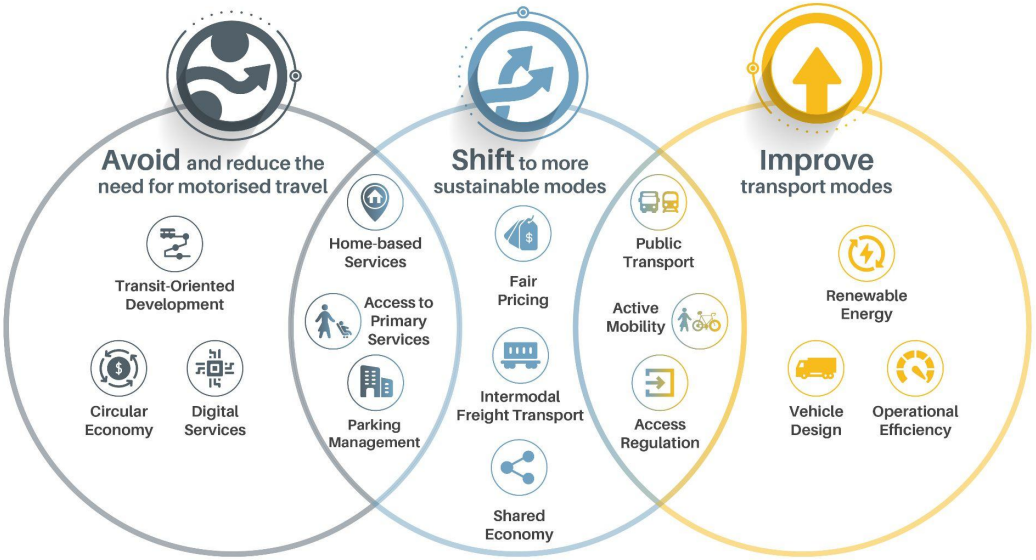
Countries Can Implement the Outcomes of the First Global Stocktake Under the Paris Agreement Through Robust Transport Targets in NDCs

Reduce road transport emissions through a range of pathways

Transition away from fossil fuels

Advance the global push to triple renewable energy capacity, and double the rate of energy efficiency

Applying the Avoid-Shift-Improve Framework Through Integrated, Inter-modal and Balanced Approaches is Critical to Unleashing the Full Benefits of Sustainable, Low Carbon Transport



