

08 – 18 June 2026

📍 Bonn

Transport and Climate Change Briefing Note:

for Negotiators and Stakeholders attending the
64th Sessions of the UNFCCC Subsidiary Bodies
(SB64), 8 – 18 June 2026, World Conference Centre
Bonn (WCCB) in Bonn, Germany



Partnership on Sustainable,
Low Carbon Transport

Executive Summary: Transport at SB64– What you Need to Know

Transport is off-track for 1.5°C but central to delivering the Global Stocktake and meeting the Paris targets. SB64 is a key moment to lock transport into the core of implementation and finance discussions.

1. Anchor GST-1 Implementation in a Global Goal for Transport

GST-1 calls for transitioning away from fossil fuels and reducing road transport emissions, but transport finance and policy remain fragmented. [SLOCAT and partners urge Parties to:](#)

- Recognise and support a quantified **Global Goal for Transport** as a “North Star” for GST-2, NDCs, NAPs and the UN Decade of Sustainable Transport.
- Endorse and reference the **Ministerial Declaration on Resilient and Low-Emissions Transport** (25% transport energy demand reduction by 2035; one-third renewable/sustainable fuels) – launched at COP30 and already signed up to by 11 countries.
- Use the forthcoming SLOCAT-coordinated “Global Transport Stocktake” of NDCs/NAPs as a technical input to GST-2 and implementation dialogues.

2. Fix the Finance Gap and Realign Flows under Article 2.1(c)

- Transport needs ~USD 2.7 trillion/year to 2050 (7x current investment), yet only a fraction of climate finance reaches the sector, while ~USD 7 trillion still supports fossil subsidies. At SB64, negotiators can:
 - Use the Veredas Dialogue and UAE Dialogue to push time-bound fossil fuel subsidy phase-out in transport and redirect flows to low-carbon, resilient mobility.
 - Earmark climate finance for sustainable transport, and develop transport-sensitive access criteria so cities and LMICs can actually draw on funds.
 - Activate Article 6 carbon markets to make low-carbon passenger and freight projects bankable.

3. Treat Transport as a Core Delivery Sector for Mitigation, Adaptation and Just Transition

- Only ~3% of adaptation finance reaches transport, despite extreme exposure to climate risks and huge economic losses when systems fail. Negotiators and stakeholders can:
 - Elevate resilient transport infrastructure in the Baku Adaptation Roadmap, GGA indicators, and Adaptation Fund discussions.
 - Integrate transport metrics into Belém Adaptation Indicators and NAPs.
 - Use the Just Transition Work Programme to move beyond vehicle technology towards people-centred, affordable, accessible mobility.

4. Leverage Systemic Levers: Country Champions, Energy Nexus, and PAS

- Invite “Transport Country Champions” and regional roundtables to turn COP signals into on-the-ground phase-out timelines and infrastructure pipelines.
- Promote joint transport–energy sessions and ministerials (COP31–32) to synchronise renewables, electrification and fossil fuel phase-out.
- Acknowledge transport Plans to Accelerate Solutions (PAS) under the Climate Action Agenda as implementation partners for NDCs, NAPs and GST-1 outcomes, and invite their technical inputs into SB64 dialogues.

Support for delegations

SLOCAT Partnership stands ready to collaborate and support your delegation throughout the Bonn sessions. SLOCAT can **brief delegations (30-minute calls)** and **provide tailored inputs** for specific agenda items and events at SB64 if helpful.

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Purpose

This document sets out the transport priorities SLOCAT and the transport community are urging Parties, UNFCCC negotiators, focal points, and all stakeholders to consider in the Bonn Climate Meetings SB64 to accelerate implementation of climate action in transport.

It provides a concise, evidence-based overview of key transport-related messaging and inputs relevant to discussions at the SB64. Curated by the [SLOCAT \(the International Partnership on Sustainable, Low Carbon Transport\)](#), a global, multi-stakeholder coalition of 100+ organisations including MDBs, international organisations, NGOs, UN entities and others – it is designed as a practical reference and helpful guide for Parties, negotiators, focal points and other stakeholders seeking transport inputs to support informed, effective decisions and negotiations on implementing climate action in the sector.

