

Key insights

Transport in new Nationally Determined Contributions (NDCs) and Long-Term Strategies (LTS)

This brochure takes account of NDC and LTS documents submitted up until 14 September 2022

Foreword

This analysis explores how the second-generation NDCs* and all LTS address the transport sector, including the contribution made by transport to meeting reduction targets. It builds on previous analyses conducted by GIZ and SLOCAT from the first round of NDC submissions in 2015 and 2016.

The latest [IPCC Assessment Report](#) underscores the urgency to act, and sets the context for the findings of this analysis. The transport sector will play a crucial role in meeting Paris Agreement objectives, as transport is the second most polluting sector, registering emissions growth of 17% between 2010 and 2019 ([SLOCAT, 2021](#)).

These slides present the key insights that emerged from our quantitative and qualitative analysis of the NDCs and LTS submitted up to **14 September 2022** and – where possible – they highlight trends compared to the original NDCs. Our analysis is based on data collected in the [Tracker of Climate Strategies for Transport](#). All of our figures stem from this data, unless otherwise explicitly noted.

SLOCAT and GIZ previously published recommendations to enhance transport ambition in the NDCs. Accordingly, our analysis also considers NDC alignment with our recommendations.

* “Second generation” Nationally Determined Contributions (NDCs) refers to updated and second NDCs in this analysis as well as first NDCs for countries that only converted their INDC to an NDC now rather than immediately after signing the Paris Agreement.



Recommended reads

- [SLOCAT Partnership’s NDCs Offering Opportunities for Ambitious Climate Action report of 2016](#)
- [GIZ’s 2017 Transport in NDCs report](#)
- [GIZ’s Six Action Recommendations](#) to enhance climate ambition in transport
- [GIZ’s Sourcebook on Adapting Transport to Climate Change of 2021](#)
- SLOCAT’s [Ten Recommendations](#) to raise ambition for transport in NDCs
- [Preliminary analysis](#) released in January 2021 and [an updated summary](#) of May 2021
- [UNFCCC website on NDCs](#)

Tracker of Climate Strategies for Transport

Ambition, targets and policies in NDCs and Long-Term Strategies

The Tracker is a free online tool that was developed jointly by SLOCAT and GIZ and financed by the **German Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection**.

It provides information on the role of transport in climate policy documents and contains all transport references in NDCs and LTS that are currently available on the UNFCCC portal.

It is being updated constantly.

The Tracker of Climate Strategies for Transport will be updated in the future with other major national strategies.



The Tracker is available here:
www.changing-transport.org/tracker

Overview

Context

Transport-sector ambition needs to be considered within the broader context of the economy-wide decarbonisation goals

→ 5-10

Ambition

Setting ambitious decarbonisation targets for the transport sector can be a powerful driver of the deep transformation

→ 11-18

Adaptation

Insufficient ambition makes adaptation and resilience in the sector even more important, but these aspects are not high on the agenda

→ 19-21

Implementation

The new NDCs provide more information on mitigation actions – but they often remain un-balanced or vague on how to implement them

→ 22-31

Financing

Information on how implementation is to be financed remains scarce, and obvious sources of funding do not feature high on the agenda

→ 32-34

Summary

Summary of key insights and comparison to six action recommendations

→ 35-39

Annex

List of transport GHG targets contained in NDCs and list of NDCs with non-GHG targets

→ 39-43

»» Context


Transport-sector ambition needs to be considered within the broader context of the economy-wide decarbonisation goals in NDCs and LTS.

Collective climate ambition over all sectors

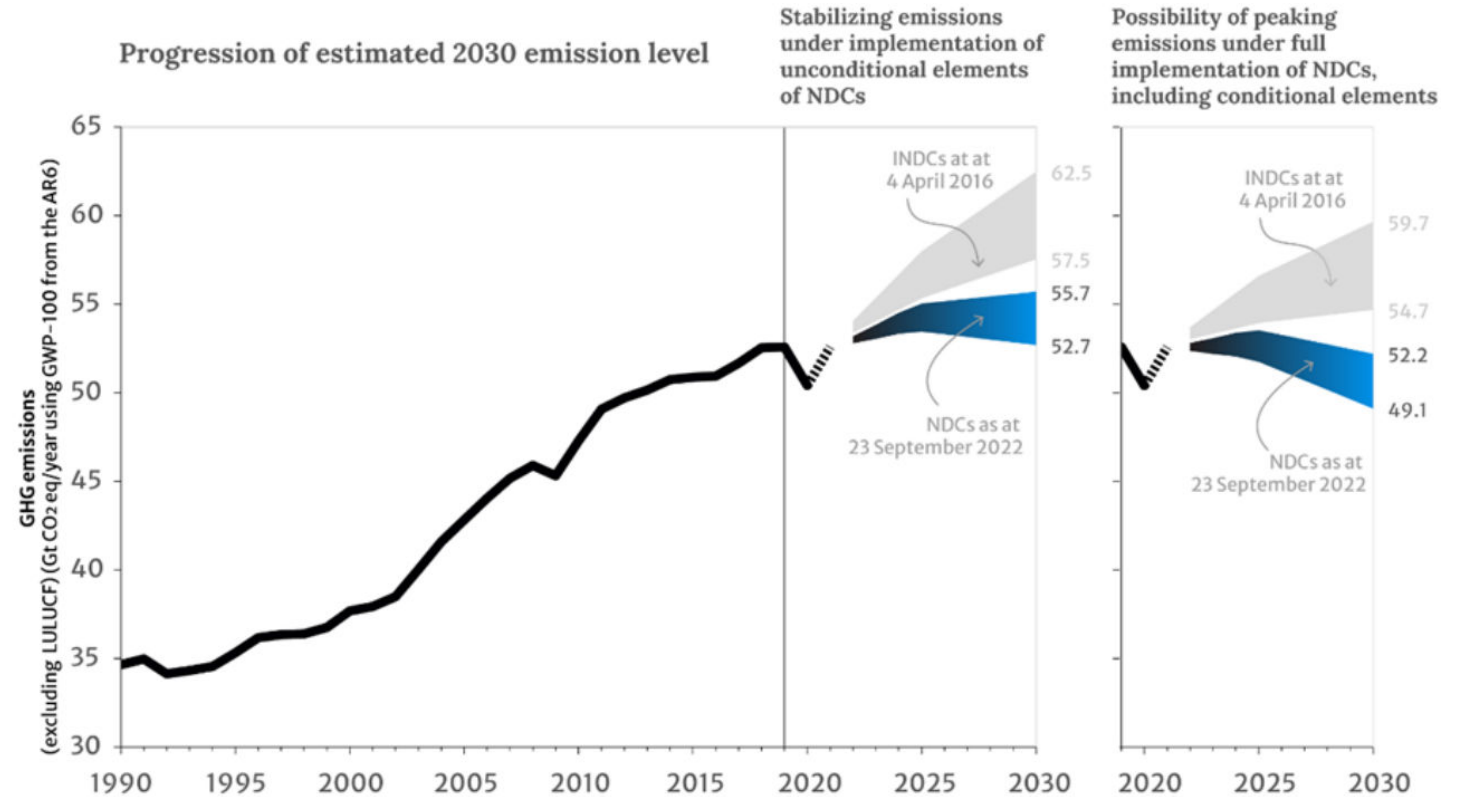
Climate action efforts included in second generation NDCs in the transport sector need to be seen in the context of overall NDC ambition.

The updated [UNFCCC synthesis report](#) from 2022 found that second generation NDCs imply a further increase in GHG emissions of around 10.6% by 2030 compared to 2010.

Without further action this could lead to a temperature increase of around 2.5 degrees Celsius by the end of the century, far more than the 1.5 degrees mentioned in the Paris Agreement.

 Current NDCs are not sufficient to achieve the objectives of the Paris Agreement

* Submissions up to 23 September 2022




Source: *UNFCCC Synthesis report*, 27 October 2022

Compensating transport emissions in other sectors won't be possible forever...

Many transport decarbonisation strategies rely on “offsetting”: that is, on the reduction of emissions in other sectors or geographic locations, and/or emission avoidance/sequestration (e.g. land use changes; planting of trees) as a compensatory mechanism.

However, other sectors, such as some industries or agricultural subsectors, also have hard-to-abate emissions, leading to increasing demand for offsets.

The resulting increased demand for land is often in competition with global food production and other essential ecosystem services.



With the overall economy needing to reduce emissions to net-zero, all sectors in all countries must reduce emissions dramatically



Delaying action in the transport sector by relying on offsets will ultimately increase the cost of transformation and require much more abrupt change later

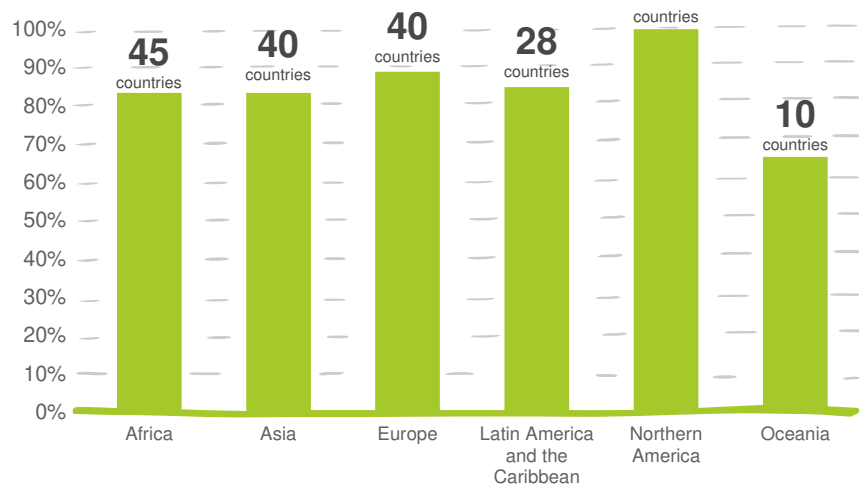
Scope of analysis – Nationally Determined Contributions (NDCs)

140 second generation NDCs submitted to the UNFCCC up to 14 September 2022

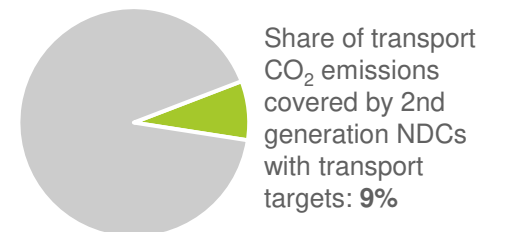
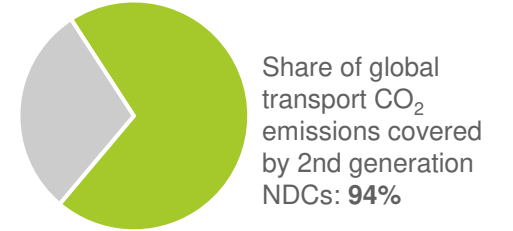
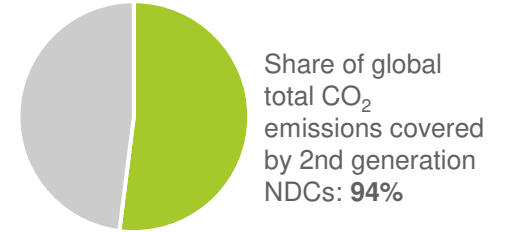
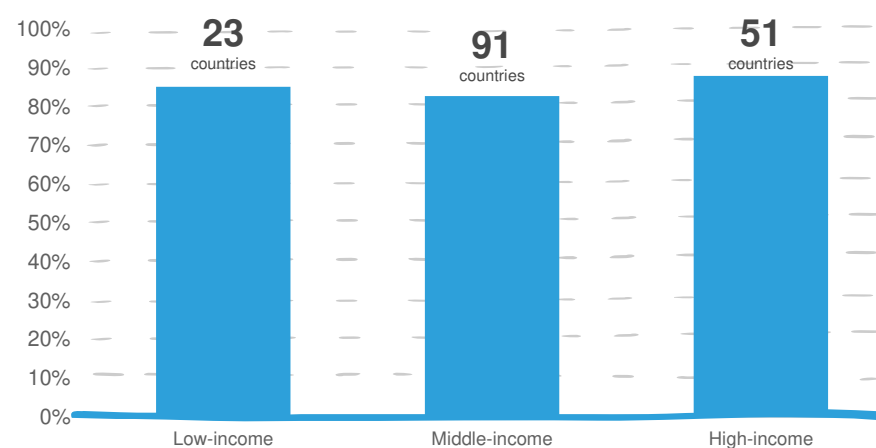
- 15 second NDCs
- 125 updated NDCs
- Representing 166 countries out of 192 countries that ratified the Paris Agreement to date

Transport demand is projected to grow mainly in low- and middle-income countries.
It is crucial that these countries embrace sustainable, low carbon transport.

