GLOBAL TRANSPORT EFFORT

ANNUAL REPORT 2026

Declaration "Towards Resilient and Low-Emissions Transport Systems for People, Development and the Planet"



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Executive Summary

The Declaration “Towards Resilient and Low-Emissions Transport Systems for People, Development and the Planet” was launched on 14 November 2025 at COP30 in Belém, Brazil, and endorsed at launch by eleven countries, six from Latin America and five from Europe. It responds to a clear gap: transport is the second-largest source of global greenhouse gas emissions, around 16% of the total in 2024, yet the first Global Stocktake did not set a quantified, time-bound target for the sector. At the core of the Declaration is the Global Transport Effort, a collective benchmark of a 25% reduction in transport energy demand and a one-third share of renewables and sustainable biofuels by 2035.

In its first year, the coalition put in place a governance structure with four levels (Steering Group, Lead Countries, Advisory Group and Secretariat) and agreed a work plan to 2028 around four strategic objectives. In March 2026, Chile concluded its leadership and the Dominican Republic took on the chair, and a joint Secretariat between the SLOCAT Partnership and GIZ, through its E-Motion Programme, was established. The coalition was presented at the International Transport Forum Annual Summit in Leipzig, at New York Climate Week and at Transport and Climate Change Week.

The first tracking results, covering 2022 to 2024, show that the transition is underway but not yet at the required pace: global final energy consumption in transport rose from 119.8 to 125.2 exajoules, and the share of renewables and sustainable biofuels remains close to 5%. The sensitivity analysis identifies the electrification of road and rail as the single most powerful lever to reach the Effort. Alongside this, each signatory country is already advancing policies that contribute to it, and this report presents one good practice per country.

Looking ahead, the coalition will continue annual tracking, with annual reports in 2027 and 2028, broaden its membership, and work to have the Global Transport Effort reflected in the second Global Stocktake in 2028. The “35 by 35” electrification goal announced by the COP31 Presidency also offers an opportunity to link the Effort’s tracking to a broader electrification agenda. The Declaration remains open to new signatory countries.

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1. Presentation of the Declaration

1.1 Context and Origin

Transport is the second-largest source of global greenhouse gas emissions, directly accounting for around 16% of the total in 2024 (EDGAR, 2025). At country level, EDGAR shows that transport is the first- or second-largest source of energy-related emissions in 59% of countries worldwide.

This heavy climate footprint is closely tied to the sector's near-total dependence on fossil fuels: roughly 95% of the energy used in transport worldwide still comes from fossil sources, and the sector alone accounts for 57% of global oil demand (UN Global Sustainable Transport Conference, 2021). This concentration leaves the sector, and the countries that depend on imported fuel, exposed to volatile fossil fuel markets (IEA, 2026b), underscoring why shifting the sector's energy mix is as much a matter of energy security as of climate policy.

This gap was only partially addressed at COP28 in Dubai (2023). The outcome of the first Global Stocktake, the process through which the Paris Agreement periodically assesses collective progress, included a call on countries to accelerate "the reduction of emissions from road transport through infrastructure development and rapid deployment of zero- and low-emission vehicles" (IEA, 2024), language that marked the first time road transport was explicitly addressed in a Global Stocktake outcome. However, unlike the parallel commitments on renewable energy capacity or energy efficiency, this transport-related provision was not accompanied by a quantified, time-bound target.

It was this absence of a shared, quantified goal that Chile set out to address. Holding the presidency of the International Transport Forum until May 2025, Chile used that platform to build political momentum for a collective response. Over the following months, Chile's Ministry of Transport and Telecommunications engaged a broad group of countries across regions, gathering feedback through successive rounds of consultation to shape a joint declaration that reflected shared priorities while preserving its overall ambition.

The Ministerial Declaration "Towards Resilient and Low-Emissions Transport Systems for People, Development and the Planet" was formally launched on 14 November 2025, at the Chilean Pavilion during COP30 in Belém, Brazil (Figure 1). Eleven countries endorsed it at launch, Chile, Brazil, Colombia, Costa Rica, Honduras, the Dominican Republic, Norway, Slovenia, Spain, Portugal, and Austria, marking the starting point of a coalition that would go on to formalise its governance structure and begin operationalisation in the months that followed.



Figure 1: Launch of the Declaration at COP30, Belém

1.2 The Declaration and the Global Transport Effort

The Declaration opens by recognising transport as an essential service that societies rely on daily, while acknowledging that the sector's infrastructure faces growing challenges from the impacts of climate change. It calls for a transport system that is resilient, climate-compatible, secure, accessible, and affordable, underpinned by infrastructure capable of maintaining functionality in the face of extreme and slow-onset climate events.

Building on that framing, the Declaration commits to accelerating the sector's transition through the phase-out of fossil fuels via electrification and diversification of energy sources, an increase in the use of renewable energy, and the promotion of public and non-motorised transport, while reducing emissions and fostering resilient, low-carbon transport infrastructure. It recognises that this transformation must be progressive and differentiated, tailored to each country's national circumstances, financial constraints, and the specific needs of vulnerable population groups. It is a voluntary, country-driven ministerial instrument, a political statement rather than a legally binding agreement. The full text of the Declaration is provided in Annex 1.

At the core of the Declaration is a quantitative target: the Global Transport Effort. In its own words, signatory countries call upon all Parties of the Paris Agreement "to contribute in a nationally determined manner to the global effort of achieving globally by 2035 a quarter drop in overall energy demand and shifting to one-third sustainable biofuels and renewable sources, considering that each country's contributions to this global effort will reflect its national circumstances."

This 2035 horizon is deliberate. The trajectory required for transport to be consistent with the Paris Agreement's 1.5°C goal points toward near-total decarbonisation of the sector's energy mix by 2050, in line with the International Energy Agency's Net Zero Roadmap, in its 2023 update (IEA, 2023). Rather than only setting that distant 2050 endpoint, the Declaration brings an interim milestone

forward to 2035, close enough to demand real, near-term political action and investment decisions, while still being ambitious, achievable, and grounded in existing IEA modelling. The two components of the Global Transport Effort, and the trajectory to 2035, are illustrated in Figure 2.