This document aims to support meaningful inclusion of transport as Parties and other stakeholders advance climate discussions, review progress under the Convention and prepare technical and policy groundwork ahead of the annual UNFCCC Conference of the Parties (COP). It aims to support the development of the UNFCCC work programmes and the operationalisation of the Paris Agreement to fully reflect the role of transport in achieving 1.5°C–2°C goals, and help unlock greater ambition, finance and implementation of transport solutions.

The latest official SB64 overview schedule is available [here](#). Other useful links here; [Agenda for SBI](#), [Agenda for SBSTA](#), [Overview of Scheduled Events](#), [Side Events and Exhibits](#)

The Role of Transport in Climate Change

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 | 13.3% in Asia | 14.2% in LAC

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 | 49% in Asia
42% in LAC | 41% in Oceania (2020)



38% have access to all-weather roads
31% in Africa | 40% in Asia
35% in LAC (2019)

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

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

Road congestion costs developed countries an estimated

1 to 2% of GDP



Travel times in rich countries are **50% shorter** than in poor countries

Global transport CO₂ emissions must be reduced by

21.9%

of global CO₂ emissions come from transport (2023)

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



59% by 2050

compared to modelled 2020 levels

10-15%

of household income is spent on transport (2022)



6%

of global air pollution comes from transport

3.2% in Africa | 7.6% in Asia
9.3% in Europe | 12.6% in North America



\$2.7 trillion/year

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

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)

\$7 trillion

or 7.1% of GDP are spent on fossil fuel subsidies (2022)



Electric vehicles are

6%

of the global road vehicle fleet (cars, 2/3Ws, buses, vans, trucks) (2025)

\$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

in South Asia

2 to 3%

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

1 to 5%

Transport Entry Points in the SB64 Agenda

SB64 will address a broad spectrum of topics considered under the [United Nations Framework Convention on Climate Change \(UNFCCC\)](#), the [Kyoto Protocol](#) and the [Paris Agreement](#), ranging from mitigation to adaptation and finance to technology and capacity-building; and prepare decisions for adoption at COP31 in Antalya, Türkiye, in November 2026.

The following table provides an overview of the SB64 (SBI and SBSTA) agenda items and the mandated events (dialogues, workshops, forums) where transport is most relevant to discussions. Each agenda item/event then directs readers to the relevant key transport insights which apply.

Agenda item / Event	Description	SBI/SBSTA/ Mandated Events	Directions to the relevant transport message
Adaptation Workshop under the Baku Adaptation Roadmap (BAR) (9 June, Morning and Afternoon Session)	Baku Adaptation Roadmap was launched in 2024 to advance progress towards the Global Goal on Adaptation - <i>enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change, with a view to contributing to sustainable development and ensuring an adequate adaptation response.</i> (At COP29, Parties reached a milestone agreement on the New Collective Quantified Goal (NCQG) . Under the Baku Finance Goal, the decision calls on all actors to scale up climate financing for developing countries from all public and private sources to at least USD 1.3 trillion per year by 2035. In this context, CMA 6 launched the “Baku to Belém Roadmap to 1.3T” to scale up finance for low-emission, climate-resilient pathways and support the implementation of Nationally Determined Contributions (NDCs) and National Adaptation Plans (NAPs)	SBI, SBSTA Mandated event	Insight 2.2 Insight 3.2 Insight 3
Matters related to the Global Goal on Adaptation (GGA)	UAE–Belém work programme concluded (2025) with the adoption of Belém Adaptation Indicators. Established Belém-Addis vision (2-year policy alignment). SB64 to discuss technical work on metadata/methodologies for CMA 9 (2026), including establishing a technical task force	SBI, SBSTA Agenda Item	Insight 3.3
Matters related to the Adaptation Fund (AF)	Adaptation Fund (Est. 2001): Finances concrete adaptation projects and programmes in vulnerable developing country Parties to the Kyoto Protocol. Expected Discussions at SBI to be on: Membership of Adaptation Fund Board (operating entity supervising/managing the Fund) and initiation of the fifth review of the Adaptation Fund	SBI Agenda Item	Insight 2.2 Insight 2.3 Insight 2.4