Share and number of countries with a submission per region



Share and number of countries with a submission per income group



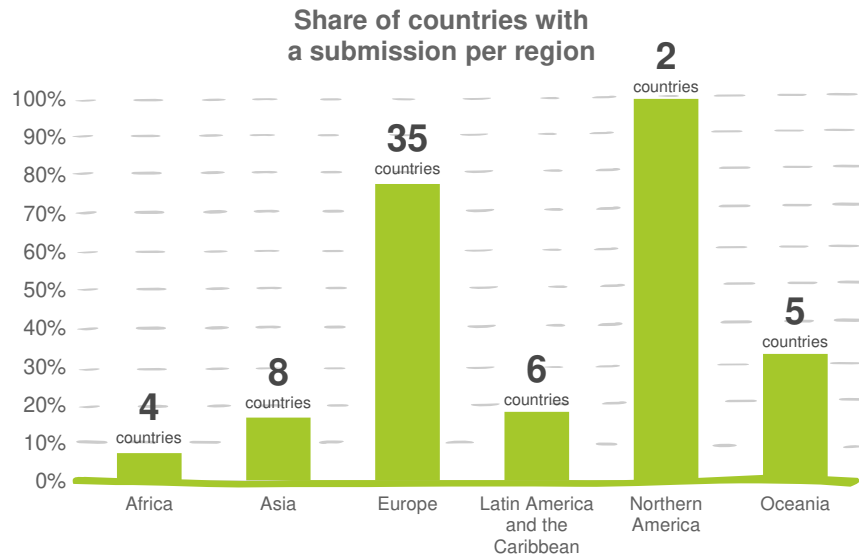
Source for emissions data: EDGAR, 2022

Scope of analysis – Long-Term Strategies (LTS)

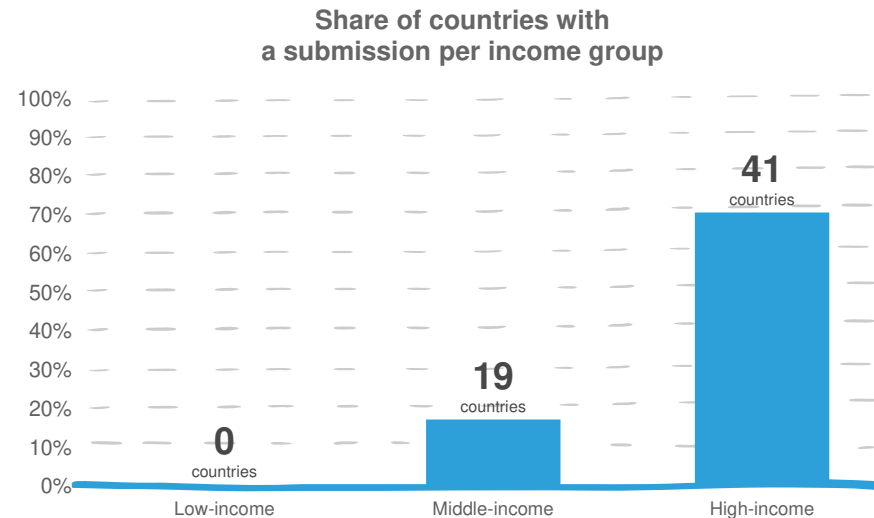
Long-term low GHG emission development strategies (here LTS) submitted to the UNFCCC from 2016 to **14 September 2022**

→ 52 LTS (includes LTS by EU but also by 18 individual EU member countries)

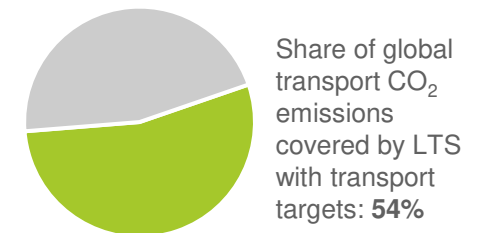
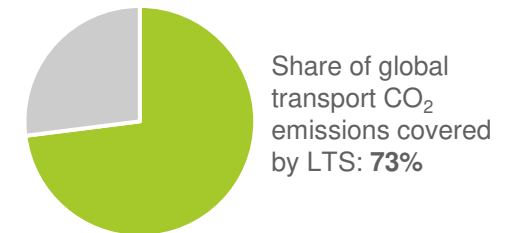
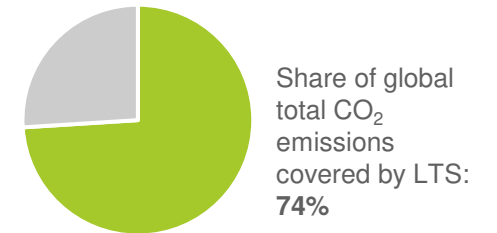
→ Representing 60 countries



No low-income country has submitted an LTS yet



Note:
the EU does not have an assigned income group as member states cover a variety of income levels.



Source for emissions data: EDGAR, 2022

Limitations of the analysis

- Only information contained in the second generation NDCs and LTS has been analysed.
- Many countries have additional national strategies, targets and measures that may be included in national documents, policies and legislation, but which have not been included in their NDC or LTS, and are thus not considered.
- Our assessment of transport in NDCs has been guided by well-defined parameters, and our data collectors were instructed to use a special glossary. However, there may be inconsistencies due to the divergent interpretation of parameters or a lack of parameter fit to specific aspects of the submissions.
- The NDCs and LTS were submitted in English, Spanish and French. When necessary, data collectors used an automatic translation tool, which creates a potential for errors. If a party submitted an official English translation, then the English translation was consulted. One NDC available only in Arabic could not be assessed.
- The objective of our analysis is to identify the extent to which the NDCs and LTS reflect the needed paradigm shift in the transport sector, assuming that:
 - NDCs will trigger national action in the transport sector
 - NDCs are used to show national action in the sector

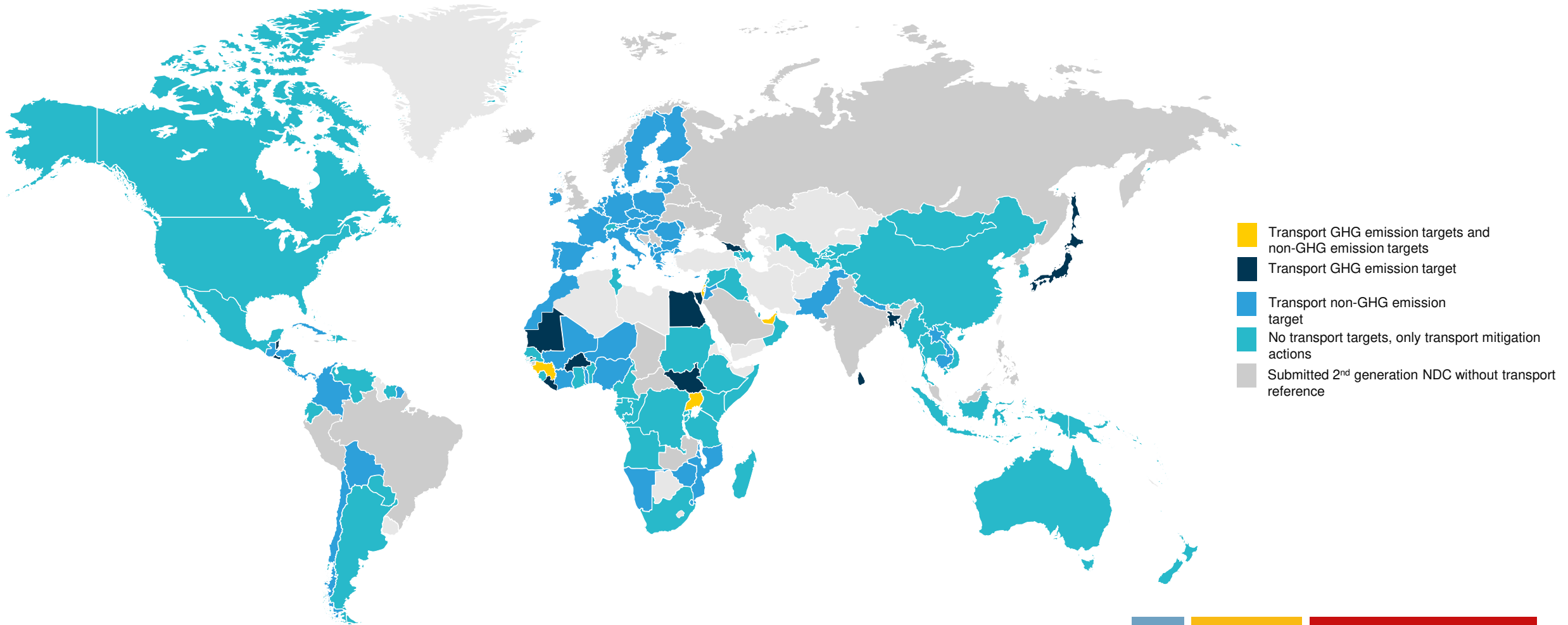


Ambition

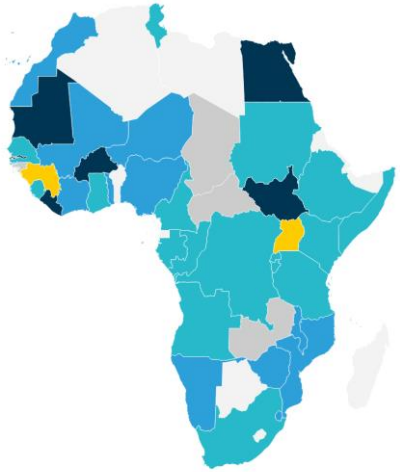
Setting ambitious decarbonisation targets for the transport sector can be a powerful driver of the deep transformation that will be required to achieve inclusive, efficient, safe and green mobility.

Overview of transport in 2nd generation NDCs

In new and updated NDCs, more countries include transport targets than before 2019. However, the big emitters in particular need to become more ambitious still.



