



Partnership on Sustainable,  
Low Carbon Transport

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Dear {{ contact.FIRSTNAME | default: "Readers" }},

This edition is held together by one number that as a community, we need to move: 95.4% of transport energy still comes from fossil fuels, the same share as fifty years ago. Everything below is about the action we need to take to close the gap.

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## Momentum Builds For Global Goal for Transport

Transport is changing faster than the headlines suggest—but without a clear destination, progress risks stalling. The sector still lacks a North Star: a Quantified Global Goal for Transport that can guide countries to expand inclusive access to low-carbon mobility, phase out fossil fuels by scaling renewables, and cut overall energy use, while leaving space for diverse local pathways. The frameworks exist, the coalitions are forming, and the data is clear. What is missing is alignment and a shared destination—and that is exactly what SLOCAT and its partners are working to build.

Across the community, there is now clear recognition that a global goal is needed. The push is no longer SLOCAT's alone. The Declaration "Towards resilient and low-emissions transport systems for people, development and the planet" is being recast as an international call, not just a national initiative. Eleven countries have already joined the declaration; pledging to cut transport energy demand 25% by 2035, giving the sector a crucial head start toward a global goal and drawing more actors into its coalition.

This shift was on full display at the 2026 ITF Summit in Leipzig and in the lead-up to forthcoming climate milestones. The Dominican Republic stepped up to co-chair the Declaration (launched at COP30), transforming it into a shared platform for ambition. The transport community is mobilising to secure a dedicated space for transport at COP31. Colombia put forward a "politics of life," and Ethiopia - looking ahead to its COP32 presidency - used its combustion-engine import ban to show phase-out as a practical, people-centred path.

At the same time, the substance of the debate is being more focused; demand is not a given; it is shaped by choices. Forecast-led planning locks in car dependence, while vision-led planning can intentionally deliver Avoid,

[Read our full recap of Leipzig](#)

Carly Gilbert-Patrick  
Secretary General of SLOCAT.

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## On the Road to Bonn: What We Are Bringing to SB64

Bonn (64th Sessions of the UNFCCC Subsidiary Bodies (SB64)) is where much of the “real work” of turning Paris Agreement goals into detailed guidance, rules, workplans and signals happens. It is a key moment to make sure transport is visible, correctly framed and connected to finance, adaptation, just transition and implementation.

[SB64 is the mid-year UN climate negotiating session](#) where two technical bodies, the Subsidiary Body for Implementation (SBI) and the Subsidiary Body for Scientific and Technological Advice (SBSTA) meet in Bonn. They do three main things: 1. advance climate discussions under the UNFCCC, [Kyoto Protocol](#) and [Paris Agreement](#); 2. review progress on mitigation, adaptation, finance, technology, transparency, etc (thematic only, not sectoral) 3. prepare the technical and policy groundwork for decisions to be adopted at COP31 (Antalya, Türkiye, November 2026).

- To provide useful info to the negotiators and also SLOCAT Board Members and Partners who will be there, we have prepared a **Transport and Climate Change Briefing Note for Negotiators and Stakeholders at SB64**.
- It explains why transport is central to delivering on the Paris goals, maps the main SB64 agenda items and mandated events where transport is relevant, and sets out six messages/insights and suggestions that negotiators and stakeholders can easily use in discussions

The June Climate Conference (SB64) runs from 8 to 18 June in Bonn and SLOCAT will be represented by our Board members Philip Turner (from UITP) and Joo Hyun HA (from UIC). If you are going to be in Bonn let us know!