Nairobi Work Programme (NWP)	NWP is a UNFCCC knowledge-to-action hub delivering knowledge and know-how to scale up adaptation action and strengthen resilience to climate change impacts across systems and communities. SBSTA Invited to consider NWP activity progress (drawing on 2026 annual progress report) and provide further guidance, as appropriate.	SBSTA Agenda Item	Insight 3 Insight 2.1 Insight 5.2
COP31 Action Agenda: From Dialogue to Delivery (9 June, Lunch time (1-3 pm))	The Action Agenda represents a step-change for the implementation process, consolidating a decade of initiatives and innovations into a single, action-oriented framework aligned with the outcomes of the first Global Stocktake	Presidency Event	Insight 6 Insight 1
Veredas Dialogue (9 and 10 June, morning and afternoon session)	At COP30, Parties decided to hold deliberations under the Veredas Dialogue on the implementation of Article 2, paragraph 1(c), <i>Making finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development</i> of the Paris Agreement and its complementarity with Article 9 of the Paris Agreement, building on the Sharm el-Sheikh dialogue (2023-2025).	SBI, SBSTA Mandated Event	Insight 2.1 Insight 2.3 Insight 1.4
UAE Dialogue Day 1 and 2 10 and 11 June, Morning Sessions	UAE Dialogue on implementing GST outcomes: Identifies opportunities and gaps in implementing all outcomes of the GST and explores ways to enhance finance, technology transfer, capacity-building and other forms of support that enable countries to meet their national climate goals such as their Nationally Determined Contributions and National Adaptation Plans	SBI SBSTA Mandated event	Insight 1.1 Insight 1.2 Insight 1.3 Insight 4
Technical event on the Katowice Committee of Experts on the Impacts of the Implementation of Response Measures (KCI)	(KCI) was established in 2018 as a constituted body to support the work of the forum on the impact of the implementation response measures. At SB64, a technical event will be held on KCI case studies on just transition, economic diversification, and impact assessment.	SBI SBSTA Mandated Event	Insight 5.1 Insight 5.2

<p>Presidencies Consultation event on the Belém Mission to 1.5 11 June, Lunch time 1-3 pm</p>	<p>The Belém Mission to 1.5 is an action-oriented platform under the COP29-COP31 troika to foster enhanced ambition and international cooperation across mitigation, adaptation, and investment. The Troika aims to raise and reframe ambition for the development process of the next round of NDCs, which can coherently address all pillars of climate action under the 1.5°C umbrella and be underpinned by strengthened targets and implementation framework</p>	<p>Presidency Event</p>	<p>Insight 2.4 Insight 3 Insight 4.1</p>
<p>Technical event on information related to the impacts of the response measures for GST 12 June, Afternoon Session</p>	<p>One of the activities under the Forum on impact of the implementation of response measures is to conduct a Technical session to determine the information to be provided for the technical assessment component of the second global stocktake</p>	<p>SBI SBSTA Mandated Event</p>	<p>Insight 1 Insight 3.3</p>
<p>Open-ended consultations on COP 31 vision and priorities 15 June, Lunch time 1-3pm</p>	<p>Presidency event for consultation on COP31 vision and priorities</p>	<p>Presidency Event</p>	<p>Insight 4 Insight 6</p>
<p>Dialogue on gender-responsive climate finance 15 June, Afternoon session</p>	<p>Interactive Dialogue on Progress in the Delivery of Gender-Responsive Climate Finance</p>	<p>Mandated Event</p>	<p>Insight 3 Insight 4</p>
<p>Annual GST-NDC Dialogue 16 June, Morning and Lunch time</p>	<p>Dialogue on sharing of knowledge and good practices on how the outcomes of the global stocktake are informing the preparation of Parties' next nationally determined contributions in accordance with the relevant provisions of the Paris Agreement.</p>	<p>Mandated Event</p>	<p>Insight 1 Insight 1.1 Insight 1.2 Insight 1.3 Insight 1.4 Insight 4.1</p>