Transport in 2nd generation NDCs in selected regions



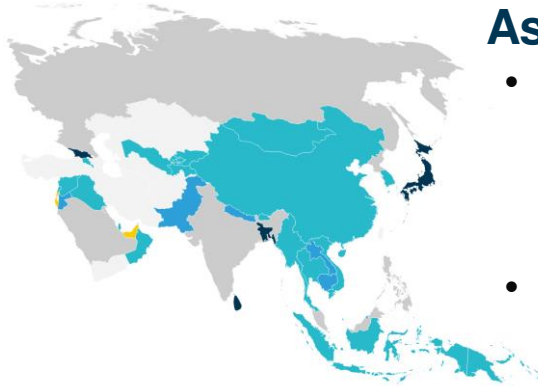
Africa

- Despite the continent's small share of transport emissions, many African countries have transport targets. This puts them on track for leapfrogging towards low-carbon transport systems.
- Adaptation plays a bigger role in African NDCs than elsewhere



Latin America and the Caribbean

- Both targets as well as climate actions in the LAC region focus primarily on the introduction of zero-emission vehicles in the region.
- Many countries include a wide array of transport measures. Transport targets are not yet included widely.



Asia

- The Asian region is the largest emitter of transport CO₂ emissions, strong transport commitments from big emitters are still missing.
- Only 5% of mitigation actions explicitly refer to freight transport, despite Asia's role in the world economy. It is the lowest share among all regions.



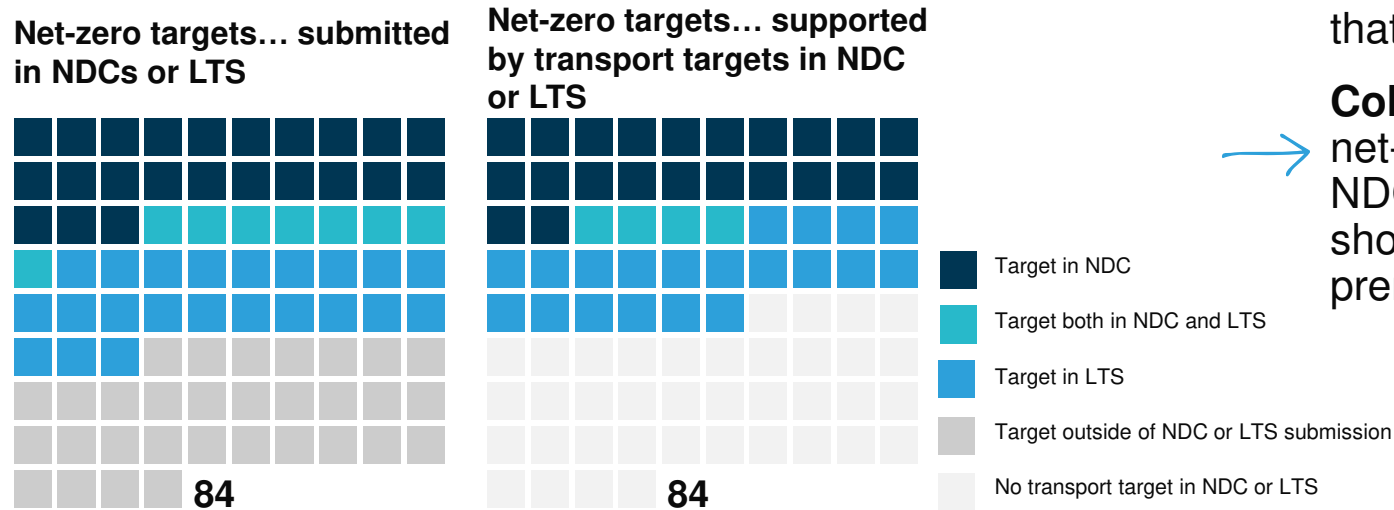
Middle East and Northern Africa

- NDC submissions from the MENA region are still quite cautious with setting targets for the sector.
- Countries mostly focus on improving vehicle technology in road transport and shifting to alternative fuels

Transport targets do not yet indicate a paradigm shift in the sector

The good news: A growing number of countries submitted a long-term net-zero target...

- **53 countries** have submitted **economy-wide net-zero targets** in their LTS, NDCs or in both, covering 76% of global transport emissions.
- **23 countries** submitted a net-zero target in their second generation NDC



22 of the 53 countries with sector-wide net-zero targets have medium-term **transport sector targets** (both emission and non-emission targets) in their second generation NDCs and **20** include transport targets in their LTS.

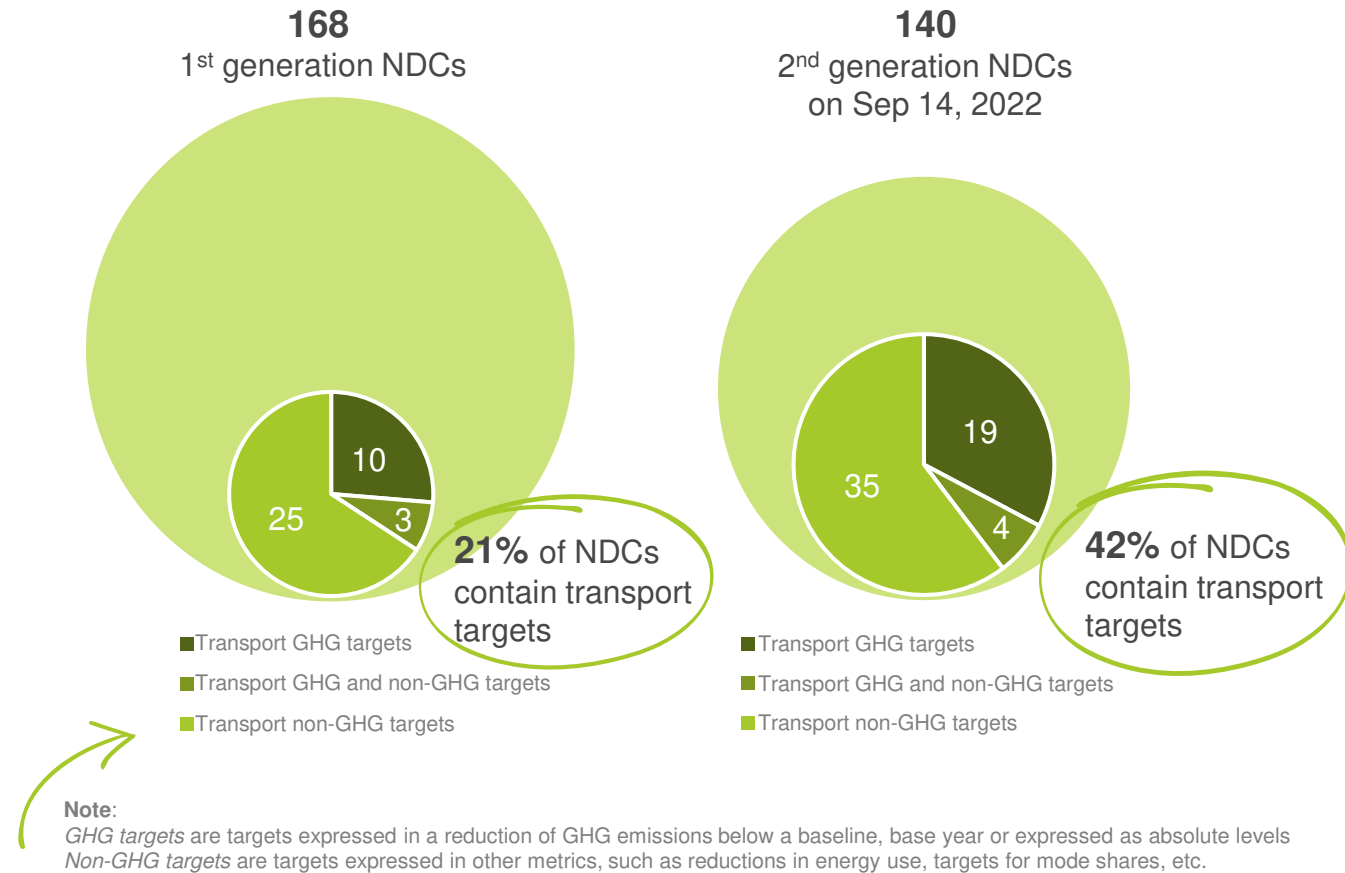
- The GHG targets for transport in the second generation NDCs and LTS cover the entire domestic transport sector in 29 countries.
- Only Belgium, Israel, New Zealand, Slovenia and Switzerland have specific transport sector long-term targets that are aligned with their net-zero economy-wide goals.

→ **Colombia, Costa Rica, Japan, and Nepal** support their net-zero targets by including transport targets in both their NDCs and LTS. Breaking down zero-emission targets in short-/medium- (NDC) and long-term (LTS) action is a prerequisite for success.

Overall, transport sector targets are not yet aligned with growing global climate ambition

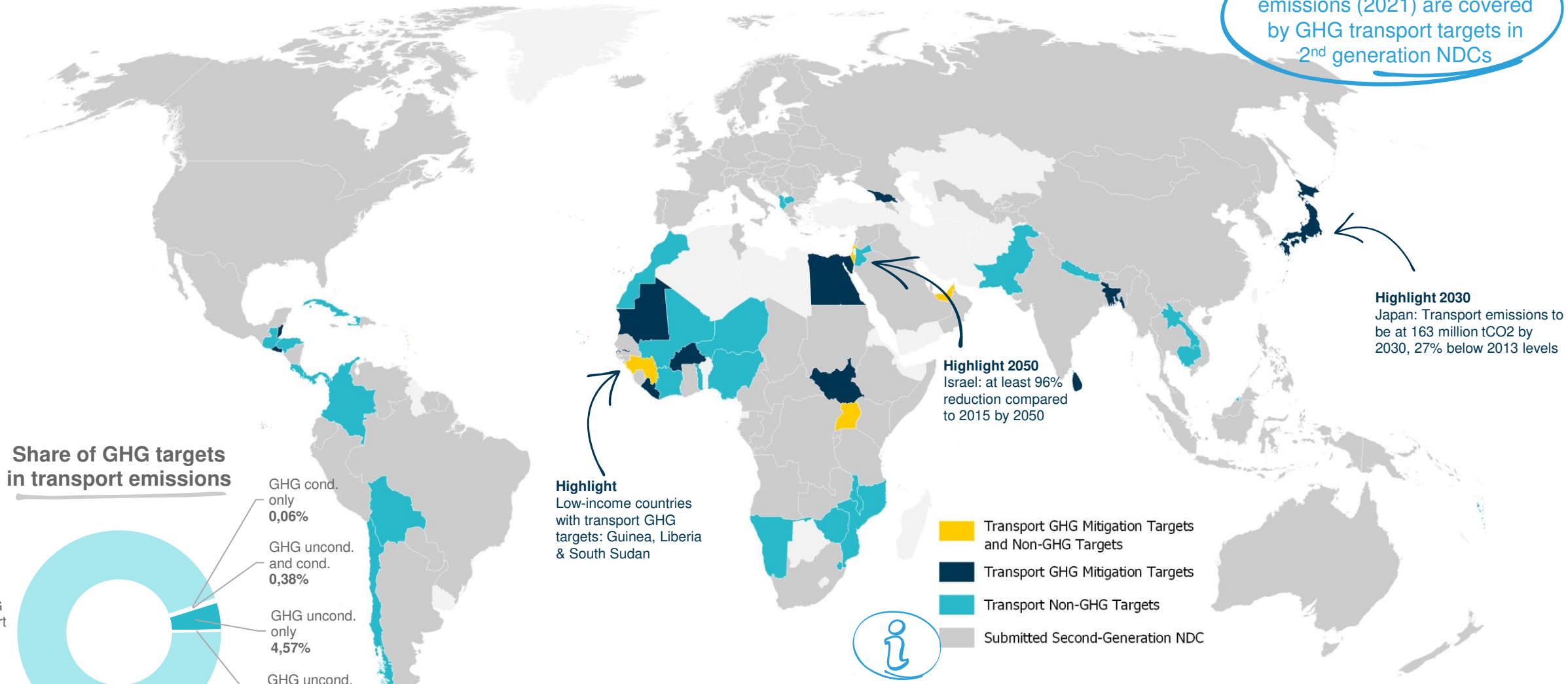
More countries have embraced GHG mitigation targets for transport in their NDCs, but the big emitters are still missing

- **42%** of second generation NDCs contain GHG and/or non-GHG transport targets, compared to just 21% in the first round.
- **14%** of second generation NDCs have transport GHG emission targets, compared to 7% in the first round.
- **64%** of LTS have transport targets, equally divided between GHG and non-GHG targets.
- An increasing number of low- and middle income countries have transport GHG targets, including Liberia, Guinea, Bangladesh, The Gambia, and Sri Lanka.
- Most of the countries with targets are small, many of the big emitters still lack transport targets in their NDCs. Big emitters include transport targets rather in their LTS than NDC.