### ***Four 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
2. Scaling up, Earmarking and Realigning Climate Finance for Sustainable, Resilient Transport
3. Harnessing Transport as the Cross-Cutting Catalyst for Mitigation, Adaptation, and Just Transition
4. The Transport-Energy-Economic Nexus: Driving Systemic Resilience

**Transport and Climate Change Briefing Note  
for Negotiators and Stakeholders at SB64.**

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## Carrying Transport Into the Phase-Out Conversation

At the First International Conference on Transitioning Away from Fossil Fuels in Santa Marta, Colombia, on 28 and 29 April, SLOCAT was represented by our Board member and former Chilean Minister of Transport Juan Carlos Muñoz, who carried the case for the declaration “Towards resilient and low-emissions transport systems for people, development and the planet” (launched at COP30)

Co-hosted by Colombia and the Netherlands, the conference was a landmark in the push to phase out fossil fuels. Much of the discussion focused on the foundations any phase-out depends on: finance, just transition and international cooperation. These are essential, and the natural next step is to translate them into what decarbonisation looks like sector by sector. That step matters most for transport, which accounts for roughly a fifth of global emissions and still draws 95.4% of its energy from fossil fuels, making it both the hardest sector to shift and the one where progress counts most. SLOCAT will keep working to ensure transport is part of these conversations as they move from shared principles toward implementation.

This connects directly to the case our first GSR Explained article set out. In 2023, the same year governments concluded the most significant climate stocktake in history, \$7 trillion went to fossil fuel subsidies worldwide, close to three times the annual cost of the entire transport transition. The money to change the system exists; much of it is currently spent sustaining the status quo. Redirecting it is exactly the kind of shift Santa Marta was convened to advance.

[Read GSR Explained #1: Fossil Fuel Subsidies](#)

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## SLOCAT Calendar: Key Upcoming Events

**ICAO Aviation Climate Week 2026** — 2 to 4 June, Montréal, Canada. ICAO's annual platform on aviation's climate agenda returns under the theme "One Global Path: Advancing Net-Zero Aviation," covering SAF, CORSIA, non-CO<sub>2</sub> emissions and decarbonisation finance.

**Global Electric Two- and Three-Wheeler Conference 2026** — 2 to 4 June, Mexico City, Mexico. Convened by UNEP and the Global Network for Popular Transportation to accelerate electrification of the 570 million two- and three-wheelers that move much of the Global South.

**64th Sessions of the UNFCCC Subsidiary Bodies (SB64)** — 8 to 18 June, Bonn, Germany. The mid-year UNFCCC meeting advancing technical and policy work on adaptation, mitigation and governance that feeds directly into COP31. SLOCAT's Board participation: Philip Turner (from UITP), Joo Hyun HA (from UIC)

**Velo-city 2026: Delivering the Urban Dream** — 16 to 19 June, Rimini, Italy. The annual world cycling summit, co-organised by the European Cyclists' Federation, moving cities from words to action on cycling and climate resilience.

**London Climate Action Week 2026** — 22 to 28 June, London, UK. One of the world's largest independent climate events, hosted by E3G, with 700+ events and over 45,000 attendees mobilising local and global climate action. SLOCAT's Secretariat participation: Carly Gilbert-Patrick, secretary general.

**Hamburg Sustainability Conference 2026** — 29 to 30 June, Hamburg, Germany. Returns under the theme "Global Alliances for a Shared Future," convening cross-sector leaders to advance partnerships for sustainable development.

**POLLEN Conference 2026: Diverse Origins, Multiple Futures** — 29 June to 3 July, Barcelona, Spain. The Political Ecology Network's conference, engaging mobility justice, land use and sustainability transitions through a political ecology lens.

**Seventh Global Conference on Climate and SDG Synergies** — 29 to 30 June, Bangkok, Thailand. Co-convened by UN DESA and the UNFCCC Secretariat at UNESCAP to turn integrated planning into coordinated implementation across climate and development.

The full community calendar is live at [www.slocat.net/transportevents](http://www.slocat.net/transportevents) and partners are welcome to submit events.

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## Library Corner

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**GSR Explained #2: Fossil Fuel Dependence, Half a Century of the Same Tank.** 95.4% of transport energy still came from fossil fuels in 2023, the same share as fifty years ago and as when Paris was signed. It holds because electrification grows on top of a still-expanding combustion fleet, aviation banks on a fuel covering under 1% of demand, shipping has the alternatives but not the binding carbon price, and NDCs clean the engine instead of changing the fuel. The current war is not a deviation from that story, it is what fossil dependence looks like in practice. Whether the UN Decade ends with the same number is a political choice.