Sharm el-Sheikh mitigation ambition and implementation work programme	<p>Work programme for urgently scaling up mitigation ambition and implementation in this critical decade</p> <p>The SBSTA and the SBI will be invited to consider progress in implementing the work programme and the continuation thereof.</p>	<p>SBI, SBSTA Agenda Item</p>	<p>Insight 3.1</p> <p>Insight 2.3</p>
United Arab Emirates just transition work programme (JTWP)	<p>Work programme on just transition pathways to achieving Paris Agreement goals (Article 2, para 1 in context of Article 2, para 2)</p> <p>SBSTA and SBI expected to consider matters on: 1) implementation of the UAE JTWP through joint contact group, 2) recommend draft decision on process of operationalising Just transition mechanism, 3) develop terms of reference for review and to consider, inter alia, ways to improve existing modalities in developing the terms of reference, without prejudice to the outcome of the consideration of the continuation of the work programme.</p>	<p>SBI and SBSTA Agenda Item</p>	<p>Insight 1</p> <p>Insight 3.4</p>
<p>Matters relating to Article 6, paragraph 8, of the Paris Agreement</p>	<p>Meeting of the Glasgow Committee on Non-market Approaches (GCNMA)</p> <p>The SBSTA will be invited to convene GCNMA 9 with a view to continuing to implement the activities of the work programme, and to determine further action, as appropriate.</p>	<p>SBSTA Agenda item</p>	<p>Insight 2.4</p>
<p>Marrakech Partnership meeting on “Taking Stock on Progress on GCAA Plans to Accelerate Solutions (PAS)” 10 June</p>	<p>Held during the UNFCCC intersessional sessions, this meeting will aim to:</p> <ul style="list-style-type: none"> • Reflect on COP 30 outcomes and identify how the Global Climate Action Agenda initiatives can support Parties in advancing ambition and implementation. • Take stock of progress against the PASes of the Activation Groups 		<p>Insight 6</p>
<p>Networking event: Connect and co-create with the Mitigation Action Facility x NDC Partnership (9 June, Restaurant Leander, 18:00 hrs)</p>	<p>The Mitigation Action Facility and the NDC Partnership are convening an interactive networking event to explore how to bridge the gap between Project Concepts and the successful implementation of scalable, bankable mitigation action.</p>		

Six Critical Transport and Climate Insights for Consideration by Parties and Other Stakeholders

(1) Operationalising the First Global Stocktake (GST-1) Outcomes by using a Global Goal for Transport as an Anchor for Implementation

The First Global Stocktake (GST-1), concluded at COP28 in 2023, made it clear that the current world is not on track to meet the Paris Agreement goals, and current global policies are setting the world towards [roughly 2.8°C of warming](#), well above safe limits. Without stronger commitments and implementation, the window to prevent catastrophic climate impacts will close.

GST-1 asks parties to contribute to 8 recommended global efforts, including *“Transitioning away from fossil fuels in energy systems, in a just, orderly and equitable manner...28 (d)”*, *“Accelerating the reduction of emissions from road transport on a range of pathways...(28, g)”*, *“Phasing out inefficient fossil fuel subsidies...(28,h)”*

But these global efforts can not be achieved without a massive and immediate redirection of global capital toward low-carbon and sustainable transport investment. Meeting global transport climate targets requires an estimated [USD 2.7 trillion annually until 2050](#) (seven times current investment levels), to bridge the funding gap and transform the sector from a climate liability into a primary driver of the transition.

In this context, the establishment of a quantified Unified Global Transport Goal with supporting targets can be the essential first step to serve as the "North Star" and policy anchor required to operationalise the entire list of GST 1 recommendations. By replacing fragmented messages and asks with a single, politically resonant "mantra," this goal can provide a shared framework necessary to connect and coordinate action across governments and stakeholders, effectively translating high-level climate ambition into actionable, measurable pathways for decarbonisation.

While countries may start from different contexts, a global goal for transport will provide a shared direction and shared implementation anchor for strengthening transport ambition, implementation, and targets in NDCs and NAPs, in line with Paris Agreement goals. Anchoring the movement around a clear, quantified target will ensure that transport becomes a non-negotiable pillar of the global climate agenda, galvanising the community to deliver the deep, rapid, and sustained emission cuts demanded by science to secure a 1.5°C future. This would also have a dual purpose of supporting the monitoring of progress under [the United Nations Decade of Sustainable Transport](#).

Suggestions for Parties and other stakeholders:

(1.1) Recognise and support the need for a **Global Goal for Transport** as a first step to enable acceleration of transport-related GST-1 outcomes across Parties and non-Party stakeholders and inclusion of the Global Goal for Transport into the GST-2.