Transport in Third-generation NDCs

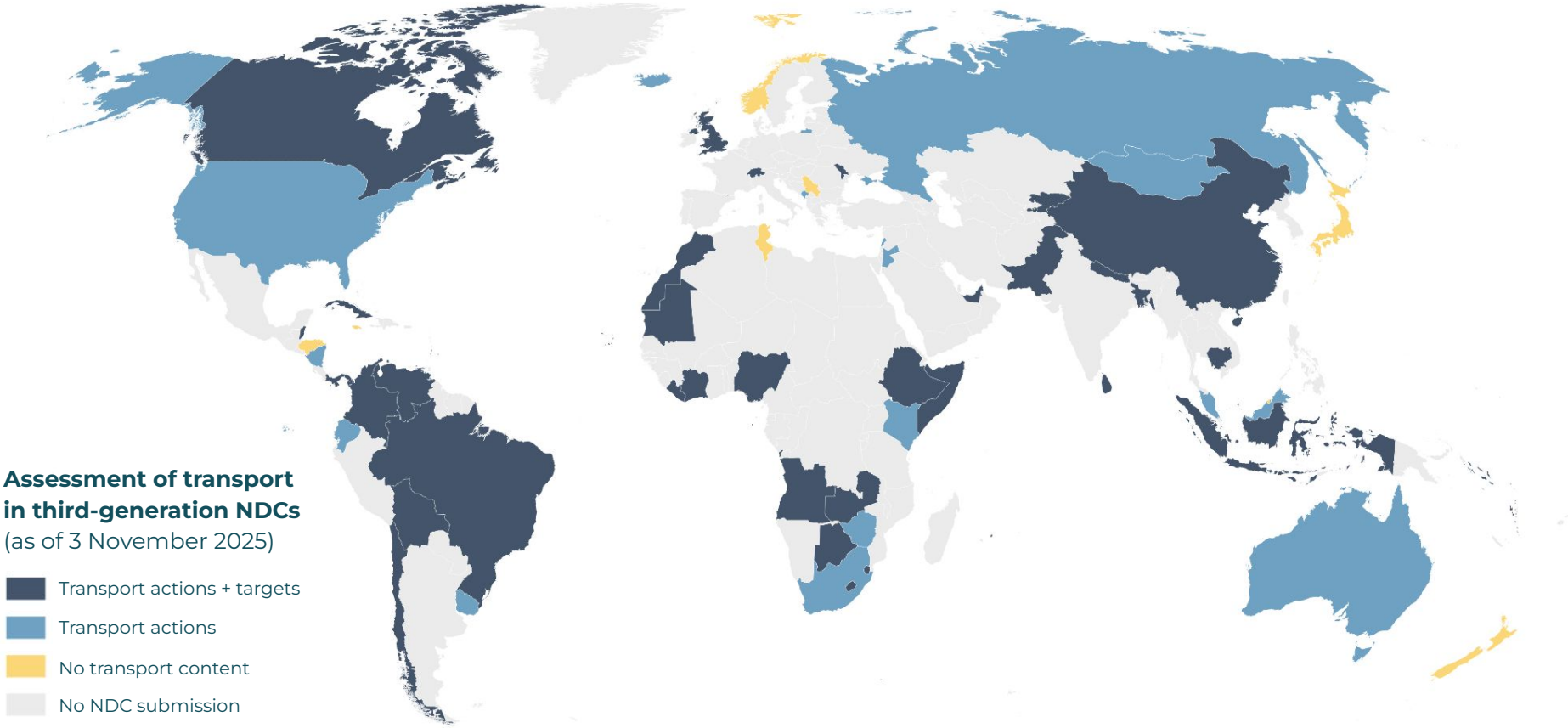
Assessment as of 3 November 2025

This assessment is based on the **NDC Transport Tracke**r, a joint initiative by GIZ and SLOCAT. The NDC Transport Tracker enables you to get a clear picture of ambition, targets and policies in NDCs and Long-Term low GHG Emission Development Strategies (LTS) - the two most important instruments of the Paris Agreement to limit global warming to well below 2°C.

Check out the NDC Transport Tracker

Supported by:
Federal Ministry for the Environment, Climate Action, Nature Conservation and Nuclear Safety
based on a decision of the German Bundestag

Overview of Transport in Third-generation NDCs



Third-generation NDCs as of 3 November

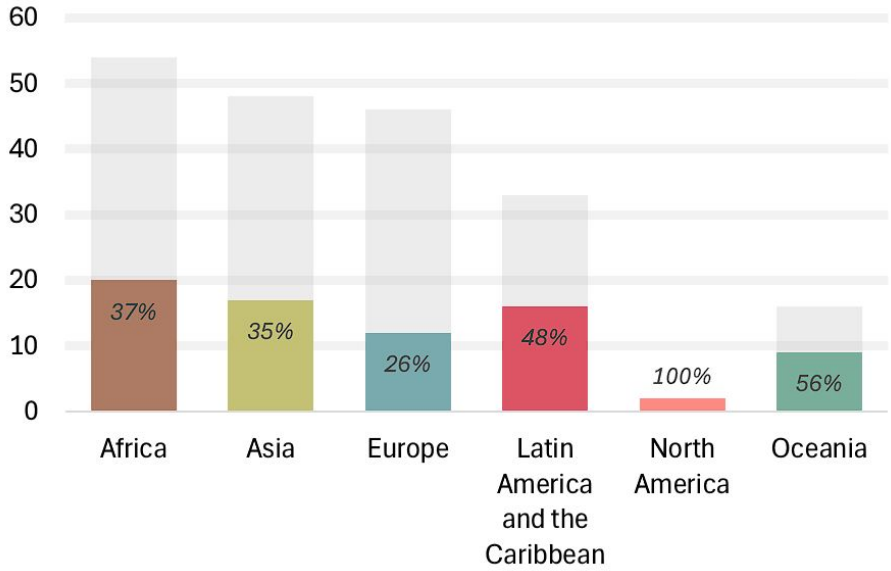
Overview and Methodology for this Assessment

- **76 third-generation NDCs**.
- 4 NDCs (6%) from low-income countries, 52 NDCs (69%) from middle-income countries, and 19 NDCs (25%) from high-income countries.
- All regions equally represented by NDC submissions.