GHG transport targets in NDCs

Only 5% of global transport emissions (2021) are covered by GHG transport targets in 2nd generation NDCs

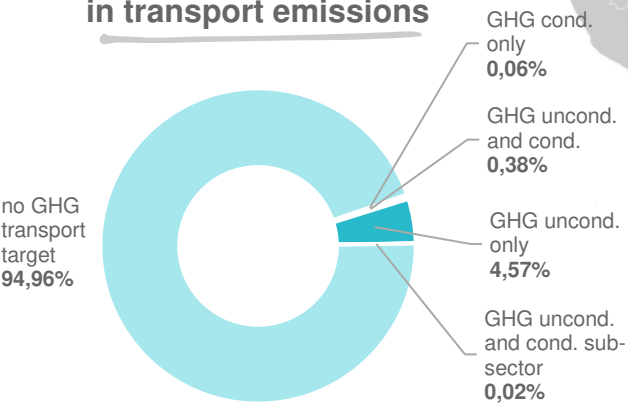


Highlight
Low-income countries with transport GHG targets: Guinea, Liberia & South Sudan

Highlight 2050
Israel: at least 96% reduction compared to 2015 by 2050

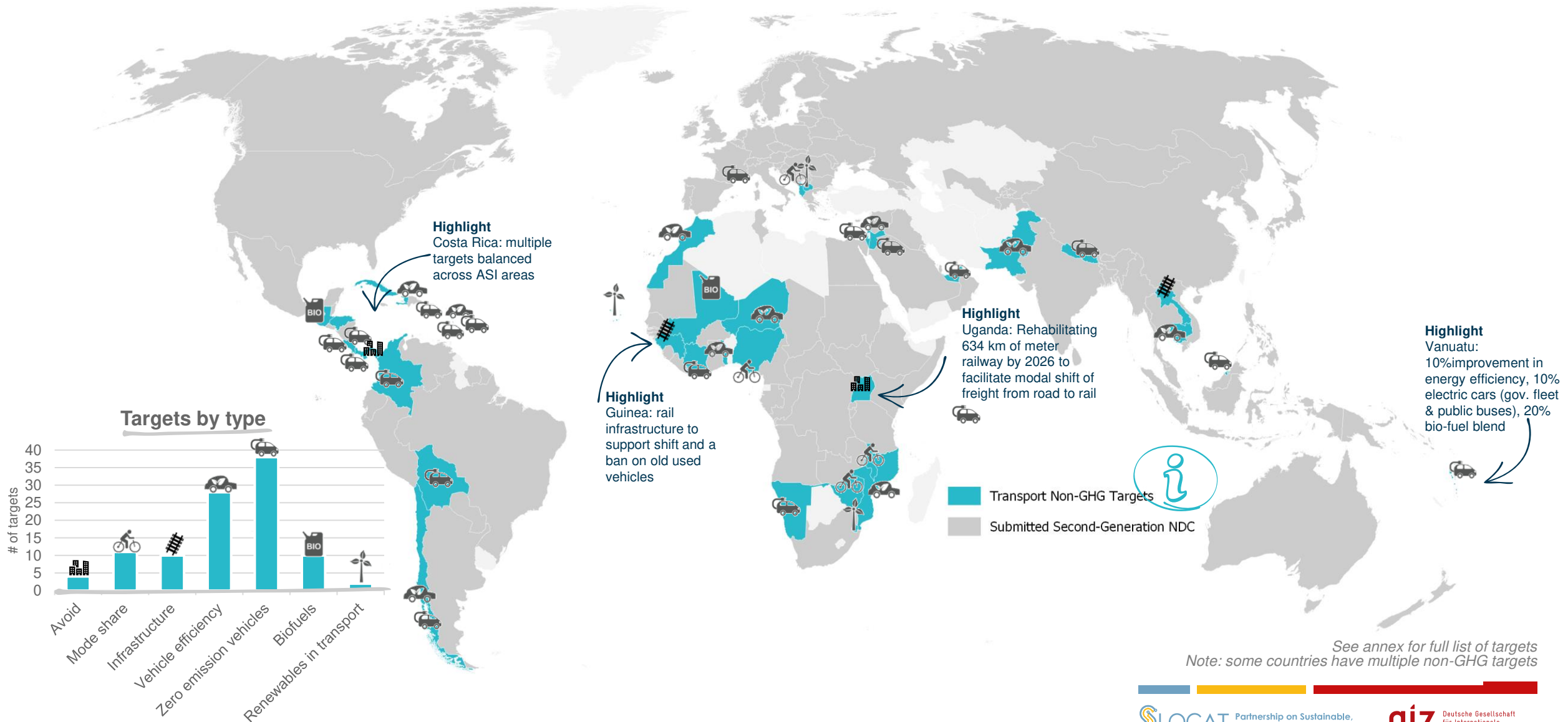
Highlight 2030
Japan: Transport emissions to be at 163 million tCO₂ by 2030, 27% below 2013 levels

Share of GHG targets in transport emissions



See annex for full list of targets

Non-GHG transport targets in NDCs



NDCs miss the opportunity to connect climate action in transport to a wider sustainability agenda

Areas where better integration is needed

Some measures do not support large short-term GHG reduction, but have other benefits

Some measures can even have negative GHG effects, but support other sustainability areas

Some actions have obvious non-GHG benefits...

...others not


Examples

Supporting non-motorised transport improves activity levels and creates health benefits

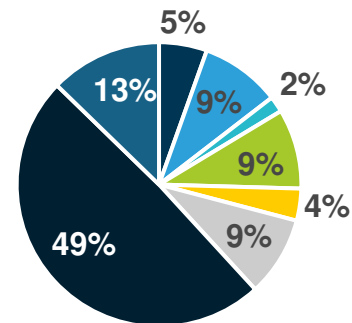
Building new roads can improve access in rural areas, but can also lead to increased car use

Public transport improvements enhance access while reducing air pollution and congestion

Biofuels can reduce GHG emissions, but can have negative effects on food security

 NDC transport actions fail to exploit opportunities related to gender, the SDGs, equity and other aspects that would enable a wider transformation

Types of benefits mentioned in 2nd generation NDCs



2nd generation NDCs with benefits mentioned: 22%

- Access
- Airpollution
- Congestion
- Economy
- Health
- Safety
- SDG
- Social

SDGs most often mentioned

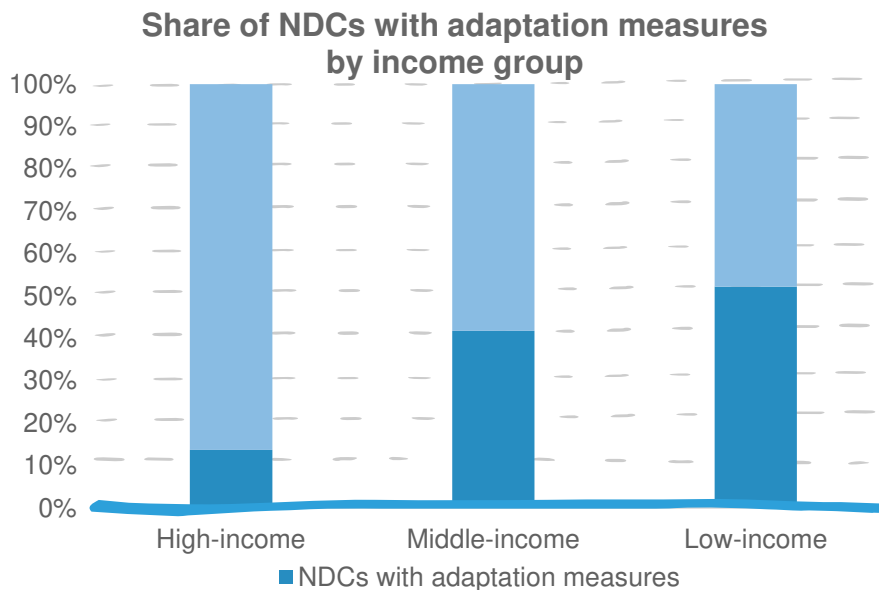


Adaptation

Insufficient ambition makes adaptation and resilience in the sector even more important, but these aspects are not high on the agenda.

There is too little focus on adaptation and resilience in transport

57 second generation NDCs (41%) contain adaptation measures related to transport, compared to 22% in the first generation NDCs.



- Only 7 countries have some form of **adaptation-related goal** in the transport sector.
- **Adaptation measures** in the transport sector remain very general and focus on roads.
- 52% of low-income countries contain transport sector adaptation measures in their NDCs.
- Only 14% of high-income countries' NDCs include transport sector adaptation measures.



Transport infrastructure is highly vulnerable to climate change impacts and increasing its resilience is pivotal.