(1.2) Endorse the **Ministerial Declaration on a Global Effort to Resilient and Low-Emissions Transport Systems** launched at COP30 which gives a commitment to reduce transport energy demand by 25% by 2035 and ensure one-third of transport energy comes from renewable energy and sustainable biofuels. This commitment serves as one of the targets of the Global Goal for Transport - and for inclusion of the Declaration in the GST-2.

(1.3) Utilise the upcoming "**Global Transport Stocktake**" of NDC's and NAPs being co-ordinated by SLOCAT as a technical input to GST-2 preparations and annual GST implementation dialogues and assessments. This process will also showcase effective approaches to climate action in transport and can inform preparations for the second Global Stocktake and the first-ever United Nations Decade of Sustainable Transport (2026-2035), while supporting development of the global goal for transport.

(1.4) Convene **transport dialogues** with cross-cutting sectors such as energy, health, finance, rural access, etc, to assess progress of GST 1 outcomes to accelerate concrete action, strengthen the integration of NDCs with national strategies, improve cross-sectoral and cross-government coordination, mobilise finance, and foster public-private partnerships for effective implementation.

(1.5) Urge Member States to **translate the forthcoming COP30 Presidency Roadmap on Transitioning Away from Fossil Fuels (TAFF)** into actionable national strategies, taking into account inputs from **non-state actors**, ensuring the transport sector serves as a primary lever for rapid decarbonisation.

(2) Scaling up, Earmarking and Realigning Climate Finance for Sustainable, Resilient Transport

Transport is the second-fastest-growing emissions sector, yet it receives only a fraction of the climate finance required. At the same time, nearly **USD 7 trillion** continues to support fossil fuel subsidies. As the global community works to mobilise **USD 1.3 trillion annually by 2035** to address multiple climate priorities in low- and middle-income countries (LMICs), and to align finance flows with low-emission and climate-resilient development under **Paris Agreement Article 2.1(c)**, sustainable transport must become a primary investment pillar. Meeting Paris targets requires an estimated USD 2.7 trillion annually by 2050 for transport solutions— seven times the current investment levels in transport, necessitating a systemic shift in how capital is earmarked, aligned and deployed.

Suggestions for Parties and other stakeholders:

(2.1) Operationalise Article 2.1(c) through transport finance alignment by using the Veredas Dialogue and related processes to advance the realignment of finance flows away from fossil fuel-intensive transport and toward low-emission, resilient transport systems, including through time-bound fossil fuel subsidy phase-out commitments.

(2.2) Earmark climate finance for sustainable transport, thereby encouraging Parties and finance actors to scale up climate finance for sustainable and resilient transport in line with the sector's emissions profile, infrastructure needs and adaptation risks, while avoiding continued investment in fossil-dependent transport systems.

(2.3) Unlock fair access to climate finance for transport by developing transport-sensitive eligibility and access criteria, in dialogue with transport actors, to ensure fair, transparent access to climate finance for countries and cities seeking to implement sustainable transport solutions.

(2.4) Unlock carbon markets and finance under Article 6, thus inviting Parties to accelerate low-carbon transport transitions by utilising Article 6.2 and Article 6.4 mechanisms to translate national climate plans into bankable infrastructure and operational projects, leveraging carbon market frameworks to reward low-emission transport performance and generate revenue that strengthens project financing across all passenger and freight modes.

(2.5) Monitor, track and improve transparency of transport finance flows by

Strengthening tracking of volumes, sources, allocation, accounting standards and effectiveness of financial flows into sustainable transport, making use of initiatives such as the [Transport Data Commons Initiative](#) and related work under the UN Decade of Sustainable Transport.

(2.6) Invites Parties, in the context of the work programme on climate finance under Article 9, to:

- (a) Recognise sustainable, resilient transport as a priority sector for the provision and mobilisation of climate finance;
- (b) Request the operating entities of the Financial Mechanism to develop transport-sensitive access criteria and dedicated support windows;
- (c) Integrate transport-disaggregated reporting into common tabular formats within the enhanced transparency framework;
- (d) Utilise public climate finance to de-risk private investment and advance the alignment of finance flows away from fossil-fuel-intensive transport.

(3) Harnessing Transport as the Cross-Cutting Catalyst for Mitigation, Adaptation, and Just Transition

Sustainable, low-carbon transport delivers simultaneously across the **Sharm el-Sheikh mitigation ambition and implementation work program**, the **Baku Adaptation Roadmap**, and the **Just Transition Work Programme (JTWP)**, making it a key delivery sector for climate action.