Assessment methodology

- **Coverage:** Submissions until **3 November 2025**.
- Focus on **third-generation NDCs or so-called NDCs 3.0**, i.e. any NDC submission since November 2024.

NDC submissions by region (coloured) compared to overall number of countries by region, as of 3 November



Transport Progress in Third-Generation NDCs as of 3 Nov. 2025

Overview against the Five-Point Plan and the Global Stocktake

- **Stronger recognition of transport**'s role than in previous NDC generations, responding to GST outcomes.
- **More transport targets, actions and benefits** than in previous NDC generations.
- **Increased focus on adaptation** alongside mitigation, compared to previous NDC generations.
- Growing inclusion of **just transition**, signalling rising importance in conjunction with climate action.

Still, transport ambitions remain off-track to deliver climate goals

- **Only 76 third-generation NDCs submitted**; **major emitters still pending**.
- **Large emitters continue to lack transport-specific GHG mitigation targets.**

- **Limited reflection of GST** (i.e. "range of pathways"): **actions still dominated by 'Improve' and mainly electrification strategies.**

- **Adaptation actions rarely focus specifically on transport**

- **Only one-third of NDCs include finance-related transport actions**, insufficient for systemic transformation.
- **High share of conditional targets**, which highlights **financing and support needs of low- and middle-income countries.**

- **More transport-specific just transition strategies are needed** to link climate action with economic and social development.

Set targets

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

**** Examples of Non-GHG targets:***
Targets focusing on travel demand reduction, biofuels blending, infrastructure, mode share, vehicle efficiency, and zero-emission vehicles etc. These targets support decarbonisation by influencing system-level change and technology adoption.

How can NDCs set targets?

- **Set absolute transport GHG reduction targets** against a base year (e.g. 2010 or 2019).
- **Lead by example:** High-income countries must lead with ambitious Paris-aligned targets.
- Include strong **2035 targets**, interim **2030 milestones** and alignment with net-zero by 2050.
- Complement GHG targets with **non-GHG targets*** to support progress.

Linkage to Global Stocktake (GST)

- GST calls for stronger emission reductions, updated 2030 targets and alignment with long-term low-emission strategies.
- **Non-GHG transport targets** should align with GST outcomes.

Set targets | Assessment as of 3 November 2025

- **61% (46 NDCs)** include transport-related targets.

Transport GHG mitigation targets

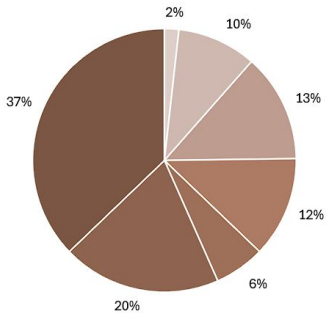
- **29% (22 NDCs) include transport GHG mitigation targets,** up from 19% in second-generation NDCs (see Annex I for detailed list).
- **Few major transport emitters (Chile, Switzerland, United Arab Emirates)** have adopted such targets.
- **14 targets are business-as-usual-based**, implying **slower emission growth rather than absolute reductions.**

Non-GHG targets

- **113 non-GHG targets in 39 NDCs,** similar to previous generation.
- Majority focus on **zero-emission vehicle targets (37%)** and **vehicle efficiency (20%)**, remaining largely unchanged from second-generation NDCs.

Non-GHG targets for transport in third-generation NDCs

Non-GHG target category	Amount	Share
Avoid targets	2	(2%)
Biofuel targets	11	(10%)
Infrastructure targets	15	(13%)
Mode share targets	14	(12%)
Renewable energy in transport targets	7	(6%)
Vehicle efficiency targets	22	(20%)
Zero emission vehicle targets	42	(37%)



Set targets

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

*Complete list of transport GHG mitigation targets as of November 2025 in **Annex I.***

Positive approaches

Bangladesh

- Reduce transport emissions **7.74% (2.32 million tonnes, unconditional) and 14.03% (4.21 million tonnes, conditional)** below business-as-usual scenario for 2035.

Chile

- To **peak transport GHG emissions** by 2030.

Marshall Islands

- Reduce domestic shipping emissions **40% below 2010 levels by 2030**.
- Achieve **complete decarbonisation by 2050**.