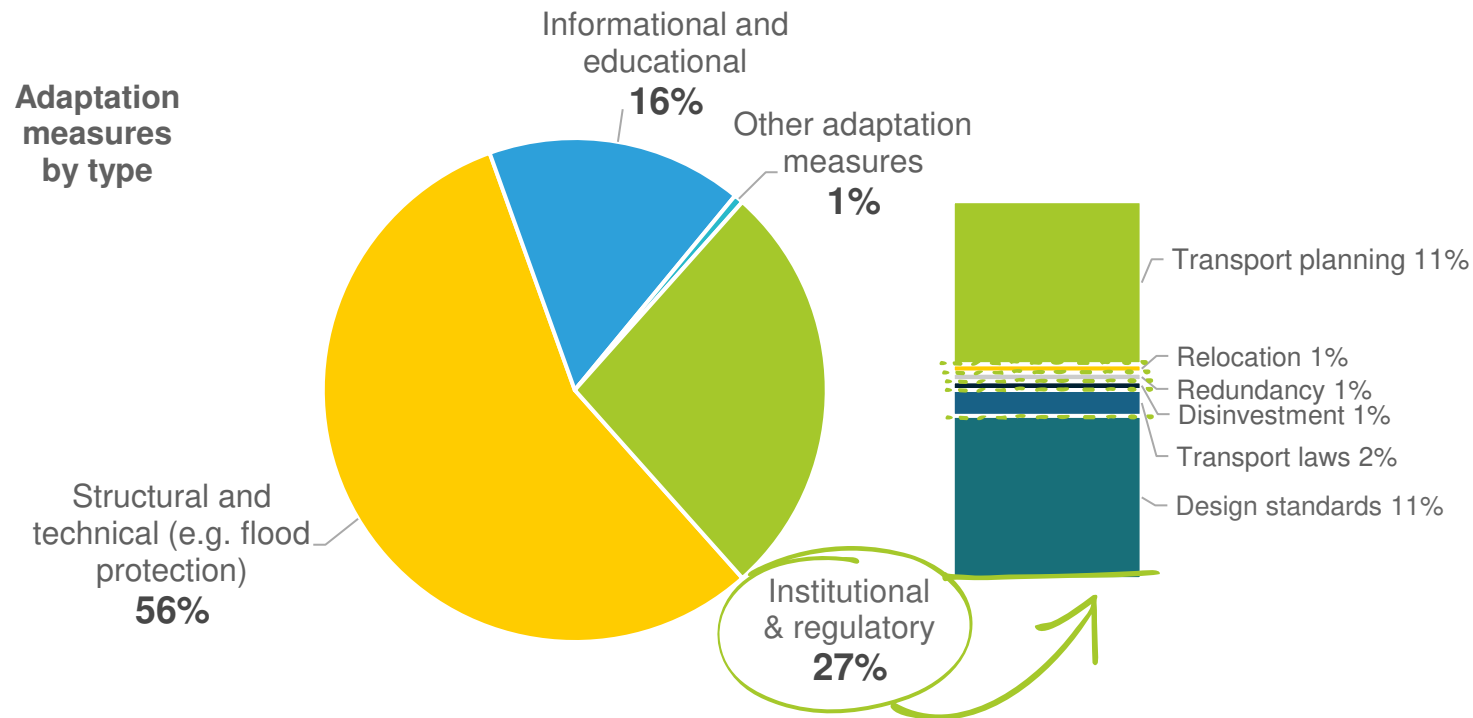


Spotlight

A study by Chinowsky, Price & Neumann from 2013 indicates that maintaining the United States road network amounts to approximately USD 134 billion in government funds annually from federal, state, and local agencies. However, if climate change goes unchecked, annual maintenance costs for paved and unpaved roads will increase by USD 785 million by 2050.

Transport adaptation measures focus on infrastructure and technology; adaptation needs greater mainstreaming in planning and policy

33 second generation NDCs (24%) contain adaptation measures related to **institutional and regulatory mainstreaming**



Consideration of climate change at all planning levels is essential, if governments are to design resilient systems that have lower long-term costs but remain reliable

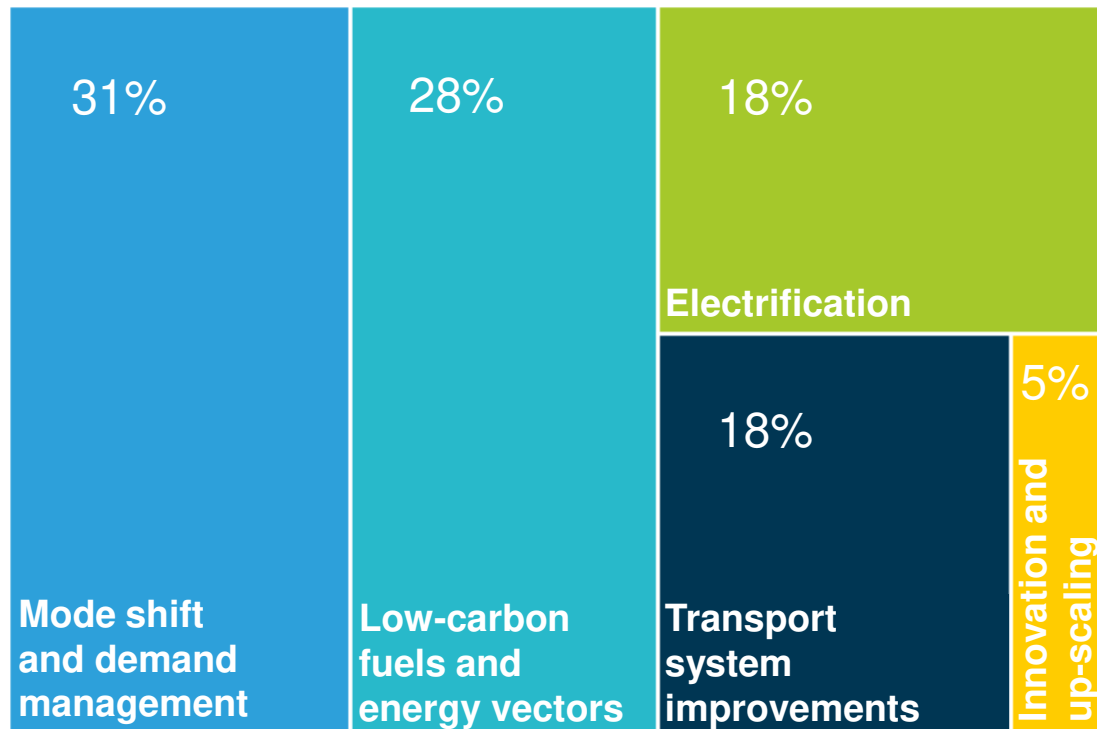
- Second generation NDCs focus on structural and technical solutions, such as flood protection and improved maintenance.
- 44 measures relate to institutional and regulatory frameworks.
- 23% refer to the needed integration of adaptation in transport planning and design standards.

Implementation

The new NDCs provide more information on mitigation actions – but they often remain unbalanced or vague on how to implement them.

NDCs include an increasing number of mitigation measures, but many remain vague

78% of second generation NDCs provide additional information on measures, compared to 65% in the first generation NDCs. In other words, 108 countries plus the EU include transport mitigation measures in their new and updated NDCs.



However, many measures included in NDCs remain vague

- Many NDCs included statements about the 'promotion', 'introduction' or 'creation' of low-carbon options.
- Many of the measures are statements of 'intent' or desired outcomes, and do not specify how these are to be achieved.
- This is particularly important where measures cannot be directly implemented by national governments, but rely on other actors who need to be incentivised.



Although the main objective of NDCs is to communicate national commitments under the Paris Agreement, many countries include a description on how they envisage implementing their commitments. Some also provide information on the success of past actions.

Communication on such issues helps us to better understand the robustness of their commitments and – in the case of developing countries – to identify assistive needs.

National support to cities is not reflected in NDCs, despite the critical role for transforming mobility at the urban level

49 countries make specific references to transport action at the urban level, while only 9 countries refer to rural transport.

Mostly, urban transport measures relate to bus rapid transit systems or the integration and expansion of public transport systems.

- Some measures refer to national transport strategy documents, particularly measures for the expansion and improvement of public transport.
- A number of NDCs mention specific urban development plans for individual cities, urban mobility plans in general, or the need for integrated urban planning, but do not specify if/how this is to be supported by national government.
- Concrete support can be provided through [National Urban Mobility Plans](#) or direct investment: Canada, for example, specifies an annual budget for public transport funding.



Many cities are already active and have developed a wide range of solutions and best practices, but most need national support and adjusted legal frameworks for action.



Spotlight: Barbados

In the context of clean mobility, the updated NDC refers to the *Sustainable Urban Mobility Plan for the Greater Bridgetown Area and the Urban Corridor*

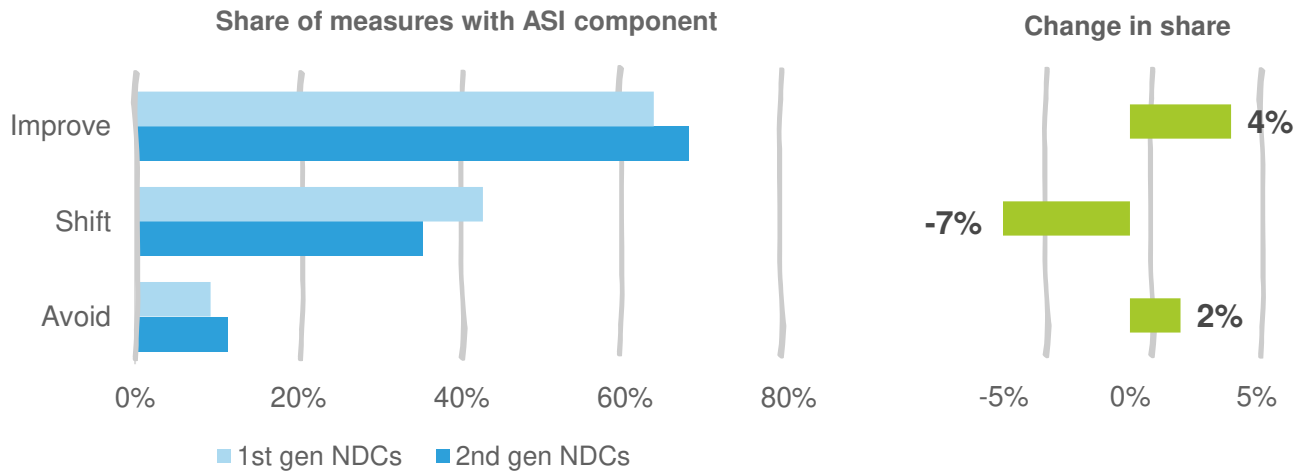
This plan is embedded in the national-level *Physical Development Plan 2017*, which provides:

- An investment and decision-making land use framework for all stakeholders
- Standards for all planning applications
- Guidance on priorities
- Alignment of relevant government policies and strategies (climate change and risk reduction, agriculture, infrastructure, transportation, drainage, housing)

The full potential of AVOID and SHIFT remains untapped: the focus is on IMPROVE measures

- 68% of measures aim to improve efficiency or carbon content in fuels
- 35% of measures aim to shift demand to more efficient or non-motorised modes of transport
- 11% aim to avoid transport activity

Very few second generation NDCs have a balanced mix of measures across the ASI framework



18 % of measures in second generation NDCs and 15% in first generation NDCs address multiple components