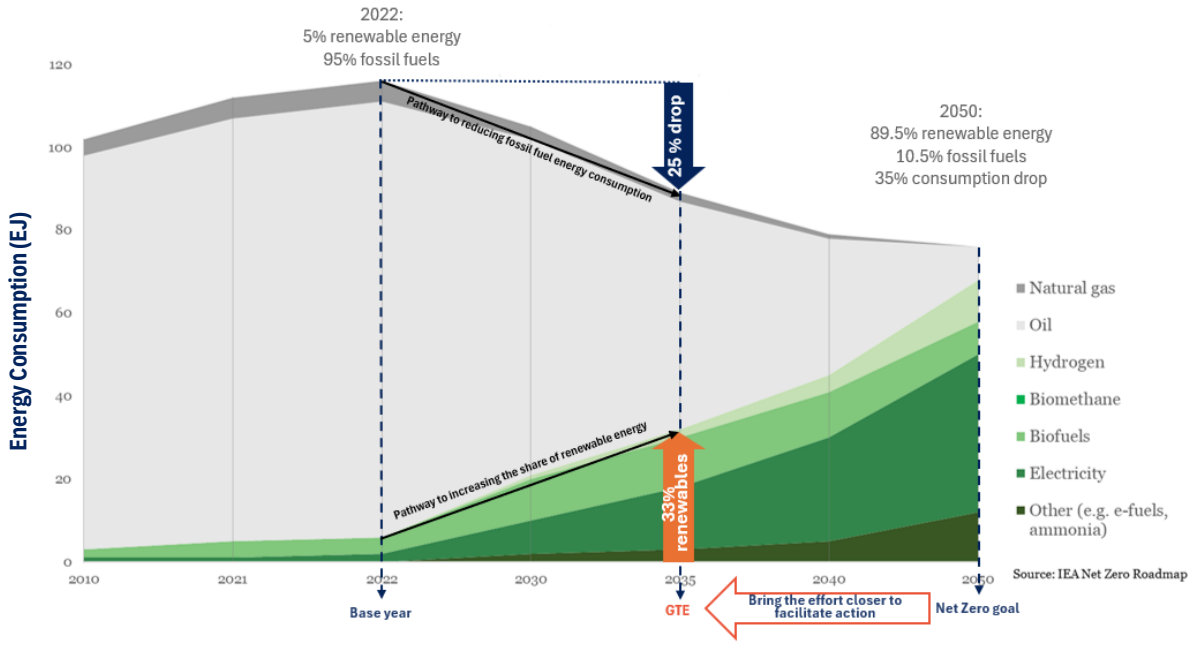

Figure 2: The Global Transport Effort

It is a global, sector-wide benchmark: the trajectory the transport sector as a whole needs to follow for its contribution to be consistent with the goals of the Paris Agreement. By signing the Declaration, countries recognise this collective effort as necessary, and commit to doing what is within their own means and national circumstances to contribute to it. Each country retains full flexibility to define its own pathway.

The Declaration is designed to build coherence with, rather than duplicate, commitments already in place across transport modes. In aviation, the International Civil Aviation Organisation's 41st Assembly adopted a Long-Term Aspirational Goal of net-zero CO_2 emissions by 2050 (ICAO, 2022). In maritime transport, the International Maritime Organisation's 2023 GHG Strategy set a target of net-zero emissions from international shipping by or around 2050, with interim checkpoints of a 20 to 30% reduction by 2030 and 70 to 80% by 2040, relative to 2008 levels (IMO, 2023). In inland transport, road, rail, and inland waterways, which together accounted for 72% of global transport emissions in 2019, the UNECE's Inland Transport Committee adopted its own Strategy on Reducing Greenhouse Gas Emissions from Inland Transport in February 2024, setting an aspirational goal of net-zero emissions by 2050 (UNECE, 2024). Taken together with the Global Stocktake process itself, these modal commitments form the wider architecture the Declaration seeks to reinforce, providing, for the first time, a single quantified, near-term benchmark that spans the sector as a whole.

1.3 Signatory Countries

Eleven countries, six from Latin America and five from Europe, have endorsed the Declaration to date, each represented by the government body responsible for transport, energy or climate policy, as shown in Table 1:

Country	Signing Institution
Austria	Federal Ministry of Innovation, Mobility and Infrastructure
Brazil	Ministry of Cities
Chile	Ministry of Transport and Telecommunications
Colombia	Ministry of Transport
Costa Rica	Ministry of Public Works and Transport
Dominican Republic	National Council for Climate Change and Carbon Market
Honduras	Secretariat of Energy
Norway	Ministry of Transport
Portugal	Secretary of State for Mobility
Slovenia	Ministry of Infrastructure
Spain	Ministry of Transport and Sustainable Mobility

Table 1: Signatory countries

2. Governance and Strategic Objectives

2.1 Governance Structure

One of the first actions after the launch was to put in place a governance structure for the Declaration. It was decided to structure it around four levels (Figure 3), designed to balance broad political ownership with the operational capacity needed to move the initiative from political commitment to concrete action.

The Steering Group is composed of the Declaration's signatory countries and functions as the initiative's board. It provides overall political direction, endorses major decisions such as governance changes or the incoming co-chair, and reviews progress at its periodic meetings, held three times a year. It is expected to grow as new countries join the coalition.

The Lead Countries hold the initiative's rotating leadership, chairing meetings, representing the coalition externally, and driving forward its day-to-day strategic priorities, from outreach to new countries to engagement with international climate processes. The role is held by a chair, ideally shared between two co-chairs.

The Advisory Group brings together experts from international organisations working at the intersection of transport, climate, and development. It advises the Lead Countries on strategic questions, such as how to frame the initiative's targets or how to position the Declaration ahead of major climate milestones, drawing on technical expertise the Lead Countries may not have in-house. It is expected to continue serving as a sounding board for the co-chairs as the initiative moves further into its implementation phase.