Switzerland

- Reduce transport GHG emissions **41% by 2035 compared to 1990 levels**.
- Further reduce by **57% in 2040** and **100% until 2050**.

Scale up action

Accelerate transformation towards energy efficient and fossil-free transport.

How can NDCs scale up action?

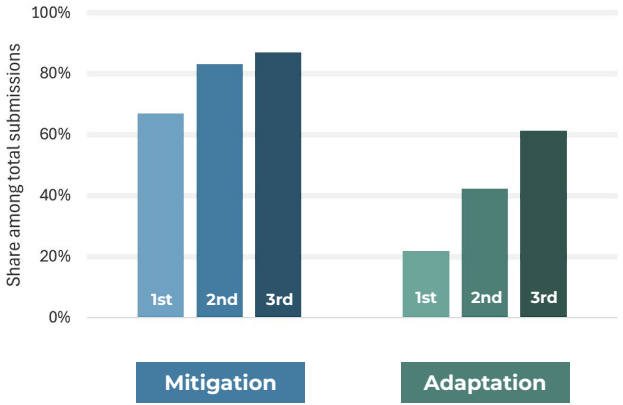
- Enact **conducive regulatory frameworks and incentives to drive the transformation.**
- Adopt legislation and policy frameworks on **public and collective transport, railway, safe walking, cycling and micro-mobility** to translate targets into action.
- Develop **infrastructure and deploy zero- and low-emission light-, medium- and heavy-duty road vehicles as well as rail vehicles**.
- Take bold actions on **domestic aviation and maritime transport** and push for ambitious strategies by ICAO and IMO.

Linkage to Global Stocktake (GST)

- The **Avoid-Shift-Improve (A-S-I) framework** for sustainable transport ensures a holistic approach, enabling to address transport emissions through a range of pathways.

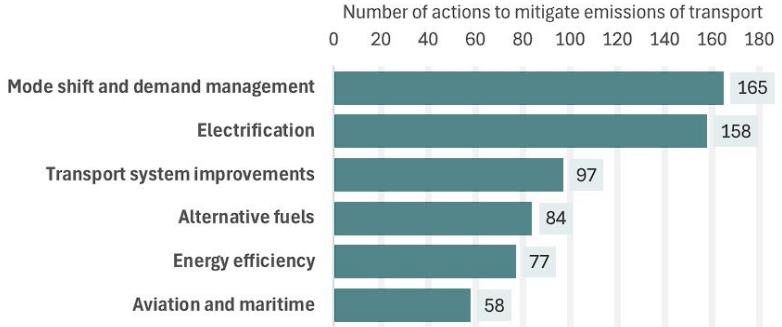
Scale up action | Assessment as of 3 November 2025

- **90% (68 NDCs) include transport content**:
  - 87% (66) include mitigation actions and targets.
  - 61% (46) include adaptation and resilience actions and targets.
  - Average of 8.4 mitigation actions per NDC (639 total), up from 5.8 in second-generation NDCs.
- **Transport mode shift and transport demand management (26%)** remain most common, **electrification (25%)** increased strongly.
- **Mitigation actions skew towards *'Improve'* (68%)**, with *'Avoid'* only at 9% and *'Shift'* at 23%.



Transport content (mitigation and adaptation) per NDC generation

Actions to mitigate transport emissions by category



Scale up action

Accelerate transformation towards energy efficient and fossil-free transport.

Positive approaches

Colombia

- Optimise **freight value chains** and **freight mobility**, expand **rail and inland waterways**.
- Strengthen **road vehicle emission standards.**
- Modernise **public transport fleets**.
- Scale up **electric mobility** and **active mobility** with gender and diversity focus.

Morocco

- Advance **multimodal** passenger and freight systems.
- Expand **high-speed railway**, **urban tram** and **regional rail networks.**
- **Electrify road and rail fleets.**
- Improve **vehicle emission standards** and **regional logistics zones**.

Singapore

- Expand **metro rail network** (270→360 km by early 2030s).
- Construct **cycling lanes** (600→1,300 km by 2030) and enhance **walking**.

Secure assets

Build resilience and adaptation on transport and mobility.

How can NDCs secure assets?

- **Build resilience and transport systems adaptation** to extreme weather events induced by climate change.
- **Set mode-specific actions** and **multimodal transport solutions** to diversify infrastructure and services.
- NDC content on adaptation can benefit from the National Adaptation Plans, and integrate **sustainable development priorities to reinforce linkages to mitigation actions**.