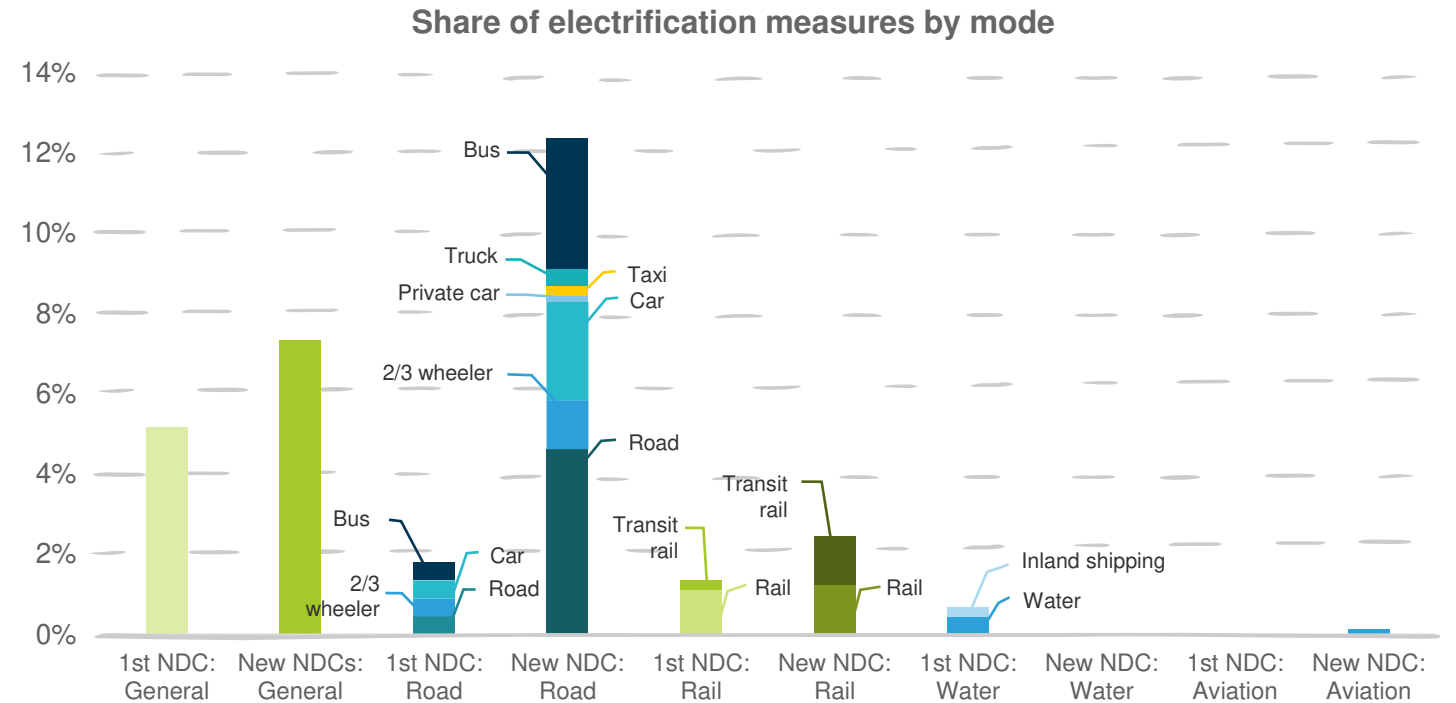
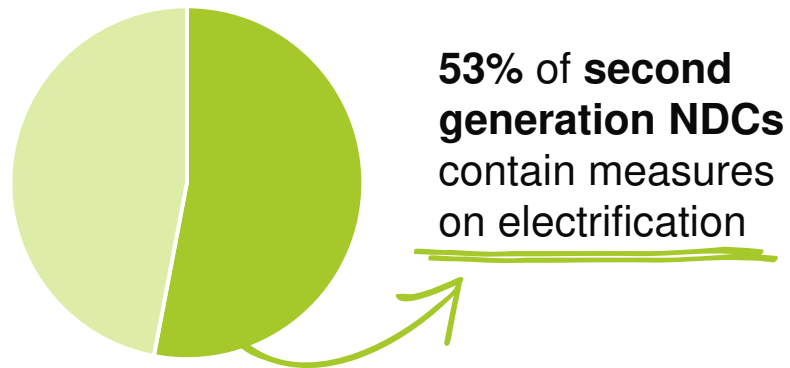
...but there are ways to do it:

The updated NDC from **Sri Lanka** contains a balanced mix of 35 measures in the transport sector, covering all areas, including:

- Reducing commuting and travel times
 - Parking management
 - Enhancing public transport
 - Enhancing pedestrian walkways
 - Promoting cycling
 - Shifting freight to rail
 - Promoting sea transport
- ...along with measures to improve

Across transport modes, the new NDCs have a strong focus on electrification of road transport vehicles

- Electrification measures represent **18.5%** of all **measures** included in second generation NDCs,
- Road vehicles have seen a massive increase in attention since the first generation of NDCs
- 74 countries commit to electrifying transport, **93%** of them being non-Annex I countries

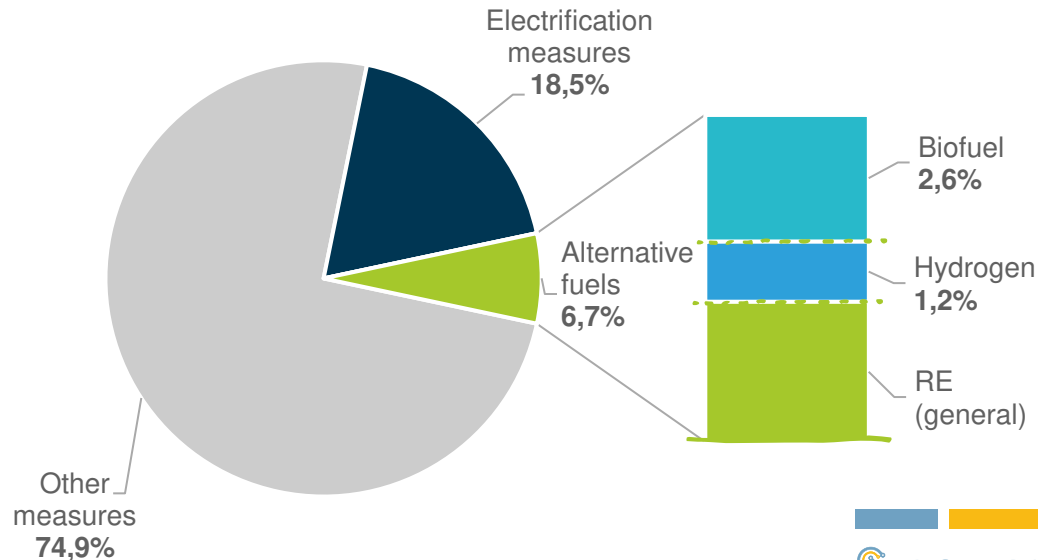


The NDCs do not consider how transport electrification and alternative fuels will impact renewable power systems

The decarbonisation of transport will be impossible without linking electrification to renewable energy

There is little mention of the increased electricity demand that will result from electrification, especially for the hydrogen production to fuel shipping, aviation and heavy trucks

- In total, 40 times the link between renewable energy and transport is acknowledged in NDCs.
- The references to RE include biofuels, alternative fuels and green hydrogen.
- Almost half of the measures related to renewable energy in transport are not specific about the type of renewable fuel.
- Only a few countries include explicit renewable electricity targets for transport.



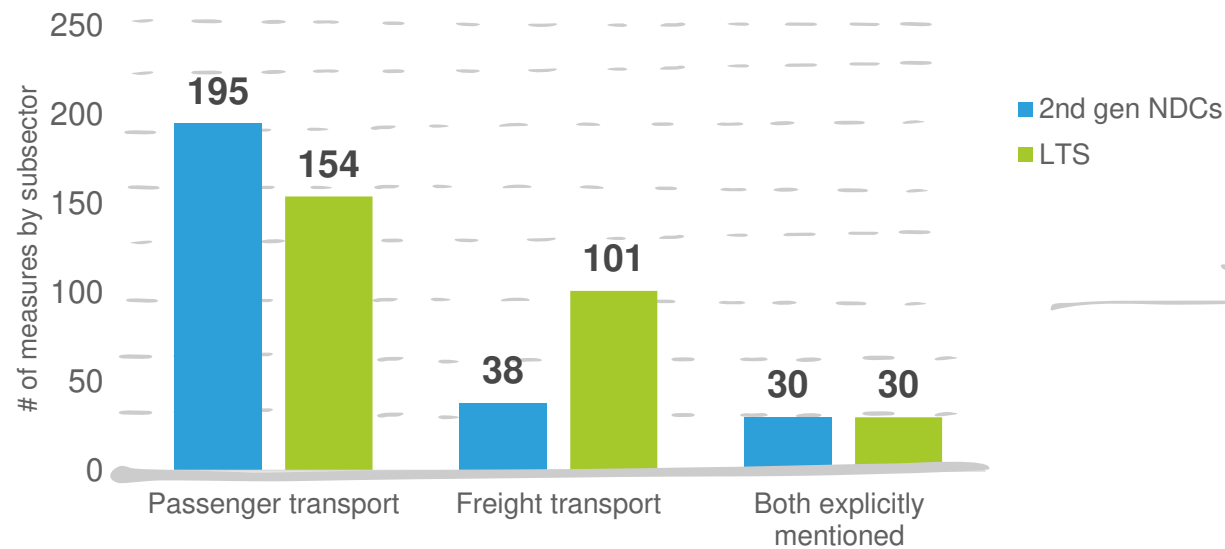
Spotlight

Cabo Verde pledges to electrify at least 25% of its land-borne transport fleet (new vehicles) by 2030 by resorting to RE sources

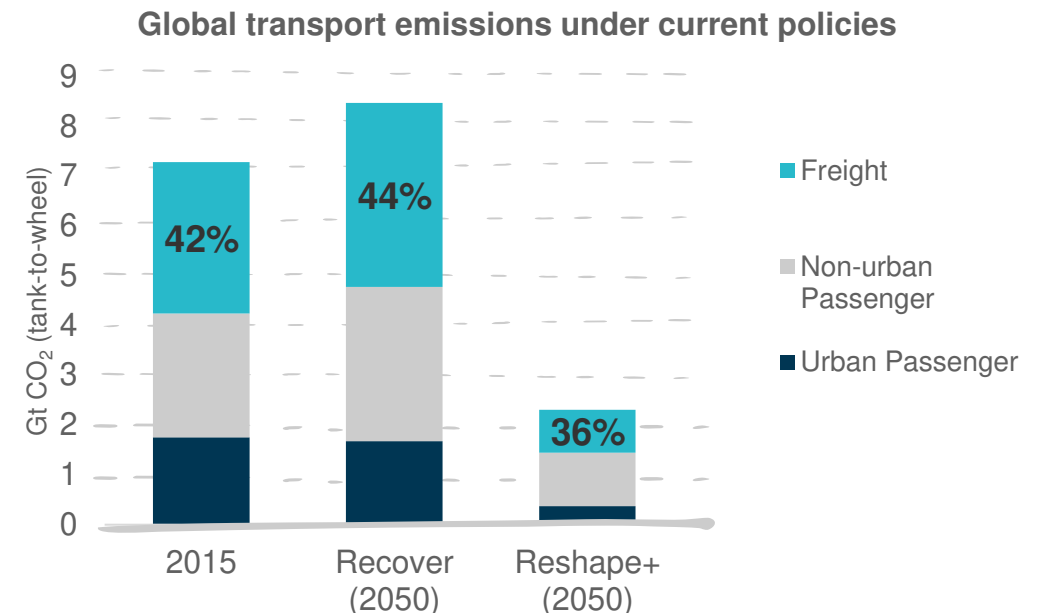
Antigua and Barbuda plans to “change fiscal policies on fossil fuel by 2025 to enable the transition to 100% renewable energy generation in the transportation sector”

Freight remains overlooked in NDC measures despite great urgency and the key role of freight in national development

Just **9.3%** of measures in NDCs explicitly refer to freight while **26,5%** explicitly mention passenger transport...



...although emissions from freight are projected to represent **44%** of total emissions from the sector under current policies by 2050.