*Read GSR Explained #2.*

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**Data and Transparency Deficits Are Slowing Transport Down. The Glasgow Declaration Is the Fix.** A sector responsible for 15.9% of global emissions and still 95.4% dependent on fossil fuels is routinely tracked through proxies, assumptions and best guesses, with the figures that matter most, especially in low- and middle-income countries, often missing entirely. Without a shared evidence base, the UN Decade risks becoming ten years of narrating progress rather than measuring it. The Glasgow Declaration on the Transport Data Commons, launched in February and now signed by 42 organisations across five continents including SLOCAT, treats transport data as the public good it always needed to be. It is open for signature now, by individuals and organisations alike.

*Read the blog article and add your name.*

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**Countries Are Betting on Technology to Fix Transport Emissions, But That Is Only Part of the Solution.** Our joint analysis with GIZ reads transport across 110 new NDCs and finds 65% of mitigation actions fixed on vehicle technology and electrification, while public transport, walking, cycling and freight stay underprioritised. The plans clean the engine and leave the fuel in place, and incremental progress on that path will not keep 1.5°C alive.

[Read the Analysis](#)

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**Charting the Course: A New Roadmap for Transforming Freight Transport and Logistics.** Freight is one of the most under-studied corners of a sector that cannot decarbonise without it. Published with the Kuehne Climate Center, our interactive roadmap turns that blind spot into a pathway, consolidating targets, milestones and actions for low-carbon, intermodal freight from 2026 to 2050 for the governments, operators and shippers who have to deliver it.

[Explore the roadmap](#)

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# Partner's Corner

## Spotlight of the month:

[IEA – Global EV Outlook 2026](#). The IEA's flagship annual read on electric mobility lands this year against the oil shock triggered by the conflict in the Middle East, and it makes the timing impossible to ignore. The Outlook combines historical data with projections on EV deployment, charging infrastructure, battery demand and policy across major and emerging markets, and for the first time includes early monthly 2026 data alongside new analysis of EV affordability and the manufacturing and trade of electric cars, trucks and batteries. A special chapter examines how software, automation and artificial intelligence are reshaping the vehicle itself. The deeper signal for our sector is the one GSR Explained keeps returning to: every record-breaking year of EV sales still sits on top of a transport system 95.4% dependent on fossil fuels, and an oil crisis is the clearest case yet for accelerating off that dependence rather than cushioning it. The report is paired with updated Global EV Data and Policy Explorers, the latter expanded this year with UNEP support. *Published 20 May 2026.*

[\*Want to be featured in next month's spotlight?\*](#)

[\*\*Contact us\*\*](#)

- [ADB – Gender Equality in Transport Tool Kit](#): *Moving Toward Gender Transformative Systems in Asia and the Pacific: A new toolkit from ADB's Gender Equality Division supports transport and gender specialists in governments, the private sector and development institutions to integrate gender considerations into transport projects and promote gender-transformative systems across Asia and the Pacific.*
- [Agora Verkehrswende – EV NDC World Map](#): *An updated interactive map tracking global ambition to adopt electric vehicles based on third-generation NDCs submitted under the Paris Agreement. The analysis, drawing on the GIZ-SLOCAT NDC Transport Tracker, finds that 66 countries (52%) now include specific electric mobility targets, with 52 introducing EV goals for the first time. However, countries with EV targets account for just 34% of global transport emissions, underscoring the need for major emitters to step up alongside the growing commitment from the Global South.*
- [Asian Transport Observatory – Asian Transport 2035 Outlook](#): *Investment Needs of Low- and Middle-Income Economies: A new forward-looking assessment finding that low- and middle-income economies in Asia and the Pacific will need around US\$2.6 trillion a year in transport infrastructure between 2025 and 2035, more than triple the US\$800 billion annual average of the previous quarter-century. The Outlook is the first to quantify road safety and electric mobility infrastructure needs for the region, and warns that vehicle growth is outpacing both road expansion and maintenance spending, leaving nearly 396 million people still without all-weather road access.*
- [Asian Transport Observatory – Pacific Transport Data Platform](#): *A new Pacific-focused platform extending the ATO's work to Pacific Island countries, bringing transport, climate, safety, access and investment data into one place to strengthen evidence-based planning where data has long been thinnest. Developed with support from ADB, AIIB and the World Bank, it pairs national and urban datasets with policy insights tailored to the region.*
- [C40 Cities and TUMI – Fostering climate resilient active mobility for all](#): *A new report shows how extreme heat, air pollution and flooding are undermining walking and cycling in Global South cities, and sets out an equity-focused roadmap with indicators and practical recommendations to protect vulnerable travellers and sustain active mobility.*
- [GIZ – Tracking Global Progress on Cleaner Transport](#): *A new methodological report proposing a science-based framework to track progress toward the two 2035 targets of the Chile Declaration, a 25% cut in*