In 2023, only 3% of climate finance for adaptation was allocated to transport, under USD 2 billion out of 65 billion, yet emerging economies require over USD 220–222 billion annually between 2024 and 2050. This funding gap is critical as climate-induced natural hazards cause USD 15 billion in direct damage to transport systems annually, with USD 8 billion occurring in LMICs, which face the highest costs relative to GDP. Transport infrastructure is highly exposed to physical climate hazards, with maximum potential asset value losses reaching up to **97.8% by 2050** under extreme scenarios, the most severe impact of any sector, leading to disruptions that cause severe, widespread impacts on both communities and economies.

Decarbonised and sustainable transport reduces emissions, resilient transport infrastructure safeguards connectivity and economic continuity during climate shocks, and equitable mobility supports just transition through job creation, social inclusion, affordability, and access to opportunity.

Suggestions for Parties and other stakeholders:

(3.1) Convene Transport Focused Mitigation Dialogues, thus encouraging transport-focused technical dialogues within the Sharm el-Sheikh Mitigation Work Programme to identify scalable pathways for mitigating emissions from fossil fuel-intensive transport, focusing on passenger vehicles as well as freight and heavy-duty vehicles, given their distinct needs and exchange best practices from different countries.

(3.2) Prioritise Resilient Transport in Adaptation Planning and Finance by Increasing adaptation finance for resilient transport infrastructure under the Baku Adaptation Roadmap, and highlight resilient transport infrastructure as a foundational enabler of adaptation, economic continuity, emergency response, and national climate adaptation and resilience goals.

(3.3) Close Transport Data Gaps in the Belém Adaptation Indicators, thus requesting the forthcoming SB64 Technical Task Force under the Belém–Addis vision to integrate transport-linked metrics into the indicator metadata, specifically under **Target 9(c) (Health)** for population connectivity to climate-health services and **Target 9(e) (Resilient Infrastructure)** for transport infrastructure resilience.

(3.4) Operationalise the JTWP for Sustainable Transport by moving the transport transition beyond vehicle replacement toward people-centred mobility by launching a dedicated transport-specific workstream focused on just and equitable access to clean, safe, affordable, resilient transport.

(4) Scaling Regional Action through Transport Country Champions

Global climate decisions deliver impact when translated into regional and national implementation. Without regional delivery, high-level signals from the Global Stocktake, mitigation, adaptation, finance, and just transition processes risk remaining aspirational rather than actionable. Country Champions can help bridge this ambition-to-implementation gap by translating global commitments into regionally relevant action, peer learning, and implementation partnerships.

Suggestions for Parties and other stakeholders:

(4.1) Invite Member States to lead as Country Champions, drawing on national experience to help advance regional implementation across mitigation, adaptation, just transition, and finance workstreams

(4.2) Convene Regional Implementation Roundtables to enable government country Champions and transport stakeholders to share technical best practices on Fossil fuel and Internal Combustion Engines (ICE) phase-out timelines, and the scaling of sustainable transport infrastructure and solutions.

(5) The Transport–Energy–Economic Nexus: Driving Systemic Resilience

Transport consumes about half of the global oil demand and is a critical activity for economic development. Integrating transport with energy systems is a prerequisite for reducing fossil fuel dependency and strengthening the national economy.

Building compact cities with integrated transport infrastructure and developing circular and regional supply chains limit unsustainable demand growth. Expanding clean, collective and shared passenger and freight transport services supports modal shift. Combined, these Avoid and Shift solutions support social and economic development while limiting fossil fuel dependence.

In addition, scaling up renewables in transport advances the global target to triple renewable energy while reducing fossil dependence and accelerating decarbonisation through electrification and renewable fuels. This mutually reinforcing transport–energy nexus is central to implementing the outcomes of the first Global Stocktake (GST) agreed at COP28, and it brings concrete sectoral strategies to feed the Transition Away from Fossil Fuel roadmaps.