Source: ITF Transport Outlook 2021 Figure 2.9

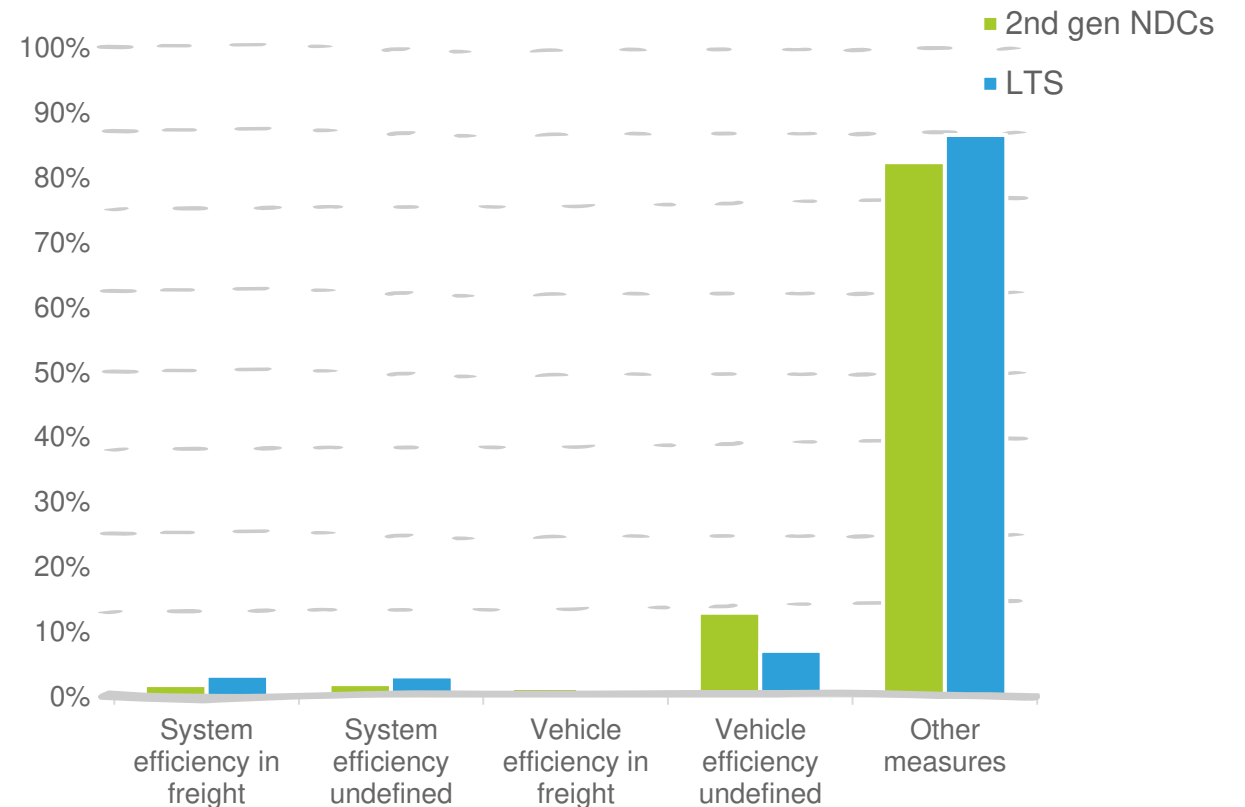


LTS measures are slightly more balanced: **13%** explicitly mention freight, and **15.2%** mention passenger transport.

The potential for improving system efficiency in freight continues to be overlooked in NDCs

Due to strong growth in freight transport volumes, it may not be possible to fully decarbonise freight using alternative fuels in the absence of massive efficiency gains

- Only **1.8%** of measures contain elements that explicitly address system efficiency in logistics.
- **1.9%** of measures address general system efficiency, mostly densification in urban planning and enhanced multimodality.
- While **12.9%** of measures look at vehicle efficiency in general, only **1%** address the efficiency of freight vehicles.



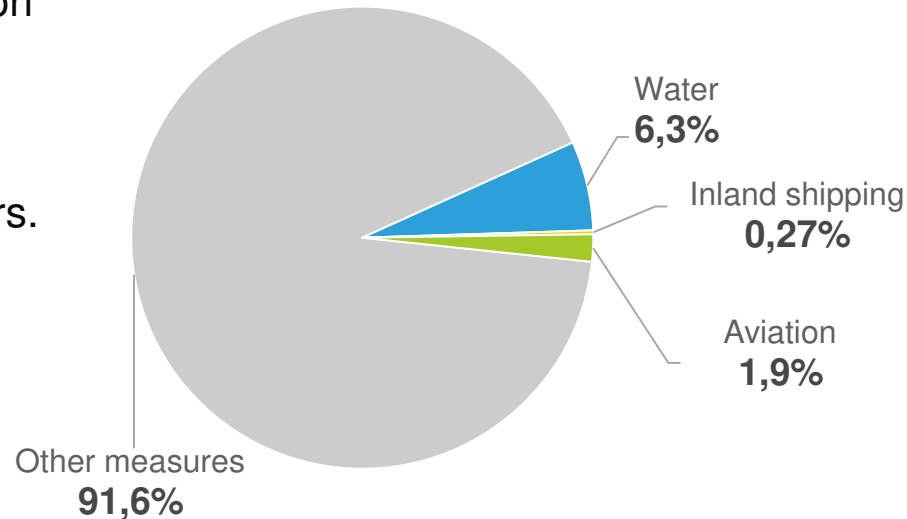
NDCs do not show national action on aviation and shipping – nor action related to ICAO/IMO

Under current policies, international aviation and maritime transport are projected to account for a quarter of total transport emissions by 2050

Source: ITF Transport Outlook 2021

Only a few second generation NDCs mention measures to mitigate GHG emissions from the two sectors nationally

- 26 NDCs contain general measures to address the maritime and aviation sectors.
- No NDC contains references to international shipping
- A focus is placed on shipping, with very little attention devoted to aviation.



Spotlight: A few parties mention their involvement in ICAO/IMO

In its NDC, **Cabo Verde** highlights the need to decarbonise maritime transport through engagement with the IMO.

Myanmar hopes to enhance its capacities to engage in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation.

The LTS from the EU and **Singapore** state that efforts to minimise aviation and shipping emissions will be addressed through active participation in ICAO and IMO.

New NDCs show greater engagement with stakeholders in transport and greater coordination between government ministries

- Almost all NDCs contain information on the planning process, institutional arrangements and stakeholder engagement used for developing the NDC.
- Most refer to specific arrangements for NDC preparation, such as inter-institutional commissions, councils and committees.
- Many countries conducted extensive stakeholder consultation and peer review to enhance their understanding of the NDC.
- **14** NDCs clearly mention the direct involvement of relevant transport stakeholders – usually the Ministry of Transport – in developing their NDCs (although more may be involved through general inter-institutional arrangements).



The large-scale transformation of the transport sector requires the support of a wide range of stakeholders and close collaboration between the public and private sectors




No information on the involvement of sub-national transport stakeholders is included in the NDCs, although these actors are often crucial for successful implementation

Financing the transformation

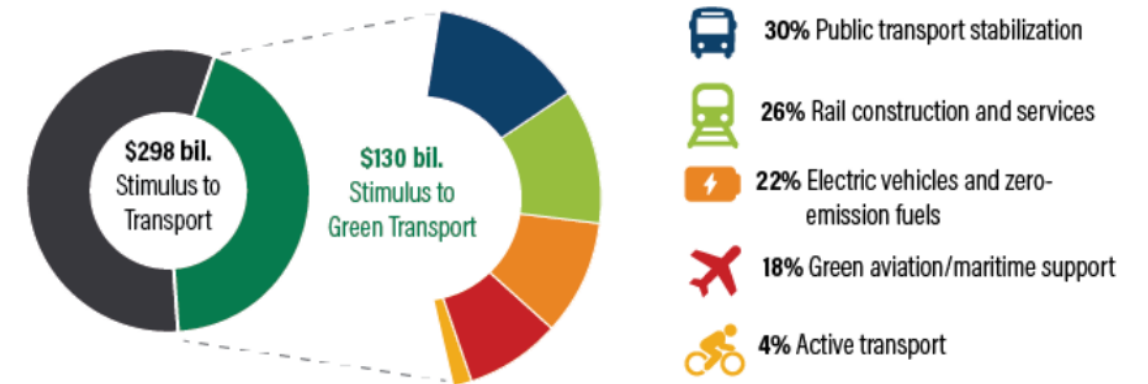
Information on how implementation is to be financed remains scarce, and obvious sources of funding – such as eliminating fossil fuel subsidies – do not feature high on the agenda

NDCs fail to spotlight green recovery as option for financing the transition to zero-emission transport

- 31 second generation NDCs (22%) mention the impact of the COVID-19 pandemic.
- All references to the pandemic refer to the negative impact on the overall economy and public budgets.
- Some refer to uncertain implementation of NDCs due to fallout from the pandemic.
- Only 4 NDCs see the recovery from the pandemic as an opportunity to 'build back better' and to support the implementation of ambitious climate goals.

 Recovery measures are partially inconsistent, and also lack coherence with broader climate goals

Existing recovery measures for transport only allocate 44% to green transport solutions



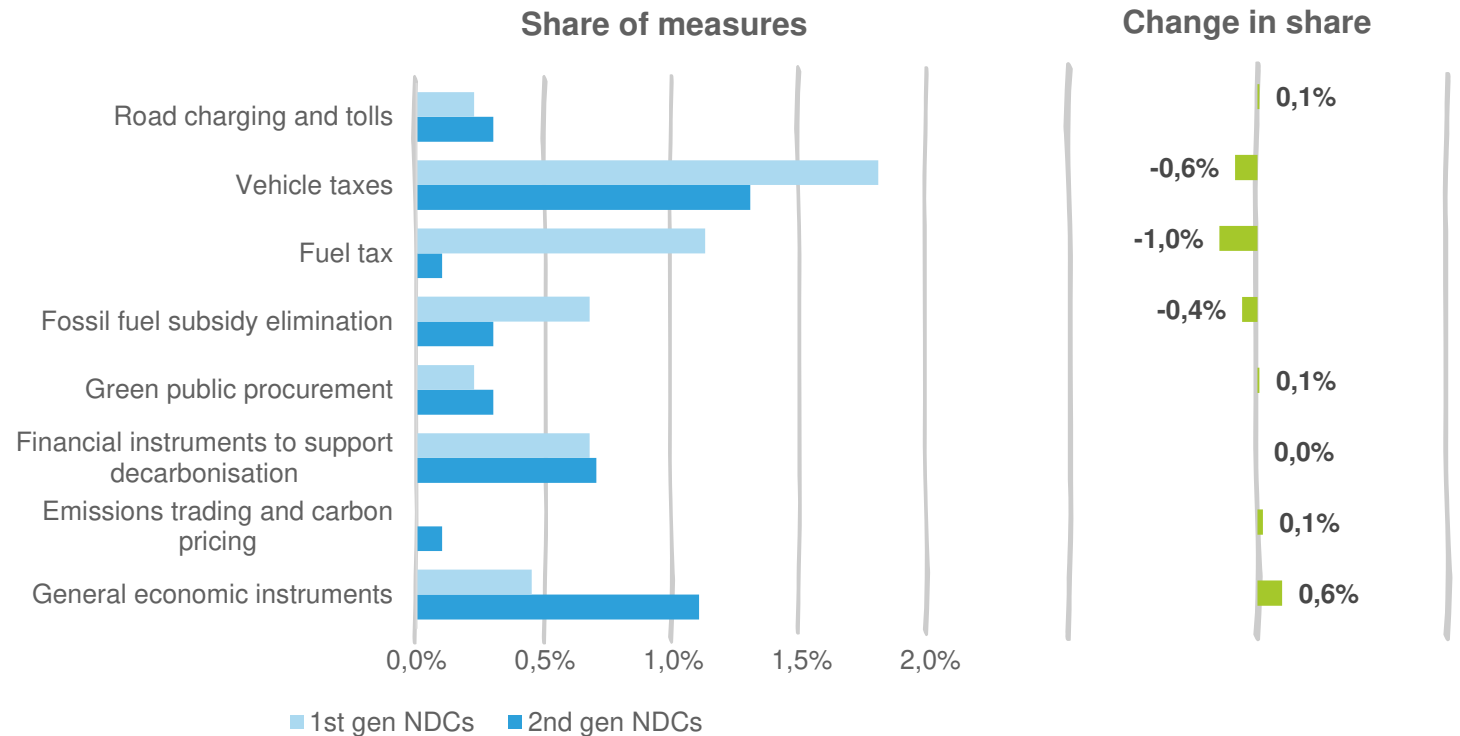
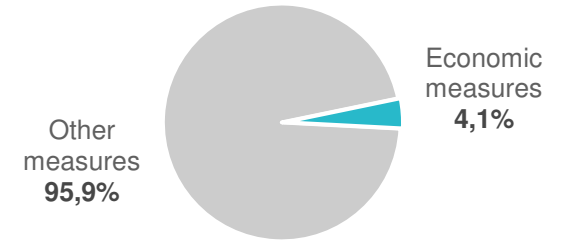
Source: WRI
21.08.21

 WORLD RESOURCES INSTITUTE

Source: <https://www.wri.org/insights/transport-stimulus-spending-green-recovery>

NDCs pass up opportunity to phase out fossil fuel subsidies and to adopt instruments for financing the transition to sustainable, low-carbon transport

- Only 2 countries, the United Arab Emirates and Switzerland, express in their NDCs that they are actively engaging in fossil fuel subsidy elimination. Austria, Germany, Mexico, Sweden do so in their LTS.
- The removal of fossil fuel subsidies would not only set better incentives for fuel savings, but would also free public budgets for clean investment.
- Other economic instruments that could support the transition remain underrepresented, despite their dual role in setting incentives while providing funding for governments.