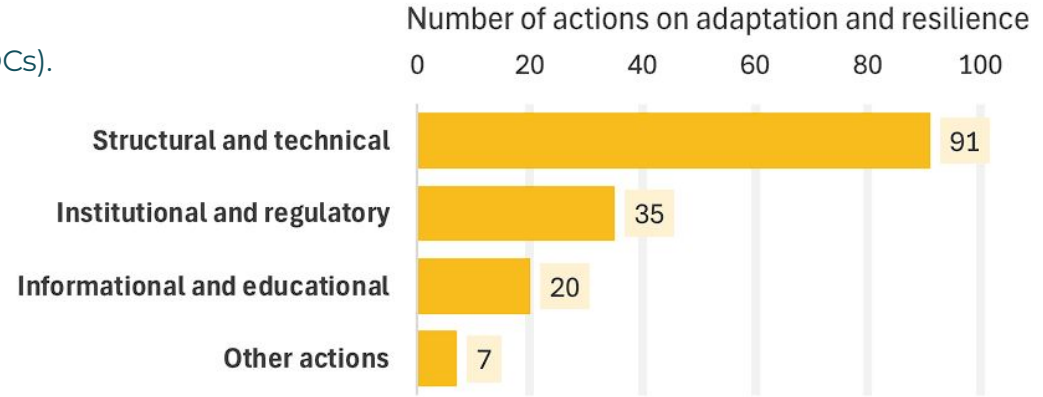
Linkage to Global Stocktake (GST)

- GST calls for stronger **adaptation planning and implementation**.
- NDCs can provide **synergies to National Adaptation Plans (NAPs)** with regular updates and coordination.
- GST affirms global goal on adaptation and its efforts.

Secure assets | Assessment as of 3 November 2025

- **46 NDCs (61%)** include transport adaptation and resilience actions.
- **12 NDCs (16%) include adaptation targets** (see Annex I).
- 153 actions with a focus on **structural and technical aspects (60%, 91 actions)**.
- **92% of actions do not specify passenger or freight transport**. 55% do not specify transport mode (slight improvement from second-generation NDCs).

Transport adaptation actions by category



*Complete list of transport adaptation targets as of November 2025 in **Annex I.***

Secure assets

Build resilience and adaptation on transport and mobility.

Positive approaches

Liberia

- Ensure all **major highways are climate-resilient** and maintained (2035).
- Establish a **national monitoring system** on climate-related transport impacts (2035).
- Revise **transport master plan**, conduct **climate risk mapping**, update construction **design standards**.
- Create safe **walking** and **cycling** infrastructure and small-scale **ferry** services for vulnerable communities.

Somalia

- Rehabilitate and develop **critical roads, airports and port infrastructure**.
- Ensure **climate-proofed construction** and **maintenance** of bridges and drainage systems against urban flooding.

Tuvalu

- Guarantee uninterrupted access to **transport** during extreme weather events.
- Implement long-term adaptation plan, including raised land for **relocation** of people and **upgrade transport** facilities.

Catalyse finance

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

How can NDCs catalyse finance?

- **Redirect finance, and reform economic mechanisms to support zero-emission and resilient transport solutions, reduce transport poverty,** and **enable a just transition.**
- Phase out of **inefficient fossil fuel subsidies and the sales of internal combustion engines** to increase the competitiveness of sustainable transport modes.
- **Identify unconditional and conditional financing needs** for transport activities as well as any related needs (technology transfer, capacity building etc.).

Linkage to Global Stocktake (GST)

- GST highlights need for financial support.
- Growing gap between low- and middle-income countries' needs and the support provided and mobilised by high-income countries.

Conditionality in NDC targets
Unconditional: pursued by the country without international support.
Conditional: require external support, such as finance, capacity building, technology transfer.