Together, these transformations make the **transport–energy nexus** a cornerstone for implementing countries' Nationally Determined Contributions (NDCs) under the Paris Agreement, advancing decarbonisation, shared prosperity, and resilience

Suggestions for Parties and other stakeholders:

(5.1) Joint Transport Energy Technical Sessions, thus encouraging the SBI, SBSTA and relevant stakeholders to consider facilitation of joint technical sessions between **Energy and Transport Ministries and request a Transport and Energy Ministerial at COP31 and COP32** to synchronise renewable energy with the projected demand shift from transport electrification in upcoming sessions.

(5.2) Adopt "Systemic Resilience" Targets, thus requesting Parties to consider **inclusion of integrated energy-transport nexus assessments** in their National Adaptation Plans (NAPs) to safeguard economic continuity against volatile global fuel prices.

(6) UNFCCC Climate Action Agenda and Plans to Accelerate Solutions

Alongside the formal negotiations, the UNFCCC Climate Action Agenda (led by the High-Level Champions and the Marrakech Partnership) mobilises non-Party stakeholders to accelerate implementation of the Paris Agreement with the Plans to Accelerate Solutions (PASes). In the COP31 Action Agenda, Transport sits with Priority 4, Climate Resilient Cities and Priority 5: Clean Energy Transition

The table below curates the relevant Transport Plans to Accelerate Solutions, for more information [click here](#)

PAS Name	Description of the PAS	Focal Point + Initiatives
Plan to Accelerate Road Transport Decarbonisation	<p>Global plan to strengthen international collaboration on road transport decarbonisation via zero-emission vehicles, scale support for emerging economies, and advance 2030 Paris-aligned goals and NDCs.</p> <p>Axis I: Transitioning Energy, Industry, and Transport</p> <p>Key-objective: (2) accelerating zero- and low-emission technologies in hard-to-abate sectors</p>	<p>Host Initiatives: Road Transport Breakthrough</p> <p>Implementing initiatives: SLOCAT and other partners are Participating Initiatives. Full list here.</p>
Scaling Up Public Transport and Sustainable Transport in Cities (Avoid and shift breakthrough)	<p>Sustainable urban mobility that prioritises "Avoid" and "Shift" pathways to cut road transport emissions, focusing on public transport, rail, and active mobility aligned to the The Avoid-Shift Transport 2030 Breakthrough: to double the share of energy-efficient, fossil-free land transport by 2030</p> <p>Axis IV: Building Resilience for Cities, Infrastructure and Water</p> <p>Key-objective: (13) resilient urban development, mobility, and infrastructure</p>	<p>Host Initiatives: UITP Declaration of Climate Leadership</p> <p>Implementing initiatives: UIC, SLOCAT, PATH, TRUE, Avoid Shift Breakthrough</p>
Plan to Accelerate "Avoid & Shift" transformations in freight transport (to be presented at SB64)	<p>The missing link for 1.5 °C and supply chain resilience: Scaling 'Avoid and Shift' for freight Transport through international Cooperation</p> <p>Axis I: Transitioning Energy, Industry, and Transport</p> <p>Key-objective: (2) accelerating zero- and low-emission technologies in hard-to-abate sectors</p>	<p>Host Initiative: Deep decarbonization Pathways Initiative (DDP), IDDRI</p> <p>Implementing initiatives: SLOCAT, UIC and KCC</p>

<p>Decarbonisation of the commercial road transport industry.</p>	<p>The road transport sector has committed to become fully carbon neutral by 2050 via IRU’s Green Compact, a clear, pragmatic and collective roadmap for the industry.</p> <p>Axis I: Transitioning Energy, Industry, and Transport</p> <p>Key-objective: (2) accelerating zero- and low-emission technologies in hard-to-abate sectors</p>	<p>Host Initiative: World Road Transport Organisation (IRU)</p> <p>Implementing initiatives: World Road Transport Organisation (IRU) representing 3.5 million mobility and logistics operators worldwide, with the support of the Ministry of Transport of Brazil</p>
<p>Green Transport Corridors</p>	<p>Laneshift e-Dutra will turn Brazil’s BR-116 corridor into a zero-emission freight model, deploying electric trucks and chargers toward 1,000 daily ZET trips by 2030 and net-zero freight by 2050</p> <p>Axis I: Transitioning Energy, Industry, and Transport</p> <p>Key-objective: (2) accelerating zero- and low-emission technologies in hard-to-abate sectors</p>	<p>Host Initiative: Global Green Road Corridors</p> <p>Implementing initiatives: CALSTART/Drive to Zero, Smart Freight Center (SFC), C40 laneshift, Volkswagen Truck & Bus, WRI Brazil, WBCSD, ICCT, Brazil Ministry of Transport</p>
<p>Resilient and Adaptive Transport Infrastructure</p>	<p>This solution advances climate-resilient and adaptive transport systems through policies, standards, and investments that embed climate risk considerations across the entire infrastructure lifecycle</p> <p>Axis IV: Building Resilience for Cities, Infrastructure and Water</p> <p>Key-objective: (13) resilient urban development, mobility, and infrastructure</p>	<p>Host Initiatives: International Coalition for Sustainable infrastructure (ICSI)</p> <p>Implementing initiatives: CDRI, Ministry of Transport Brazil, Resilience 4 Ports, UIC, IRF, ITF</p>

