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Transport @ COP31

The Case for Action

Climate Goals Won't Be Achieved Without Sustainable Transport

SLOCAT

Partnership on Sustainable, Low Carbon Transport

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Climate Goals Won't Be Achieved Without Sustainable Transport

This briefing is a resource for national and subnational governments, UNFCCC negotiators, the COP31 Presidency, SLOCAT partners, the transport community and other stakeholders. It can be used to support discussions and transport asks in bilateral meetings, negotiation interventions, ministerial discussions, written submissions, Presidency initiatives and Action Agenda events. Formal negotiation entry points are detailed in the Annex.

Sustainable Transport must take centre stage at COP31 because there is no reaching 35x35 or TAFF without it.

It is impossible to achieve the COP31 Presidency's 35x35 target to increase electricity's share of global final energy consumption from roughly 20% today to 35% by 2035, or the COP30 Presidency's and National Roadmaps for Transitioning Away From Fossil Fuels, without sustainable transport playing a major role.

Transport emissions are shaped by government policy and investment choices, with fossil fuels still providing 95.4% of the energy used in transport. Emissions from transport continue to grow, driven by rising demand, fossil fuel-dependent systems and slow structural change. At the same time, transport is the critical cross-cutting enabler for every major sector of the economy and society, connecting people, goods, raw materials, and services to markets and opportunities.

Exceeding 1.5°C overshoot is now unavoidable. Decisions taken in the Second Global Stocktake (GST2) and the next cycle of Nationally Determined Contributions (NDCs) will determine how large and how long that overshoot is and how quickly warming can be brought back down, and will shape emissions well beyond 2035. Transport's contribution will be absolutely key.

In road transport, alongside essential Improve measures such as renewable-powered electrification, cleaner fuels and vehicle efficiency, a system-wide transition should also include major Avoid and Shift transformations: compact cities, local and circular supply chains, public and shared transport, collective and mass-capacity freight transport, safer walking and cycling, and popular transport.

International shipping and aviation are also a critical part of the transport energy transition, and significant work on their decarbonisation is under way through the International Maritime Organisation (IMO), the International Civil Aviation Organisation (ICAO) and initiatives under the COP Action Agenda. COP31 is the opportunity for the whole transport community to join forces to increase transport commitment as the most urgent climate action and connect to national implementation and investment.

What we want COP31 to deliver for transport

Transport's essential role in achieving global climate goals, and as a critical cross-cutting enabler for other sectors, must be reflected by the Parties in COP31's negotiated texts, with high-level climate targets translated into measurable, enforceable policies. Non-state actors can support effective implementation by making, delivering and monitoring voluntary transport commitments, through the Action Agenda and through their own initiatives.

Concrete outcomes at COP we want to see include:

- Global Transport Effort: More countries joining the Global Transport Effort launched at COP30 which calls for a 25% drop in overall energy demand from transport, and a shift of one-third of transport energy to sustainable biofuels and renewable sources by 2035, and translating commitments into national implementation.
- Global Stocktake 2 (2026 - 2028): Inclusion of transport progress, implementation gaps and solutions in GST2 and in the fourth generation of NDCs, due in 2030
- Action Agenda: The Global Climate Action Agenda brings the whole of society together to help solve the climate crisis and spur ambition and implementation (including national governments, cities, regions and other sub national entities, international organizations, civil society and businesses). Stakeholders should report on their progress in implementing existing commitments and announce additional concrete transport commitments Governments and industry champions should support the Transport Associated Plans to Accelerate Solutions (PAS) and corresponding initiatives.
- Implementation support: Countries should agree on practical measures to accelerate climate action in the transport sector. . This includes making climate finance easier to access, setting aside funding for transport, supporting carbon-market cooperation, sharing technology and expertise, and building local skills. Decisions should also help communities adapt to climate impacts and ensure the shift to cleaner transport is fair for workers and communities.

The transport messages to carry to COP31

Key message 1: Electrifying transport alongside reducing passenger and freight transport energy demand is central to delivering the COP31 Presidency's 35x35 electrification target and the COP30 Global Transport Effort.

Commit to reducing energy demand by 25% through Avoid, Shift and Improve measures in passenger and freight transport, and shift transport energy to renewable sources

2% → 13%

Transport's electricity share by 2035: the fastest rise of any sector
IEA, 2026

<1% → 11%

Road transport's electricity share by 2035 if ZEV and Global MOU commitments are delivered
ICCT, 2026

Up to 91%

Cut in transport CO_2 by 2050 when electrification is combined with Avoid and Shift
van Heerden et al., 2025

Over ⅔

Cut in urban passenger emissions from mode shift, electric and smaller vehicles
ITDP & UC Davis, 2026

Parties and stakeholders should:

- *Join the Global Transport Effort that outlines a global mid-term target for energy use in transport*
- *Commit to electrifying passenger and freight transport (e.g. via the ZEV Declaration and Global MOU), and to cutting transport energy demand 25% by 2035 through Avoid, Shift and Improve, in line with the Global Transport Effort*
- *Develop time-bound national measures that combine renewable-powered electrification with reducing travel distances (Avoid), shifting to more sustainable transport modes (Shift), and improving transport efficiency and technology (Improve), including predictable regulation such as vehicle sales targets and CO_2 and efficiency standards that give investors certainty*

Key message 2: Transport must be central to the Second Global Stocktate process

Integrate transport progress, gaps and solutions into preparations for the 2028 Global Stocktake and the next round of national climate plans and reporting: Nationally Determined Contributions (NDCs), National Adaptation Plans (NAPs), and Biennial Transparency Reports (BTRs). Together, these Paris Agreement processes set out countries' climate commitments and are important opportunities to strengthen transport action and accountability.

Parties and stakeholders should:

- Include transport- energy related global target (as detailed in the Global Transport Effort) into the Global Stocktake so development of 4th generation NDCs, and voluntary actions and commitments are guided by it.
- Use SLOCAT's forthcoming Global Transport Stocktake as a proposed technical contribution to GST2 preparations.
- Clarify the "range of pathways" for road transport reference in paragraph 28(g) of the GST1 outcome (decision 1/CMA.5) so that they explicitly cover Avoid and Shift measures
- Bring transport-related outcomes of the GST 1 into the annual Global Stocktake dialogue at CMA 8.

Key message 3: Develop and launch national road maps for transitioning away from fossil fuels with transport at the heart

Set out clear transport targets, milestones and measures in national roadmaps for transitioning away from fossil fuels (TAFF). The decision adopted at COP28 under the first Global Stocktake calls on Parties to transition away from fossil fuels in energy systems in a just, orderly and equitable manner, accelerating action in this critical decade, so as to achieve net zero by 2050 in keeping with the science. As Parties move toward the second Global Stocktake (GST2), it is essential that this political commitment is translated into concrete, time-bound national and regional implementation pathways.

Parties and stakeholders should:

- Include specific transport targets and measures in national TAFF roadmaps and align them with plans for energy supply, buildings and industry
- Share national implementation experience, progress and milestones ahead of COP32 and the planned 2027 TAFF conference

Key message 4: Finance a just, fair, and resilient transport transition for passenger and freight

Mobilise finance, carbon-market cooperation, technology transfer and capacity-building while protecting access, resilience, workers and communities.

Parties and stakeholders should:

- Advance transport mitigation and adaptation to limit warming and build resilience to climate impacts, including under a potential 1.5°C overshoot
- Prioritise climate finance for transport in low- and middle-income countries, where transport is often the largest and fastest-growing energy-using sector: investing now helps these systems leapfrog to clean technologies while demand is still growing
- Improve transport project preparation and access to climate finance, including by addressing eligibility criteria that disadvantage transport projects
- Connect technology support with the finance needed to deploy it
- Integrate transport resilience into adaptation planning
- Address skills, employment and affordable mobility

Where and how to influence outcomes at COP31

To make the most of this brief and act as one transport community at COP31, we invite partners and other stakeholders to:

- Follow at least one negotiation track relevant to your work (see Annex), attend its open sessions and coordinate positions with others following the same track
- Meet your national delegation and, where possible, the COP31 Presidency and Designated Ministerial pairs, to build support for the key messages
- Hold bilateral meetings with short text suggestions built on the key messages
- Deliver statements and interventions through your UNFCCC constituency, such as the business and industry (BINGO) or environmental (ENGO) non-governmental organisation constituencies
- Organise and participate in pavilion events, side events and other initiatives and share the key messages
- Join the SLOCAT Secretariat's COP31 coordination group on WhatsApp for real-time updates and for better coordination

High-level platforms and Presidency initiatives

Use the key messages in the following forums

- Action Agenda events under Axes 1 and 4, including the Energy and Transport Day (10 November) and Resilient Cities Day (12 November), and the Plans to Accelerate Solutions (PAS) showcase events
    - Bring 'quantified outcomes' to these events, so that they count in COP31 outcome reporting. For the Action Agenda, an outcome is a measurable result that partners can report against the 4Ds
        - a deal (a new commitment or partnership)
        - dollars (finance mobilised)
        - delivery (progress on implementation) or
        - difference (measured impact, e.g. emissions avoided or improved access) for COP31 reporting.
- Action Agenda Delivery Packages for COP31: Contribute transport actions under Electrification - supporting 35x35 and Green Industrialisation
- Participate in the Transport Ministerial on Global Green Cargo Corridors Initiative to be held on 10 November and other relevant Ministerials
- Transport Pavilion: frame interventions on transport decarbonisation, climate implementation, finance and a just transition
- Side Events and Other Pavilions: Elevate the profile of sustainable transport, including at UNFCCC side events, SDG Pavilion for UN Decade of Sustainable Transport Event, and other events and pavilions

Formal UNFCCC negotiation and technical processes

For agenda-specific entry points, consult the *Annex* which maps relevant COP31, CMA8, CMP21, SBI65 and SBSTA65 agenda items to suggested transport interventions. Use it to identify where your engagement is most relevant and to prepare targeted contributions for discussions with negotiators and other stakeholders, building on the key messages above.