Catalyse finance | Assessment as of 3 November 2025

Transport targets rely more on international support (conditionality) than economy-wide ones

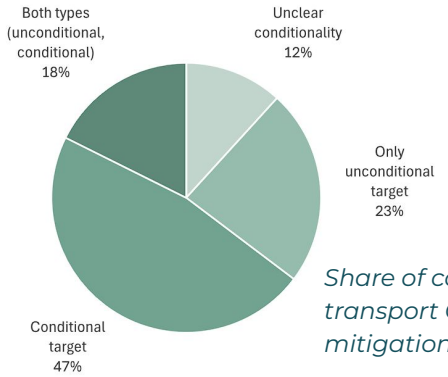
- **65% of transport GHG mitigation targets are conditional** (47% - only conditional; 18% - both types) vs. 58% conditional or partly conditional economy-wide targets.

Transport focused finance actions are up compared to previous NDC generation

- **40 actions in 25 NDCs (33%)** focus on improving economic conditions for sustainable transport.

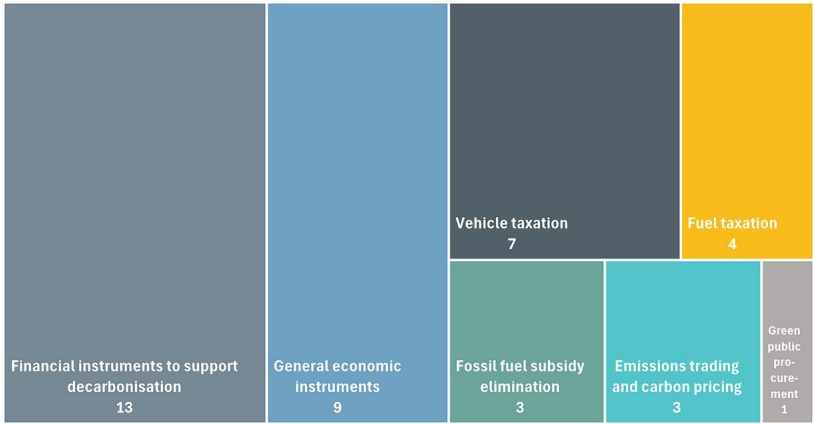
Use of Article 6 on voluntary cooperation rises sharply *(not specific to transport; source: UNFCCC NDC Synthesis Report)*

- **89% in third-generation NDCs vs. 64% previously**.



Share of conditionality in transport GHG emissions mitigation targets

Distribution of finance-related actions



Catalyse finance

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

Positive approaches

Brazil

- Leverage **Climate Fund** (expanded in 2023) to promote **sustainable urban mobility**.
- Use **Brazil Platform for Climate Investments and Ecological Transformation** to boost transport financing.

Canada

- Finance **active transport** (e.g., rebates for electric bicycles), **public transport** and **electric vehicles** through national and sub-national commitments.
- Provide financial support for **active transport infrastructure in Indigenous communities.**

Moldova

- Plan fiscal measures to **discourage non-hybrid car imports by** 2030 or 2035.
- Establish **long-term funding mechanisms, tariff policies** and **concession models** to attract private investment in railways.

Prioritise people

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

How can NDCs prioritise people?

- **Adopt a system-wide approach to climate action in transport**, across both **passenger and freight** segments, **land use, planning** and **accessibility** while placing people at the centre of the transition.
- Pursue efforts to **avoid** motorised transport based on proximity and accessibility and **shift** to low-carbon intensive modes. It helps to balance them against a strong focus on vehicle and technology solutions (so-called 'Improve' actions).
- Implement policies, regulations and training to **empower the current workforce in a just transition** towards sustainable, low-carbon transport jobs.

Linkage to Global Stocktake (GST)

- GST calls for **phasing out inefficient fossil fuel subsidies** that do not address **energy poverty or just transitions**, as soon as possible.

Prioritise people | Assessment as of 3 November 2025

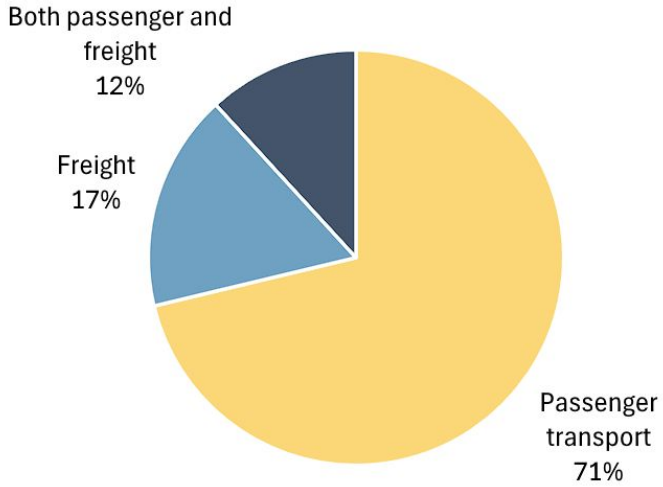
Just transition

- Growing recognition of just transition in NDCs, but **sector-specific strategies remain limited**.
- Explicit references to transport in just transition appeared in NDCs of **Bangladesh, Cabo Verde, Canada, Lebanon, Morocco, Nigeria, Sri Lanka and the United Kingdom**.