The Secretariat is intended as the initiative's permanent operational body: a dedicated team, hosted by an internationally recognised organisation and guided by the Lead Countries, responsible for coordinating the day-to-day implementation of the work plan, tracking the Global Transport Effort and producing annual reports such as this one, facilitating peer exchange among signatory countries, driving outreach to new countries and organisations, and supporting engagement with the second Global Stocktake.

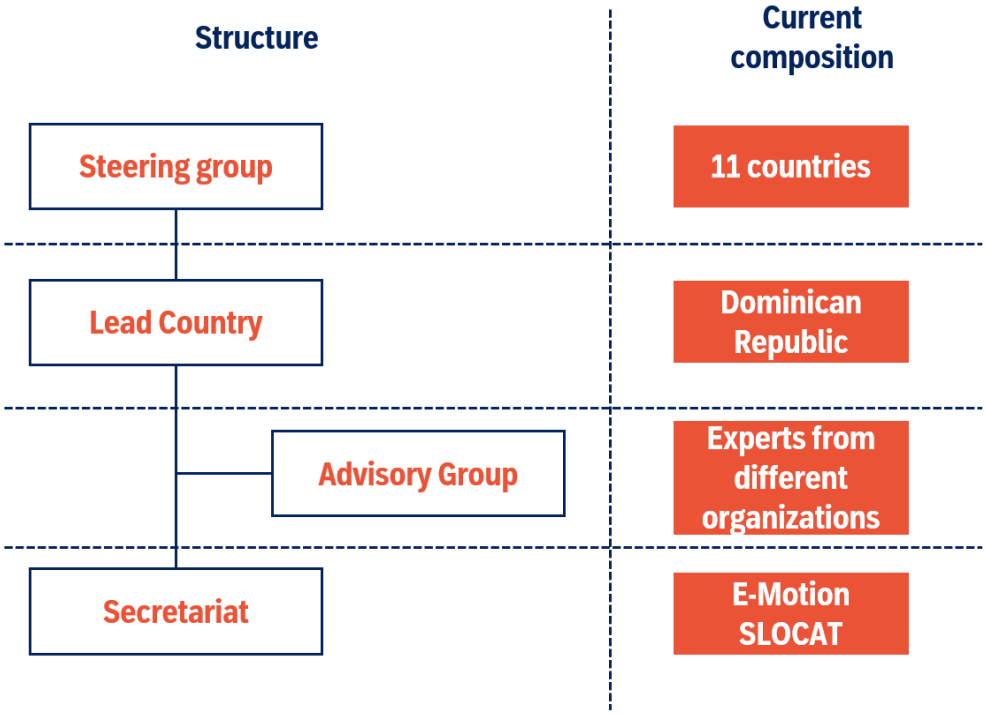

Figure 3: Governance structure

2.2 Co-Chair Transition

Chile's leadership of the Declaration, held since its inception, formally concluded in March 2026. Chile had led the initiative from its earliest stages, drawing credibility from its own track record on transport and energy: Santiago operates the largest electric bus fleet outside China, and at the national level, renewables supplied 70% of Chile's electricity generation in 2024, with solar and wind alone reaching a record 33% share, up from just 8% and 6% respectively five years earlier (Ember, 2025). This track record positioned Chile as a regional reference throughout its time leading the coalition. At the coalition's first online meeting, on 9 March 2026, Chile formally closed this chapter, marking the end of its role at the helm of the initiative.

At that same meeting, the Dominican Republic formally accepted the Global South co-chair role, through its National Council for Climate Change and Carbon Market. This transition carries particular significance: while the Declaration was already Global South led under Chile, the Dominican Republic represents a different kind of leadership. As a small island developing state, its role demonstrates that this type of initiative can be driven by countries that are often on the receiving end of climate cooperation, rather than only leading it. It is also worth noting that the Dominican Republic's presidency is held by its climate authority, rather than a transport ministry, a signal that transport decarbonisation is as much a climate agenda priority as a sectoral one.

2.3 Strategic Objectives 2026 to 2028

To move from political commitment to concrete action, a work plan has been developed around four strategic objectives: tracking and peer exchange on the Global Transport Effort, outreach and coalition building, strategic engagement with the Global Stocktake, and communication and

visibility. The plan is expected to guide the coalition's work through 2028, the year of the second Global Stocktake, and the objectives are meant to reinforce one another: evidence from tracking supports outreach and communication, while a broader coalition strengthens the case made in the Global Stocktake.

Tracking and peer exchange on the Global Transport Effort. This objective covers developing a shared methodology to track progress on the Global Transport Effort, applying it, and monitoring progress year by year, alongside facilitating exchange among signatories on how to advance toward it.

Outreach and coalition building. This objective focuses on broadening support for the Declaration by engaging additional countries, particularly from regions currently underrepresented in the coalition, and by building partnerships with other organisations working on transport and climate.

Strategic engagement with the Global Stocktake. This objective aims to ensure that the Global Transport Effort is reflected in the outcomes of the second Global Stocktake in 2028, giving transport a clear, quantified goal within the Paris Agreement framework that the sector as a whole can be measured against and held accountable to, building on the precedent set by the energy sector in the first Global Stocktake in 2023.

Communication and visibility. This objective covers disseminating the Declaration and increasing its visibility, as well as showcasing the work being carried out under each of the other three objectives. This annual report is itself one of the main instruments through which this objective is delivered.

The Global Stocktake is the Paris Agreement's mechanism for assessing, every five years, collective progress towards its long-term goals. The first one concluded at COP28 in Dubai in 2023, and the second will conclude in 2028. Its outcomes inform countries as they update their national climate plans and set the direction for international climate cooperation in the years that follow. For transport, this makes the Stocktake a unique opportunity: a goal reflected in its outcomes reaches well beyond a single COP and can give governments a shared reference for their national plans and policies, cities a benchmark for their transport strategies, investors a clearer signal of where capital is expected to flow, and industry greater certainty about the direction of the market.

