

Decarbonising Freight Transport and Logistics: Delivering COP31's Energy and Transport Ambitions

Connecting NDC-TIA Phase 2's objectives with COP31's 35 by 35 target, the first Global Stocktake and the Action Agenda for freight decarbonisation

The [NDC Transport Initiative for Asia \(NDC-TIA\)](#) contributes to reducing transport emissions in line with the Paris Agreement's 1.5°C goal, which requires reaching net-zero emissions from transport by mid-century. NDC-TIA Phase 2 (2026-2028) places greater emphasis on freight transport and medium- and heavy-duty commercial vehicle electrification, addressing a recognised blind spot in climate policy despite freight's high emissions and growing demand in Asia. Overall, it aims to help state and industry actors in China, India, and Viet Nam promote the gender-responsive deployment of commercial electric vehicles by strengthening the knowledge base and enabling framework conditions, and by supporting the implementation of their NDCs and long-term strategies.

Freight transport must be part of COP31 delivery

Energy and transport are deeply [interconnected](#). Transport drives energy demand, while energy systems underpin the movement of people and goods. Aligning their transformation can unlock system-wide emissions reductions, strengthen energy security, reduce exposure to volatile fossil fuel markets and advance shared prosperity and resilience.

Freight transport is central to this transition, yet remains a blind spot in climate action despite growing demand and its contribution to transport emissions. Across Asia, the continued dominance of road freight and the limited electrification of medium- and heavy-duty commercial vehicles present both an urgent challenge and a significant opportunity to accelerate decarbonisation.

NDC-TIA can accelerate COP31 delivery

1. Deliver the 35 by 35 target through renewable-powered freight electrification.

The [COP31 Presidency's target](#) to increase the share of final energy demand met by electricity from just over 20% today to 35% by 2035 creates an opportunity to accelerate electrification across end-use sectors, including freight transport. Realising this potential requires coordinated investment in renewable electricity, grid capacity and charging infrastructure. Without integrated planning, growing electricity demand from electric trucks and vans could create infrastructure bottlenecks and limit emissions-reduction potential. At the same time, freight fleets can provide large, predictable electricity demand that supports investment in renewables and their integration into the grid. For China, India and Viet Nam, scaling commercial vehicle electrification can help connect the Presidency's electrification ambition with practical regional and national action on renewable power, charging infrastructure and electricity system planning.

2. Advance implementation of the first Global Stocktake outcomes through integrated energy and transport action.

The [outcome of the first Global Stocktake](#) (GST1) calls for tripling renewable energy capacity, doubling energy efficiency improvements, accelerating emissions reductions in road transport through a range of pathways and transitioning away from fossil fuels in energy systems in a just, orderly and equitable manner. Freight transport connects these priorities directly. Renewables-based electrification, energy-efficient logistics and integrated infrastructure planning can reinforce one another, helping countries implement their NDCs while strengthening energy security and resilience.

China, India, and Viet Nam's experience can show how coordinated action across transport and energy systems can translate these global commitments into national implementation and inform progress toward the second Global Stocktake (GST2).

3. Put 'Avoid' and 'Shift' strategies at the heart of the COP31 Action Agenda.

Decarbonising freight requires more than replacing combustion engines with electric vehicles. At COP31, transport-related [Plans to Accelerate Solutions \(PAS\)](#) under the Action Agenda provide an opportunity to reduce unnecessary freight movements and transport demand, improve logistics and support a shift towards rail and inland waterways where appropriate. Combined with electrification and renewable fuels for hard-to-electrify segments, these measures can reduce energy intensity and emissions across the freight system.

These strategies are particularly relevant to Asia's growing freight demand. Integrating 'Avoid' and 'Shift' measures with commercial vehicle electrification can support a more comprehensive approach to freight decarbonisation across the region.

Ensuring a gender-responsive and inclusive freight transition

Freight decarbonisation must be gender-responsive and inclusive. Deploying commercial electric vehicles creates an opportunity to address barriers to women's participation across freight transport and logistics, including through skills development, more inclusive infrastructure, and stronger representation in decision-making. Ensuring the benefits of the transition reach workers and communities will be key to advancing a just, orderly, and equitable shift away from fossil fuels.

– For more insights, read the [GSR Explained on women in Asia working in freight](#).

From COP31 ambition to implementation and GST2

COP31 can help build political momentum and cross-sectoral partnerships to translate these priorities into action. Connecting transport and energy planning is essential to overcoming barriers related to grid capacity, charging infrastructure, renewable energy integration and financing. Experience from Asia, particularly China, India, and Viet Nam, can inform broader international efforts to accelerate freight decarbonisation and build implementation experience for the GST2.

→ For more insights on national ambition, explore the [overview of freight transport in NDC-TIA countries](#).

Join the technical dialogues

Under NDC-TIA Phase 2, SLOCAT will convene two virtual technical dialogues in 2027 on renewables-based freight electrification. The dialogues will bring together transport and energy policymakers, utilities and grid operators, fleet operators, charging providers, renewable energy developers and financiers.

- **Infrastructure and System Integration** - planned for February 2027.
- **Innovative Business Models and Finance** - planned for April 2027.

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