<p>Decarbonization of the aviation sector</p>	<p>This report aims to equip all key stakeholders - governments, industry, and finance - with a set of levers and concrete actions to accelerate aviation's path to net zero carbon emissions by 2050.</p> <p>Axis I: Transitioning Energy, Industry, and Transport</p> <p>Key-objective: (2) accelerating zero- and low-emission technologies in hard-to-abate sectors</p>	<p>Host Initiatives: Air Transport Action Group (ATAG)</p> <p>Implementing initiatives: Biofuture Platform (BFP), Clean Energy Ministerial Future Fuels, Climate Catalyst, Global Biofuels Alliance (GBA), Industrial Transition Accelerator (ITA), Mission Possible Partnership (MPP), International Air Transport</p>
<p>Decarbonisation of the maritime sector</p>	<p>This plan aims to deliver Shipping's 2030 Breakthrough Goals: adoption of scalable zero-emission fuels, upskilling for seafarers, and industry progress on technological and commercial models.</p> <p>Axis I: Transitioning Energy, Industry, and Transport</p> <p>Key-objective: (2) accelerating zero- and low-emission technologies in hard-to-abate sectors</p>	<p>Host Initiatives: Green Hydrogen Catapult</p> <p>Implementing initiatives: IMO, Getting to Zero Coalition (GtZ), Zero-Emission Shipping Mission (ZESM), ZEMBA, ICCT, Sustainable Freight Transport Framework (UNCTAD), Kuehne Climate Center, Environmental Defense Fund (EDF), CEM Future Fuels, Global Biofuels Alliance, Hydrogen Breakthrough, IEA Bioenergy Task 39, COP29 Green Energy Zones, Green Ocean Energy Alliance</p>

These PAS provide concrete delivery pathways that can support Parties in operationalising GST-1 outcomes, advancing the Baku Adaptation Roadmap, realigning finance flows under Article 2.1(c), and strengthening just and equitable transitions in transport.

Suggestions for Parties and other stakeholders:

(6.1) Acknowledge and leverage existing non-Party actions by recognising, in SBI and SBSTA discussions, the role of the transport PAses and related initiatives in supporting implementation of NDCs, NAPs and GST-1 outcomes.

(6.2) Promote coherence between national policy and PAS initiatives thus, encouraging alignment between national transport and climate strategies and the transport PAS, including through engagement with cities, regions, businesses, NGO's and financiers participating in these initiatives.

(6.3) Use PAS as implementation partners through inviting transport PAses initiatives to provide technical inputs, data and case studies to relevant dialogues and work programmes (e.g. GST-related dialogues, mitigation, adaptation, just transition, finance flow alignment) to help translate high-level decisions into concrete implementation, **and urges government negotiators** and state authorities to move to participation and **formal endorsement of transport PAS frameworks**

(6.4) Encourage inclusive participation from LMIC stakeholders, thus promoting participation of LMIC governments, cities, and non-state actors in the transport PAS to ensure that implementation pathways reflect diverse capacities, needs and just transition priorities.

(6.5) Requests Parties to strengthen links between the Action Agenda and GST1 outcomes by coordinating implementation across sectors and actors, thereby laying the institutional groundwork and accountability frameworks for the second Global Stocktake (GST2) spanning 2026–2028

For queries and further support on any of the recommendations, please contact:

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Transport and Climate Change Briefing Note



Partnership on Sustainable,
Low Carbon Transport