3. Tracking the Global Transport Effort

A collective goal is only as useful as the ability to tell whether it is being met. Reliable and comparable tracking of the Global Transport Effort serves three purposes. It supports accountability, allowing the coalition and the wider international community to assess whether the sector is moving at the pace the Effort requires, rather than relying on commitments alone. It provides a shared evidence base for decision-making, helping governments, investors and partners see where progress is lagging and where policy and investment are most needed. And it informs the Global Stocktake process, giving the second Global Stocktake in 2028 consistent, comparable data to draw on.

3.1 Tracking Methodology

The methodology used to track the Global Transport Effort was developed and published in a standalone technical report, Tracking Global Progress on Cleaner Transport, released by GIZ Changing Transport in 2026 and publicly available at https://changing-transport.org/publications/tracking-global-progress-on-cleaner-transport. The report provides a methodology to measure progress on the two targets that make up the Global Transport Effort, using internationally available data.

The technical basis for the Declaration's targets traces back to the 2023 update of the International Energy Agency's Net Zero Roadmap, which laid out a pathway for aligning the global energy system with a 1.5°C trajectory and directly informed the first Global Stocktake at COP28. Building on that same roadmap, the Global Transport Effort was developed in 2025, translating its broader trajectory, covering electrification, the scale-up of low-emission fuels, modal shifts toward public transport and rail, and renewable energy integration, into the specific 25% and one-third figures that the Declaration ultimately adopted.

At a high level, the methodology tracks progress along two dimensions: how much energy the transport sector consumes overall, measured against the 25% reduction goal, and what share of that energy comes from renewable sources and sustainable biofuels, measured against the one-third target. A further layer of detail looks specifically at electrification, since electric motors convert energy into motion far more efficiently than combustion engines. For road transport, for example, the reference values compiled in the report from the literature indicate that electric motors convert around 75% of the energy they draw into actual movement, compared with around 20% for a petrol combustion engine, most of the rest being lost as heat (GIZ Changing Transport, 2026). This means two vehicles that consume the same amount of energy can deliver very different amounts of useful movement, depending on the technology they use. Figure 4 shows the IEA's estimated transport energy consumption under both approaches.

To account for this, the methodology measures progress in two complementary ways. The first, final energy, simply adds up the energy transport consumes, regardless of how efficiently it is used. Under this measure, the 25% reduction and one-third renewable share defined in the Declaration are the reference targets tracked by the report. The second, useful energy, adjusts those same figures for how efficiently that energy is actually converted into movement.

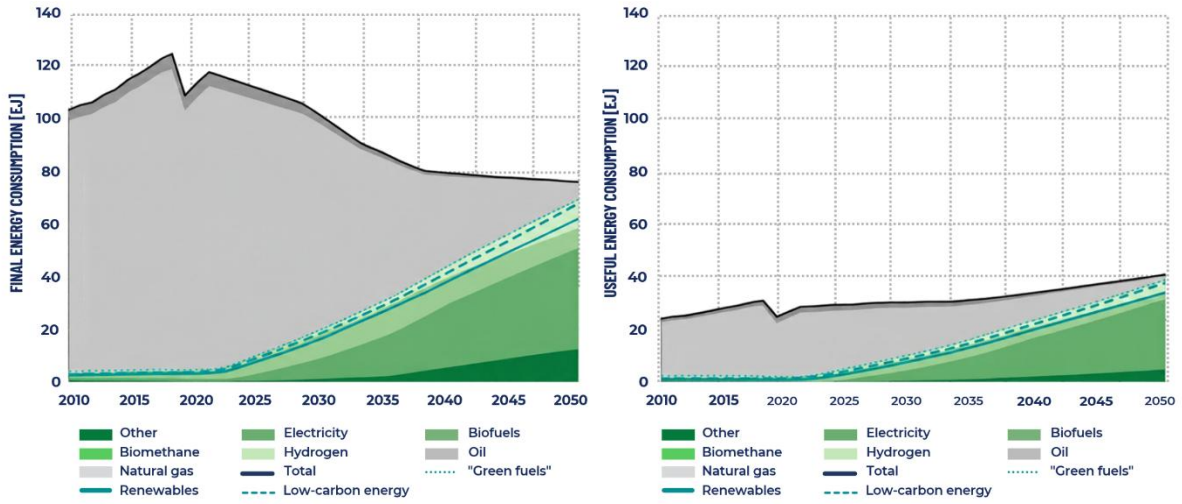

Figure 4: Estimated transport energy consumption by the IEA by type of energy, final and useful energy accounting approaches

Measured this way, the picture changes: because more of the energy still being used by 2035 will be delivered through efficient electric motors rather than combustion engines, the useful energy actually delivered to move people and goods is expected to rise even as final energy consumption falls, and the renewable share, measured this way, climbs further still, to around 45%. Tracking final energy alone would understate this effect, since it counts a unit of electricity and a unit of petrol as equally useful, when in practice the electricity moves people and goods much further.

For data, the methodology relies primarily on the International Energy Agency's World Energy Balances, identified as the most reliable and internationally consistent global dataset available for this purpose, complemented by ICAO data on certified sustainable aviation fuel and, as it becomes available, equivalent IMO data for shipping. Because official energy statistics are typically published with a two-year delay, these are complemented with more timely estimates from other sectoral sources, such as EDGAR for fossil energy trends and Ember for renewable electricity shares, for the most recent years, so that progress can be tracked as close to real time as the underlying data allows. The report also recommends that the tracking methodology itself be reviewed every five years, to stay current as data availability and international sustainability criteria continue to evolve.

3.2 Progress and Early Data

As shown in Figure 5, the first tracking results cover the period from 2022, the Declaration's baseline year, to 2024, the latest year covered, with 2024 figures estimated. In 2022, global final energy consumption in transport was 119.8 exajoules (EJ), and the trajectory towards the 2035 target brings it down to about 88.5 EJ. Instead of beginning to fall, it rose to 125.2 EJ in 2024, against the 113.1 EJ that the trajectory called for by that year, so the sector is moving further away from, rather than closer to, that trajectory.