Freight and passenger transport

- **Passenger transport dominates** actions (71%), vs. 17% for freight and 12% for both.
- Distribution remains similar to second-generation NDCs.

Explicit references to passenger and freight transport in adaptation and mitigation actions



Prioritise people

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

Positive approaches

Nigeria

- Highlights **high employment potential from transport decarbonisation**.
- Implement **transport electrification, public transport, logistics, infrastructure development** and **vehicle manufacturing/maintenance**

Sri Lanka

- Pursue a holistic approach: **public transport expansion and modernisation, freight transport efficiency improvements, and electric mobility**.
- Emphasises **just transition, gender equity and social inclusion** and benefits for vulnerable groups.

United Kingdom

- Programmes for **just transition for workers, communities and businesses**.
- Provide **training and education in new skills** in collaboration with unions, local authorities and employers.

Annex I

Transport Greenhouse Gas Mitigation Targets and Transport Adaptation Targets by Third-generation NDCs

Transport GHG Mitigation Targets by Third-generation NDCs

Country	Targeted reductions in transport emissions	Type of target
Andorra	50% below business-as-usual levels in domestic transport emissions by 2030	Unclear conditionality
Bangladesh	7.74% (2.32 million tonnes, unconditional) and 14.03% (4.21 million tonnes, conditional) below business-as-usual levels by 2035	Unconditional, conditional
Belize	127 gigagrams of CO_2 equivalent less by 2030 and 312 of CO_2 equivalent by 2035	Conditional
Botswana	429 gigagrams of CO_2 equivalent less by 2030 (of which 146.78 gigagrams are conditional)	Unconditional, conditional
Chile	Peak by 2030	Unclear conditionality
Eswatini	96.61 kilotonnes CO_2 equivalent below business-as-usual levels by 2035	Conditional
Liberia	15% below business-as-usual levels by 2035	Conditional
Marshall Islands	40% below 2010 levels in domestic shipping emissions by 2030 and complete decarbonisation by 2050	Unclear conditionality
Mauritania	4.34 gigagrams of CO_2 equivalent avoided by 2030, 5.39 by 2035 and 7.75 by 2050 (unconditional); 5.03 gigagrams of CO_2 equivalent avoided by 2030, 14.77 by 2035 and 21.22 by 2050 (conditional)	Unconditional, conditional
Nepal	1,426.22 gigagrams of CO_2 equivalent less by 2030 and 2,731.57 gigagrams of CO_2 equivalent by 2035	Conditional

Transport GHG Mitigation Targets by Third-generation NDCs

Country	Targeted reductions in transport emissions	Type of target
Republic of Moldova	52% below 1990 levels by 2030	Unconditional
Saint Lucia	22% below 2010 levels by 2035 in transport and energy	Unconditional
Solomon Islands	14.1 kilotonnes reduced a year by 2035 (land transport) and 16.6 kilotonnes reduced a year by 2035 (maritime transport)	Conditional
Somalia	33% below business-as-usual levels by 2035	Unclear conditionality
Sri Lanka	4.8% below below business-as-usual levels by 2035 (1.5% unconditional, 3.3% conditional)	Unconditional, conditional
Switzerland	41% below 1990 levels by 2035, 57% by 2040 and 100% by 2050	Unconditional
Tonga	26 gigagrams CO_2 equivalent by 2030 and 45 gigagrams CO_2 equivalent by 2035 below 2006 levels	Conditional
United Arab Emirates	20% below 2019 levels by 2035, reaching 24.2 million tonnes of CO_2 equivalent	Unconditional
Vanuatu	312.6 kilotonnes CO_2 equivalent below business-as-usual levels by 2035 and 100% carbon-free maritime transport by 2050	Conditional
Venezuela	50% below 2022 levels by 2030 (airport ground operations) and 25% below 2022 levels by 2030 (maritime transport)	Unclear conditionality