Let COP31 be the moment we commit to the transformation, connect ambition with delivery, and set sustainable transport on a new course for the decade ahead.

Support for delegations and stakeholders

This brief has been prepared by *SLOCAT* in consultation with partners and stakeholders. SLOCAT is a multi-stakeholder partnership acting as the 'glue' of the global sustainable, low carbon transport movement. Bringing the transport community together as one voice and magnifying that voice to fast-track action. We are at COP31 hosting the Transport Pavilion (with Sistema Transporte) and ready to support delegations, partners and other stakeholders throughout COP31. We offer preparatory and advisory meetings, showcasing of your events and reports, sharing resources, speaker suggestions and more.

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Access Your One Stop Hub for COP - With the Transport Pavilion Programme - Transport Event Tracker - and More

Annex: Formal Entry Points for Negotiations

This table highlights opportunities to advance sustainable transport across COP31 based on the provisional agendas available here.

- COP is the annual UN climate conference (COP 31)
- The CMA oversees the Paris Agreement (CMA 8)
- The CMP oversees the Kyoto Protocol (CMP 21)
- The SBI and SBSTA support implementation and provide scientific and technical advice (SBI65, SBSTA 65).
- Agenda items are referenced by body and item number, for example "CMA8 item 4".

Use the table to identify relevant agenda items and draw on the suggested interventions in discussions with negotiators and other stakeholders. The interventions are deliberately general. We encourage constituencies, observers and other stakeholders to make them specific by drawing on their own evidence, data and knowledge products whenever they speak in open sessions or meet negotiators.

Negotiation entry point (Agenda Topic)	Suggested advocacy demands/key messages Provisional Agendas: COP31, CMA8, CMP21, SBI65, SBSTA65
Mitigation ambition and implementation (CMA8 item 6; joint SBI65/SBSTA65 item 6)	Implement mitigation commitments through reduced transport energy demand, modal shift, efficient freight and vehicle electrification.
Annual Global Stocktake dialogue (CMA8 item 4)	Bring transport implementation gaps into GST2 preparations and use forthcoming Transport Stocktake as input to GST2 preparations
High-level ministerial meetings and mandated events	Advance relevant transport priorities through the pre-2030 ambition ministerial, just-transition ministerial, Baku high-level dialogue on adaptation, response-measures ministerial and Global Implementation Accelerator high-level event.
Just transition (CMA8 item 5; joint SBI65/SBSTA65 item 7)	Recognise Sustainable transport delivers affordable mobility, decent jobs and reskilling for affected workers.

NDC features and reporting support (CMA8 item 7; SBI65 item 5)	Strengthen consistent reporting of transport targets and actions in NDCs and BTRs, and support countries to track implementation and report progress.
Climate finance and financial flows (COP31 item 8; CMA8 item 11)	Address eligibility criteria and procedures that limit access to grants, concessional finance and project-preparation support for low-emission, climate-resilient transport.
Technology development and transfer (COP31 item 9; CMA8 item 12; joint SBI65/SBSTA65 item 10; SBI65 item 13(b))	Link technology transfer and financial support to deploying electric mobility, public transport, charging infrastructure and cleaner freight.
Capacity-building (COP31 item 10; CMA8 item 13; SBI65 item 15)	Strengthen countries' capacity to develop transport policies, prepare projects and implement climate commitments.
Global Goal on Adaptation (CMA8 item 9(a); joint SBI65/SBSTA65 item 4(a))	Include resilient transport infrastructure in Global Goal on Adaptation indicators and discussions.
National Adaptation Plans (SBI65 item 10(d))	Include transport climate risks, resilient infrastructure and service continuity in national adaptation plans
Loss and damage (COP31 item 7; CMA8 item 10; joint SBI65/SBSTA65 item 5)	Highlight how climate damage to transport infrastructure disrupts mobility and access to essential services.
Article 6.2 cooperative approaches (CMA8 item 16(a); SBI65 item 17; CMA8 item 18)	Identify transport activities eligible under Articles 6.2 and 6.4 of the Paris Agreement and encourage their use in cooperative approaches
Article 6.8 non-market approaches (CMA8 item 16(c); SBSTA65 item 11)	Propose transport as a focus area for non-market cooperation under Article 6.8.
International aviation and maritime emissions (SBSTA65 item 12(b))	Advance practical opportunities to reduce emissions from international aviation and maritime transport within the agenda item's scope.
Greenhouse gas data interface (SBSTA65 item 12(a))	Encourage better availability and use of transport emissions data in the greenhouse gas data interface.
Adaptation Fund (CMP21 item 6; CMA8 item 11(e))	Make the case for funding transport resilience projects through the Adaptation Fund.

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