The renewable energy share has grown over the same period, but more slowly than required. In 2022, renewable and sustainable biofuel final energy use was 4.7 EJ, around 4% of the total, and the trajectory raises it to 29.2 EJ by 2035, around one third. It rose to 5.7 EJ in 2024, an increase of roughly

21% in absolute terms, against the 8.5 EJ that the trajectory called for by that year. Because total energy demand was rising at the same time, the share remains below 5%.

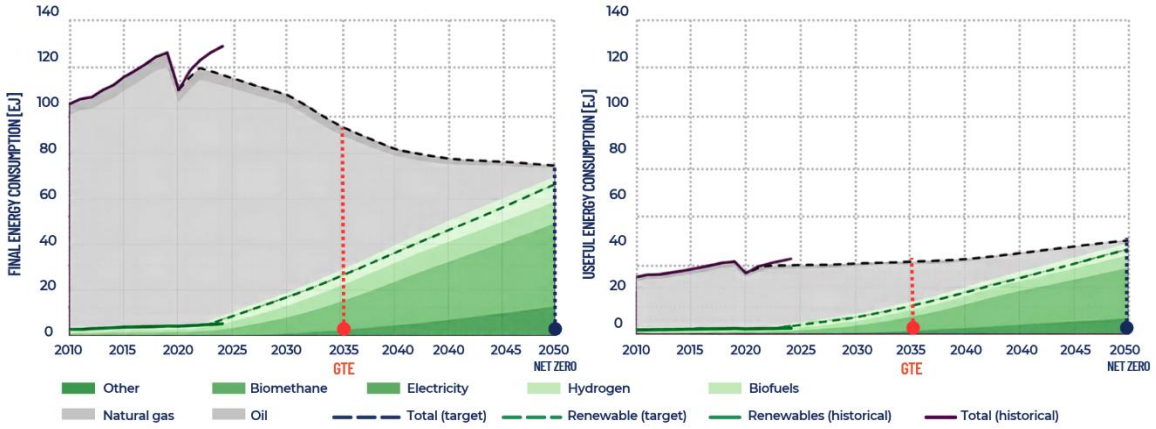

Figure 5: Results of the tracker regarding transport energy consumption and renewable energy share, overlaying updated historical data with the trajectory toward the 2035 targets

Taken together, these early results point in the same direction: the transition is underway, but not yet at the pace the Global Transport Effort requires. The technical report identifies this as an expected early-stage pattern, one that is likely to persist until electrification and efficiency gains reach sufficient scale to outweigh continued growth in transport demand, and recommends that a short progress update be published annually, once the latest IEA data is released, so this trajectory can continue to be tracked consistently year over year and any course correction can happen while there is still time to act.

3.3 Sensitivity Analysis

Because the Global Transport Effort combines several different technology shifts, electrification, biofuels, and hydrogen, each contributing differently to the overall goal, the methodology also tested how sensitive the targets are to progress in each one individually. This was done by simulating scenarios in which one technology shift falls short of its expected contribution while the others proceed as planned, and observing the impact on the overall 2035 targets. The results are shown in Figure 6.

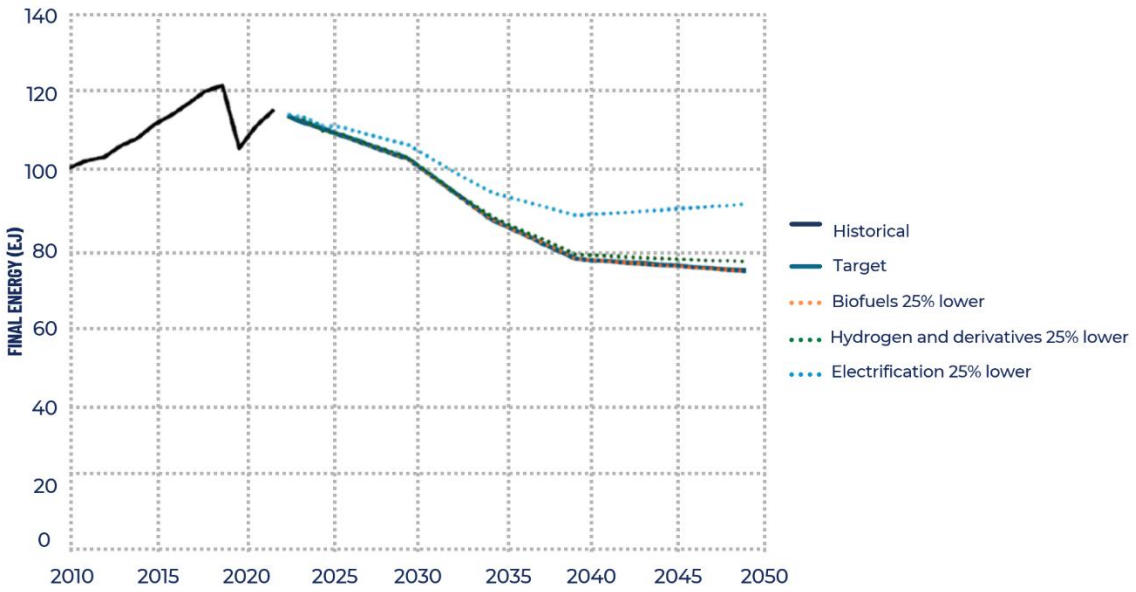

Figure 6: Sensitivity to the partial achievement of technology shifts for final energy demand

The results point to a clear and consistent finding: electrification of road and rail transport is the single most powerful lever in the entire framework, and the one where progress makes the biggest difference. Falling short on electrification, even while biofuels and hydrogen deployment proceed broadly as expected, has a substantially larger negative impact on both the overall energy demand target and the renewable energy share than an equivalent shortfall in either of the other two technologies. The reverse also holds: faster electrification than currently expected would meaningfully outperform the target, delivering greater reductions in final energy demand and a higher renewable energy share than equivalent progress in biofuels or hydrogen would achieve on its own.