transport energy demand and a shift of at least one-third of energy use to sustainable biofuels and renewables. Built on the IEA World Energy Balances, it tackles the thorny measurement questions, from primary versus final energy accounting to the role of electrification, that will decide whether the Declaration can actually be held to account.

- **[ITDP – Compact Cities Electrified: The Benefits of Small Vehicles](#)**: A first-of-its-kind global and country-level analysis from ITDP and UC Davis, supported by the FIA Foundation, modelling five 2050 scenarios across Brazil, China, India, Indonesia, Mexico and the United States. It finds that combining mode shift, high EV adoption and smaller vehicles cuts annual GHG emissions by more than two-thirds by 2050, halves total public and private transport costs, and could save up to 1.5 million lives through a 40% drop in road deaths. The decisive lever, the report argues, is vehicle size, an actionable policy choice with major consequences for energy, safety, affordability and emissions.
- **[MobiliseYourCity – Driving Change: Adaptation Actions for Urban Mobility – Catalogue of Measures](#)**: A practical guide to integrate climate adaptation into urban mobility planning, especially in the Global South, with a catalogue of soft, green and grey measures linked to climate hazards, modes, costs and timelines to build resilient, equitable transport systems.  
Registration is open to public sector, non-profit and academic professionals.
- **[PATH \(The Partnership for Active Travel and Health\) – Measuring Active Travel Success](#)**: A new guide proposing an international approach to measuring active travel success, responding to a near-universal lack of credible evaluation frameworks for walking and cycling identified in PATH's 2026 review of NDCs and 2023 study of national transport policies. Although 41% of countries have a walking policy and 17% a cycling policy, only 28% and 14% respectively have any evaluation framework, and hardly any measure impacts against their objectives. Borrowing from existing agreed systems wherever possible, the package is designed to be simple, affordable and scalable, helping communities, governments and investors translate national active travel ambitions into funded, delivered and valued actions with measurable positive impacts.
- **[Safetipin: Gender Equity in Decarbonising Freight & Logistics](#)**: A new study on India's freight and logistics sector explores how to make decarbonisation and electrification more gender-responsive and gender-transformative, highlighting low women's participation, key policy and data gaps, and priority actions to support women's jobs and inclusion in freight and last-mile delivery
- **[TUMI \(Women Mobilize Women\) – An Introduction to Women and Mobility in Emerging Economies](#)**: A free, self-paced six-week online course on why gender matters in transport and how gender-sensitive planning improves access for everyone. Built for newcomers and practitioners alike and focused on emerging economies, it covers women's mobility patterns, safety in public transport and public space, and the case for more women working in the sector. Open and ongoing, around three hours a week.
- **[UITP Global Urban Mobility Indicators: Public Transport Metrics from 53 Cities \(2023\)](#)**: comparative dataset benchmarking key public transport indicators across 53 cities worldwide, enabling evidence-based planning, performance tracking and policy design.

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**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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