Transport Adaptation Targets by Third-generation NDCs

Country	Transport adaptation targets	Type of target
Cambodia	Apply climate-proofing standards to 5,000 km of repaired roads by 2035. Apply such standards to 300 km of new national road construction by 2035. Equip 5% of 300 km of new national road construction with green belts.	Unclear conditionality
Chile	Develop and implement a methodological framework on climate resilience for all new urban projects (roads, parks, and public spaces) by 2030. Incorporate nature-based solutions into transport infrastructure planning instruments and projects by 2030. Incorporate climate resilience criteria to 50% of new public infrastructure and infrastructure that has been damaged by climate events by 2035.	Unclear conditionality
Côte D'Ivoire	Ensure resilience of 60% of infrastructure (new or repaired) in risk areas by 2035.	Unclear conditionality
Eswatini	Limit the number of destroyed or damaged critical infrastructure facilities (including roads and crossings) to 30 per year by 2035.	Unclear conditionality
Ethiopia	Raise the major transport infrastructure taking climate change into account from 50% in 2025 to 100% in 2035.	Unclear conditionality
Lesotho	Revise and strengthen standards to climate proof roads and critical public infrastructure, aiming for 10 climate proof codes revised by 2025.	Unclear conditionality

Transport Adaptation Targets by Third-generation NDCs

Country	Transport adaptation targets	Type of target
Liberia	Design and implement green-grey infrastructure approaches along 60% of Liberia's highly vulnerable coastline by 2035 By 2035, ensure that all major highways are climate-resilient and are adequately maintained withstanding climate-induced disaster events such as floods, erosion, etc. Establish a national system to monitor climate-related transport impacts by 2035, integrating GIS, mobile reporting, and community feedback.	Conditional
Mauritius	Upgrade 100 km of roads and drains to flood-resilient standards by 2030, and 250 km by 2035.	Conditional
Nepal	Embed climate-resilient planning in transport infrastructure projects and equip all major highways with early warning systems by 2030.	Unclear conditionality
Sao Tome and Principe	Rehabilitate 50% of roads and bridges in high-risk areas with climate-proof designs and materials by 2035. Replace 75% of wooden boats with fibre boats, ensuring greater safety and durability in adverse weather conditions, while also contributing to the reduction of wood used for boat construction by 2035.	Conditional
Solomon Islands	Repair, replace or built 46 wharves and jetties by 2035.	Unclear conditionality
Zambia	Rehabilitate 50 km of tramways, electrify 30% of railway lines, modernise 2,132 km km of railway infrastructure (1,248 km Zambia Railways and 884 km Tazara Railways) by 2030.	Unclear conditionality

Annex II

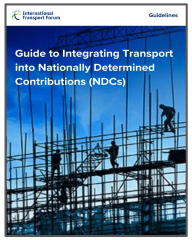
NDCs Library: Tools and Resources to Support Transport Ambition in NDCs

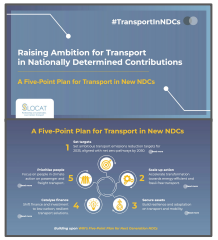
NDCs Library

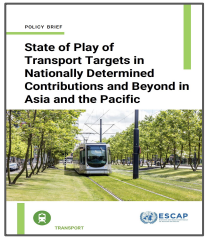
Get your NDC ready!

Guidelines, tools and resources to increase transport ambition in the next generation of NDCs, aligned with the outcomes of the first Global Stocktake under the Paris Agreement

General transport guidance





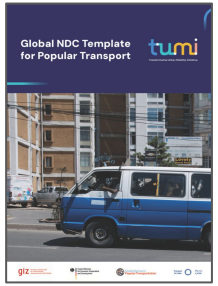


Climate Champions' 2030 Avoid/Shift Breakthrough Agenda

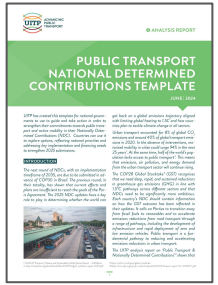
Mode-specific guidance

Active mobility

Popular transport



Public transport



Railways

Check out the NDCs Library here

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