This is a direct consequence of where transport's emissions and energy use are concentrated. Road and rail, which together account for the large majority of the sector's energy use, are the modes where direct electrification is already the most cost-effective decarbonisation option available, which is why progress or delay there moves the overall numbers the most. That does not make biofuels and low-carbon hydrogen any less essential: they remain the main viable pathway for aviation and shipping, sectors that are notoriously hard to abate, where electrification is not yet viable at scale and is unlikely to become so for a long time, and where sustainable fuels are effectively the only decarbonisation option currently available. The practical implication for signatory countries is one of sequencing and emphasis, not exclusion: road and rail electrification is where the fastest, most cost-effective progress toward the Global Transport Effort can be made today, while sustained investment in sustainable fuels remains indispensable for the modes that have no electrification pathway to rely on.

4. Main Achievements of 2026

Shortly after the launch, in November 2025, a post-COP30 webinar, co-organised by Changing Transport and SOMOS LAC, analysed the outcomes of COP30 from a transport perspective. Chile's then Minister of Transport and Telecommunications, Juan Carlos Muñoz, presented the progress made on the Declaration and the next steps planned for its implementation.

The Declaration's first year of implementation began with its first online meeting of signatory countries, held on 9 March 2026, where the Dominican Republic formally took on the coalition's chair role from Chile and the proposed four-level governance structure, covering the Steering Group, Lead Countries, Advisory Group, and Secretariat, was endorsed in principle. At the same meeting, countries agreed on a work plan to guide the coalition's activities through 2028, organised around the four strategic objectives presented in Section 2.3.

During this first year, the coalition also published its tracking methodology for the Global Transport Effort, along with the first results measured against it, covered in detail in Section 3.

The coalition's next major milestone came two months later, at the International Transport Forum's Annual Summit in Leipzig, Germany. In May 2026, a press conference titled "From Declaration to Action: Putting Transport at the Heart of Climate Policy" formally presented the Dominican Republic's chairmanship to the international transport and climate community (Figure 7). The panel brought together the Dominican Republic's National Council for Climate Change and Carbon Market, represented by Sara González Troncoso and Pamela Abreu; Colombia's Ministry of Transport, represented by Laura Malagigi Gómez; Brazil's Ministry of Cities, represented by Ian Seixas; and the SLOCAT Partnership, represented by Secretary General Carly Gilbert-Patrick, who also read a statement on behalf of Ethiopia's State Minister for Transport and Logistics, Bareo Hassen. The session was moderated by Daniel Bongardt, Head of the Transport Team, Infrastructure and Mobility, at GIZ.



Figure 7: Press conference at ITF

This was the first public presentation of the Dominican Republic as chair of the coalition, and the occasion on which it presented the Declaration's strategic and operational plan. Colombia highlighted that its updated NDC includes concrete transport targets, framing the Declaration as a platform for international accountability rather than a new commitment. Brazil described how its national climate action plan is being implemented with state and local governments to advance electrification. Ethiopia shared its progress on electric mobility, including a nationwide ban on the import of fossil fuel vehicles and a fully electrified national railway network. SLOCAT described the Declaration as a head start toward a global goal for the transport sector and expressed its continued support. The session can be watched online.

The following day, signatory countries held their first in-person meeting since the Declaration's launch. The meeting reviewed the coalition's governance structure and strategic objectives and discussed the arrangements for the Declaration's operational support.

The coalition's presence at international events continued in the second half of the year. In September 2026, during New York Climate Week, the Dominican Republic, as chair, shared its perspective on the Global Transport Effort at the Energy–Transport Nexus Roundtable, co-hosted by REN21, SLOCAT, UITP, the FIA Foundation and the Green Grids Initiative, with the support of the Climate Champions Team. The roundtable, the third in a series leading to COP31, brought together actors from the transport and energy communities to build a shared narrative around electrified, renewable-powered mobility. The Dominican Republic highlighted the need to connect transport and energy action, and the discussion recognised the value of tracking progress, such as through the Declaration's annual reports, to close the gap between pledges and implementation.

In October, the Dominican Republic, through its National Council on Climate Change and Carbon Market, presented the Declaration at the Transport and Climate Change Week (TCCW) 2026, in the session "Shared Data, Shared Action" organised by Changing Transport and Transport Data Commons. The presentation took stock of what has happened since countries committed to the Global Transport Effort at COP30, with a focus on tracking: the methodology, the first results, and the link between transport electrification and the COP31 Presidency's "35 by 35" electrification goal.

The coalition also put its operational support on a firmer footing during the year. A joint Secretariat was established between the SLOCAT Partnership and GIZ, which implements the technical assistance of the E-motion Programme, to take on the Declaration's operational tasks. The Secretariat operates under the vision and strategy set by the co-chairs and the signatory countries, who retain political leadership and direction of the initiative. Within that mandate, it supports the day to day implementation of the work plan, the tracking of the Global Transport Effort and the preparation of the annual reports, peer exchange among signatory countries, outreach to new countries and organisations, and engagement with the second Global Stocktake. This arrangement gives the coalition the continuity it needs between political milestones.

On the communication front, the coalition developed a visual identity for the Declaration and launched its LinkedIn presence during the year, under the name "Global Transport Effort." Together, they give the initiative a recognisable image and a public, ongoing channel to share progress and

reach new audiences beyond the countries and organisations directly involved, a first concrete step toward the visibility objective set out in Section 2.3.

This annual report itself is one of the clearest results of the Declaration's first year: the first comprehensive, public account of the coalition's progress since its launch at COP30, and the main instrument through which the coalition delivers on its communication and visibility objective going forward.

E-Motion: E-Mobility and Low Carbon Transportation is a Green Climate Fund (GCF) project that promotes sustainable mobility through the electrification of transport and the strengthening of public transport. It operates in ten Latin American countries and supports the large-scale deployment of electric buses and other commercial vehicles, together with the charging infrastructure and the business models needed to implement them. Technical assistance is implemented by GIZ on behalf of the German Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUKN), while financial assistance is implemented by the French Development Agency (AFD) and the Development Bank of Latin America and the Caribbean (CAF).

