

Event co-organized by:

Webinar

Key Insights on

Transportation at COP30

November 27, 2025

The COP30 held in Belém, Brasil, took place against a complex backdrop marked by challenges in achieving an ambitious global consensus on climate issues, particularly regarding the phasingout of fossil fuels. Although various media outlets described the results as insufficient, there was also significant progress in strategic sectors such as transportation, particularly in strengthening commitments related to decarbonization, resilience and updating Nationally Determined Contributions (NDCs).

In this context, the Webinar “Key Insights on Transportation at COP30” was conceived as a forum for analysis and technical reflection to delve deeper into the results of the negotiations, to highlight transport’s strategic role in climate action, and present key advances linked to the [Ministerial Declaration for a Global Effort on Transport](#), as well as the challenges and opportunities projected for the Decade of Sustainable Transport 2026–2035.

Session Objectives:

- 1 Analyze the main outcomes of COP30 from the perspective of the transportation sector.
- 2 Highlight the role of transportation in climate change mitigation and adaptation.
- 3 Present the guidelines and scope of the Global Effort on Transport Declaration.
- 4 Addressing progress and gaps in integrating transportation into third-generation NDCs.
- 5 Reflecting on the Challenges of Achieving Carbon Neutrality by 2050.

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Daniel Bongardt,
Coordinator Team
Infrastructure and Mobility
CHANGING TRANSPORT

The coordinator of the Infrastructure and Mobility team at Changing Transport, **Daniel Bongardt**, provided an overview of the global transport context at COP30, highlighting that, 10 years after the Paris Agreement, a **significant gap remains between declared commitments and implementation speed**. Although the NDC system functions as a mechanism for international pressure, **progress remains slow in the face of the climate emergency**.

He noted that transport accounts for roughly **25% of global emissions**, and that if this sector manages to demonstrate an effective transition away from fossil fuels, it will facilitate a broader consensus at the global level. He also highlighted the need to move from promises to concrete implementation, **including financing, ensuring a just transition, and adapting infrastructure** to extreme weather events.

Cristóbal Pineda, Head of the Regional Public Transportation Division at Chile's Ministry of Transportation and Telecommunications (MTT), presented the foundations of the Ministerial **Declaration for a Global Effort on Transport**, an initiative led by Chile. He explained that its main motivation is the lack of specific, quantifiable metrics for the transport sector within climate agreements..

The Declaration is based on the **Avoid – Shift – Improve** strategy, promoting behavioral change, modal shift, and technological improvement. It also acknowledges the diversity of national contexts, the critical role of financing, and the link between decarbonization and resilience. **To date, 11 countries have endorsed the Declaration.**

The Declaration sets two global targets for 2035:

1. Reduce transport energy demand by 25%.
2. Reach 33% renewable energy and sustainable biofuels.



Cristóbal Pineda,
Head of the Regional
Public Transportation
Division at the Ministry
of Transportation and
Telecommunications of
Chile





Juan Carlos Muñoz,
Minister of Transport and
Telecommunications of
Chile

Minister Juan Carlos Muñoz explained that the Declaration originated during Chile's presidency of the International Transport Forum, where efforts to promote a multilateral decarbonization agreement failed to achieve unanimity. As a result, progress was made through a voluntary declaration alongside other countries.

Key contributions highlighted:

- Energy-focused approach.
- Dual target: efficiency and renewable energy.
- Collective yet differentiated effort.
- Intermediate target for 2035, driving action within this decade.

On implementation, he outlined three key components:

- 1 Technical tracking with energy indicators.
- 2 Expansion of participating countries.
- 3 International governance structure including a board, secretariat and expert committee.

It also highlighted the strategic role of electric public transport in Chile, the progressive restriction of private cars, and the need for integrated policies to tackle climate change.



Maruxa Cardama,
Secretary General of the
SLOCAT Partnership on
Sustainable, Low Carbon
Transport

From a forward-looking perspective, she stated that the central challenge is to align transport with:

**Energy policies
Urban resilience
Climate justice
A just transition**

Maruxa Cardama, Secretary General of the SLOCAT Partnership, addressed the evolution of transport in COPs from a historical perspective, noting that the sector has moved from marginal participation to a growing presence in the climate agenda. Today, transport is beginning to consolidate as a strategic pillar for mitigation and adaptation.

Transport must consolidate its role as a cross-cutting enabler of sustainable development in upcoming climate negotiation cycles.

Belén Vásquez and Nikola Medimorec
presented the main findings of the **NDC Transport Tracker**, a platform that analyzes the integration of transport in third-generation NDCs.



Belén Vásquez,
Database Specialist,
GIZ

Nikola Medimorec,
Director of Data
Analysis and Research,
SLOCAT Partnership

Key Findings:

- Most countries prioritize “**Improve**” actions, especially electrification.
- High declarative ambition exists, but alignment with the Paris Agreement remains insufficient.
- Adaptation in transport is still general and lacks specificity.
- Transport continues to have high emissions in countries without clear sector targets.

Want to see how countries are advancing in transport and climate action?

Access the **NDC Transport Tracker** to explore updated data, trends, and international commitments

[Explore the data - Changing Transport](#)



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