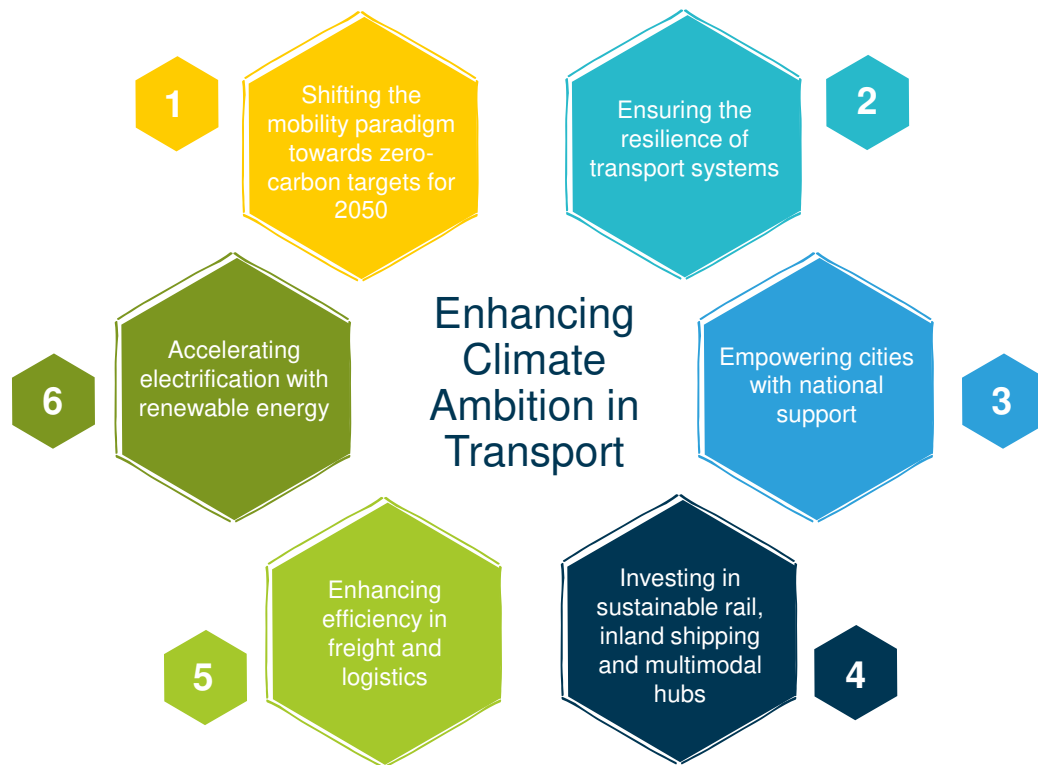


Summary

There is progress, but large potentials remain untapped

- Compensating transport emissions in other sectors won't be possible forever
- NDCs include an increasing number of mitigation measures, but many remain vague
- The full potential of AVOID and SHIFT remains untapped: the focus is on IMPROVE measures
- Freight remains overlooked in NDC measures despite great urgency and the key role of freight in national development
- NDCs do not show national action on aviation and shipping – nor action related to ICAO/IMO
- NDCs show greater engagement with stakeholders in transport and greater coordination between government ministries than before 2019
- NDCs miss the opportunity to connect climate action in transport to a wider sustainability agenda
- NDCs pass up opportunity to phase out fossil fuel subsidies and to adopt instruments for financing the transition to sustainable, low-carbon transport
- NDCs fail to spotlight green recovery as option for financing the transition to zero-emission transport

Checking progress against the six action recommendations



Building on existing transport-related roadmaps, calls for action, discussion papers and research findings, GIZ devised six essential recommendations for policymakers and other officials dealing with climate action and ambition in the transport sector.

They aimed to support policy-makers for NDC revisions, and were broadly formulated to allow adaptation to divergent national contexts.



You can download the publication here: <https://changing-transport.org/wp-content/uploads/GIZ.-2020.-Enhancing-Climate-Ambition-in-Transport-Six-Action-Recommendations-for-Policy-Makers.pdf>

GIZ's six action recommendations address critical aspects for scaling up ambitions in NDCs and LTS further

Shifting the mobility paradigm towards zero-carbon targets for 2050

Transport targets do not yet indicate a paradigm shift in the sector.

More countries have embraced GHG mitigation targets for transport in their NDCs, but the big emitters are still missing.

Ensuring the resilience of transport systems

There is too little focus on adaptation and resilience in transport.

Transport adaptation measures focus on infra-structure and technology; adaptation needs greater mainstreaming in planning and policy.

Empowering cities with national support

National support to cities is not reflected in NDCs, despite the critical role for transforming mobility at the urban level.

Investing in sustainable rail, inland shipping and multimodal hubs

The expansion and improvement of freight infrastructure for rail and waterways is a neglected topic.

Enhancing efficiency in freight and logistics

The potential for improving system efficiency in freight continues to be overlooked in NDCs.

Accelerating electrification with renewable energy

The new NDCs have a strong focus on electrification of road transport across vehicle types.

How transport electrification and alternative fuels will impact renewable power demand is not adequately considered.

Annex



List of transport GHG targets

Country	Type of target	Target year	Target
Grenada	GHG conditional target	2025	20% reductions anticipated from this sector by 2025
Liberia	GHG conditional target	2030	Reducing GHG emissions by 15.1% below BAU level
Seychelles	GHG conditional target	2030	Target emissions in the transport sector (due to gasoline vehicle) in 2030: 169.1 kt CO ₂ e (30% reduction = 72.5 kt CO ₂ e)
The Gambia	GHG conditional target	2030	Reducing GHG emissions by 22.2% below BAU level
Uganda	GHG conditional target	2030	Limiting the growth of emissions by 29% below BAU level to 6.8 MtCO ₂ e in 2030
Sri Lanka	GHG unconditional and conditional	2030	<i>Unconditional:</i> Reduction against BAU scenario by 1.0% <i>Conditional:</i> Additional reduction against BAU scenario by 3.0%
Bangladesh	GHG unconditional and conditional	2030	<i>Unconditional:</i> Transport GHG reduction of 3.39 Mt CO ₂ e compared to BAU of 36.28 Mt CO ₂ e <i>Conditional:</i> Transport GHG reduction of 6.33 Mt CO ₂ e compared to BAU
Burkina Faso	GHG unconditional and conditional	2025	<i>Unconditional:</i> Reduction potential of 1,477 Gg CO ₂ e; <i>Conditional:</i> Additional reduction potential of 267 Gg CO ₂ e
Mauritania	GHG unconditional and conditional	2030	Reducing GHG emissions by 92.65 Gg CO ₂ e of which 5.21% unconditional

List of transport GHG targets (cont.)

Country	Type of target	Target year	Target
Belize	GHG unconditional target	2030	Avoid 117 kt CO ₂ e/year
Dominica	GHG unconditional target	2030	20% emissions reduction by 2030 for transport in comparison to 2014
Egypt	GHG unconditional target	2030	GHG reduction of 7% compared to BAU in 2030
El Salvador	GHG unconditional target	2030	In 2030, yearly emission reduction of 334Kton CO ₂ compared to BAU
Georgia	GHG unconditional target	2030	Mitigate the GHG emissions from the transport sector by 15% from the reference level
Israel	GHG unconditional target	2030 2050	Limit the increase in greenhouse gas emissions from transportation by 2030, so that the total increase in emissions will be only 3.3% compared to emissions measured in 2015 Reduction of greenhouse gas emissions from transport by 2050 by at least 96% compared to emissions measured in 2015
Japan	GHG unconditional target	2030	Transport emissions to be at 163 million t CO ₂
Mauritius	GHG unconditional target	2030	The contribution by each sector to the 40% mitigation target in terms of avoided emissions (kt CO ₂ e) is as it follows: Transport: 129 kt CO ₂ e
South Sudan	GHG unconditional target	2030	Reducing GHG emissions by 44% below BAU level
United Arab Emirates	GHG unconditional target		

List of transport GHG targets (cont.)

Country	Type of target	Target year	Target
Andorra	Sub-sectoral GHG unconditional target	2030	Reducing GHG emissions by 50% below BAU level from inland road transport
Dominica	Sub-sectoral GHG unconditional target	2030	Target for 100% emissions reduction in the shipping sub-sector by 2030 compared to 2014 levels
Fiji	Sub-sectoral GHG unconditional target	2030	Reducing GHG emissions by 40% below BAU level from domestic maritime shipping emissions
Guinea	Sub-sectoral GHG unconditional & conditional target	2030	<i>Unconditional:</i> Reducing GHG emissions to 4,142 kt CO ₂ compared to BAU level of 4,335 kt CO ₂ <i>Conditional:</i> Reducing GHG emissions to 3,879 kt CO ₂ compared to BAU level
Samoa	Sub-sectoral GHG unconditional target	2030	Samoa would like to put forward to following mass-based sub-sector GHG emissions reduction targets that can be applied relative to the new reference year once the GHG emissions inventory is updated: - Land transport: 5.2 Gg CO ₂ e - Maritime transport: 3.0 Gg CO ₂ e

List of countries with transport non-GHG targets

Albania	Guatemala	Niger
Antigua and Barbuda	Guinea	Nigeria
Barbados	Haiti	Pakistan
Bolivia	Honduras	Palestine
Brunei Darussalam	Israel	Panama
Cabo Verde	Jordan	Republic of North Macedonia
Cambodia	Lao People's Democratic Republic	Saint Kitts and Nevis
Chile	Malawi	Seychelles
Colombia	Mali	Togo
Costa Rica	Monaco	Uganda
Côte d'Ivoire	Morocco	United Arab Emirates
Cuba	Mozambique	Vanuatu
Dominica	Namibia	Zimbabwe
Eswatini	Nepal	



Most countries have multiple non-GHG targets.

For more details on targets, please see the [Tracker of Climate Strategies for Transport](#)



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