SLOCAT Partnership on Sustainable, Low Carbon Transport is the international multi-stakeholder partnership that enables collaborative knowledge and action for sustainable, low carbon transport. It accelerates the transformation of transport systems and services towards transport that is inclusive, healthy, green and resilient for people and the planet, with a focus on land transport and all mobility modes and dedicated efforts to Global South realities. Its work combines knowledge and policy analysis, advocacy and engagement, dialogue and networking, and it brings the voice of the transport movement into international climate and sustainability processes.

5. Good Practices of Signatory Countries

Each endorsing country is already advancing policies that move transport toward the Global Transport Effort, and the examples presented here are only a sample of the many actions countries are taking. This section highlights one policy or initiative per country, drawn from its Biennial Transparency Report (BTR) submitted under the Paris Agreement (UNFCCC, 2024), and explains how it contributes to the two components of the Effort set out in the Ministerial Declaration: a 25% reduction in transport energy demand and a one third share of renewables and sustainable biofuels by 2035. Where available, more recent official information is included to show how each policy has continued to advance. Figure 8 summarises the practice presented for each signatory country.

The data shown in the tables for each country, including transport emissions and the recognition of transport in its NDCs, are taken from the NDC Transport Tracker of GIZ Changing Transport.



Figure 8: Summary of countries and their best practices

AUSTRIA

Continent	Europe
Transport GHG emissions	28.48% of national emissions (20.22 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents set **6 transport targets** and include **91 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Transport system improvements as the leading categories. It also addresses **transport adaptation (2 measures)**.

Modal shift in passenger and freight transport, including the Klimaticket

The policy. Austria's modal shift policy, implemented since 2005, aims to move passengers and goods from cars and trucks to public transport, rail, walking and cycling. It is led by the federal government, the federal provinces and businesses, and combines mobility management, awareness raising and training with improvements to railway infrastructure and intermodal freight logistics. Austria starts from a strong base: it already has one of the highest rail shares among EU Member States, major investments in railway infrastructure are under way, and the federal provinces order and finance train and bus services that would otherwise not exist. In 2022, public transport accounted for 26.4% of all passenger kilometres travelled in the country (Austria BTR1, 2024).

Implementation and results. The BTR highlights the Klimaticket as a major boost for public transport. It is a single annual ticket, at an affordable price, valid on all scheduled public transport, including public and private rail, either nationwide or within a province. The nationwide Klimaticket has been available since 26 October 2021 (BMIMI, n.d.), and more than 300,000 Klimatickets were in use by September 2024 (Bundeskanzleramt, 2024).

The policy also includes the klimaaktiv mobil programme, funded by the Federal Ministry for Climate Action, which helps municipalities, businesses and associations with funding, advice, training and certification, including for building walking and cycling infrastructure. For freight, Austria subsidises rail services such as single wagon transport, unaccompanied combined transport and the Rolling Highway, which carries trucks on trains, and supports investment in rail sidings, terminals and combined transport equipment.

Austria plans to go further. In 2022, the federal government, provinces and municipalities agreed to raise cycling's share of trips from 7% to 13%, supported by the Master Plan Cycling 2030 and the Master Plan Walking 2030. Austria also aims for rail to carry 32% of freight tonne kilometres by 2030 and to set minimum public transport service standards outside cities. These additional measures, on active mobility and mobility management and on faster modal shift, are estimated to cut emissions by 663 kt and 218 kt CO2 eq in 2030, respectively.

Contribution to the Global Transport Effort. Austria's modal shift policy directly advances the Effort's energy demand component. Rail, buses, walking and cycling need far less energy to move people and goods than cars and trucks, so every trip that shifts lowers transport energy demand (Austria BTR1, 2024). The Klimaticket is a clear example of how a simple, affordable fare valid across the whole country can make public transport the easy choice for everyday travel.

BRAZIL

Continent	South America
Transport GHG emissions	17.22% of national emissions (223.67 Mt transport CO_2e in 2024)
NDCs under the Paris Agreement	5
Transport recognition in NDCs	Active documents set **1 transport target** and include **18 transport mitigation measures**, weighted toward Improve approaches, with Alternative fuels and Mode shift and demand management as the leading categories. It also addresses **transport adaptation (3 measures)**.

National Biofuels Policy (RenovaBio)

The policy. RenovaBio, Brazil's National Biofuels Policy, was created by Law No. 13,576 of 2017 (Planalto, 2017) and is implemented by the Ministry of Mines and Energy. It sets mandatory annual decarbonisation targets for fuel distributors: the National Energy Policy Council (CNPE) sets the national target, and the National Agency of Petroleum, Natural Gas and Biofuels (ANP) divides it among individual distributors (Brazil BTR1, 2024).

To meet their targets, distributors buy Decarbonisation Credits (CBIOs). Certified biofuel producers issue these credits in proportion to the volume of biofuel they sell and to their Energy and Environmental Efficiency Rating, a score that reflects how much lower the biofuel's carbon intensity is than that of the fossil fuel it replaces (Planalto, 2017). Each CBIO represents one tonne of CO2 equivalent avoided (ANP, 2026).

Implementation and results. Brazil lists RenovaBio among the policies it considers highly relevant to achieving its NDC. In 2021 and 2022, 60.5 million m^3 of ethanol and 13.0 million m^3 of biodiesel were added to Brazil's fuel supply, and the programme aims to reach 71.29 million CBIOs by 2033 (Brazil BTR1, 2024).

The programme has kept growing. In 2025, distributors retired 40.06 million CBIOs, 99% of the national target of 40.39 million (ANP, 2025), and the target for 2026 rises to 48.09 million (ANP, 2026). The Fuel of the Future Law (Law No. 14,993 of 2024) builds on RenovaBio. It allows the ethanol blend in gasoline to rise up to 35%, increases the biodiesel blend by one percentage point per year until it reaches 20% in 2030, and sets emission reduction targets for airlines through sustainable aviation fuel from 2027 (Planalto, 2024). Since August 2025, gasoline in Brazil contains 30% ethanol and diesel contains 15% biodiesel (Agência Brasil, 2025).

Contribution to the Global Transport Effort. RenovaBio directly advances the Effort's renewable energy component. Because each credit is linked to the carbon performance of the biofuel behind it, the programme rewards the cleanest fuels and supports the sustainability of the biofuels that count toward the one third share. Renewables, mostly ethanol and biodiesel, supplied 26.1% of the energy used in Brazilian transport in 2025 (EPE, 2026), up from 25.7% in 2024 (EPE, 2025). Brazil is a reference for how a market based instrument can scale up renewable fuels in transport.

CHILE

Continent	South America
Transport GHG emissions	25.63% of national emissions (30.27 Mt CO_2e in 2024)
NDCs under the Paris Agreement	3
Transport recognition in NDCs	Active documents set **7 transport targets (4 mitigation, 3 adaptation)** and include **35 transport mitigation measures**, weighted toward Improve approaches, with Transport system improvements and Mode shift and demand management as the leading categories. It also addresses **transport adaptation (4 measures)**.

Electromobility in public transport (Red system, Santiago)

The policy. Chile's National Electromobility Strategy, led by the Ministry of Energy, is a State policy that sets a roadmap to accelerate the adoption of electric mobility and more efficient vehicles. It aims for 100% of public transport (buses, taxis and shared taxis) and 40% of private vehicles to be zero emission by 2050. Public transport has been the main driver of the strategy, especially in Santiago, the capital, with a steady increase in electric buses in its public transport system, Red. The Ministry of Transport and Telecommunications reports electromobility in Red as an approved mitigation measure, with implementation from 2022 onwards (Chile BTR1, 2024).

Implementation and results. Red's electric fleet grew from 102 buses in 2018 (DTPM, 2026) to 4,400 in 2026, and today 68% of its buses are electric (MTT, 2026). This makes Santiago the city with the most electric buses outside China (MTT, 2025). Since 2023, Red tenders only accept electric buses (DTPM, 2026). The buses run on 445.55 km of dedicated public transport infrastructure, including 329.45 km of bus only lanes, 25.25 km of which were built in 2022 and 2023. Santiago's Metro also grew, with the extensions of Line 3 (September 2023) and Line 2 (November 2023) (Chile BTR1, 2024). Between 2018 and 2025, Red cut its emissions by 36.9%, to 453 kt CO2 eq in 2025 (DTPM, 2026).

Contribution to the Global Transport Effort. Electrifying public transport advances both components of the Effort. Between 2018 and 2025, diesel use by Red buses fell by 48%, from 260.1 to 134.9 million litres, while electricity use rose to 398 GWh. Electric buses need much less energy per kilometre than diesel buses, so this switch lowers transport energy demand, and Red tenders also reward the most energy efficient buses. Red also links its buses to clean power: before operations start, each operator must present a sworn statement from its electricity suppliers certifying that, every month, they inject more renewable energy into the national grid than they have committed to supply. Compliance is verified through the national renewable energy registry, RENOVA (DTPM, 2026). Santiago's experience is a model for large cities across the region that want to transform their bus fleets at scale.

COLOMBIA

Continent	South America
Transport GHG emissions	17.37% of national emissions (37.78 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents set **6 transport targets** and include **47 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Transport system improvements as the leading categories. It also addresses **transport adaptation (12 measures)**.

Colombia was the first country to submit its second Biennial Transparency Report, on 8 August 2026, well ahead of the deadline (UNFCCC, 2026). The information below is drawn from that report.

National Active Mobility Strategy with a gender and differential approach (ENMA)

The policy. Active mobility, meaning walking and cycling, is one of seven transport measures in Colombia's NDC mitigation portfolio, all adopted in the Climate Action Law. Together, these seven measures could avoid an estimated 6.5 million t CO2 eq in 2030. The active mobility measure implements the National Active Mobility Strategy with a gender and differential approach (ENMA), which aims to raise the share of trips made on foot or by bicycle in Colombian cities by 5.5% points. It is led by the Ministry of Transport, together with the Ministries of Environment and Housing, and runs from 2018 to 2035 (Colombia BTR2, 2026).

The ENMA was adopted in November 2022. It has a 2030 horizon and an action plan of 16 general and 57 specific actions, 38 at national level and 19 at local level. It was designed through a participatory process with local authorities, social organisations and communities, and addresses the specific needs of women, children, persons with disabilities and other groups who walk and cycle.

Implementation and results. Colombia has made concrete progress in putting the strategy into practice:

- In 2024, a national Inter institutional Coordination Table for Active Mobility (Mesa CIMA) was created.
- National guides were published on bike sharing systems, high impact cycling infrastructure and the economic evaluation of active mobility projects.
- In 2026, Colombia was estimated to have 1,300 km of cycling infrastructure in 34 cities, 10 bike sharing systems in 19 municipalities and 4,121 public bicycle parking facilities in 46 municipalities.

The measure is also cost effective: its marginal abatement cost is estimated at USD negative 389.85 per t CO2 eq, a negative value that means it saves money compared with the reference scenario. It is expected to reduce emissions by 126.10 kt CO2 eq in 2030 (Colombia BTR2, 2026).

Contribution to the Global Transport Effort. The ENMA advances the Effort's energy demand component. Walking and cycling use no fuel at all, so every trip that shifts from a car or motorcycle to an active mode directly reduces transport energy demand.

COSTA RICA

Continent	Central America
Transport GHG emissions	37.16% of national emissions (6.35 Mt CO_2e in 2024)
NDCs under the Paris Agreement	3
Transport recognition in NDCs	Active documents set **15 transport targets** and include **71 transport mitigation measures**, weighted toward Improve approaches, with Transport system improvements and Electrification as the leading categories. It also addresses **transport adaptation (4 measures)**.

Law on Incentives and Promotion of Electric Transport

The policy. Law No. 9518 on Incentives and Promotion of Electric Transport, adopted in 2018, sets the legal framework to promote electric transport in Costa Rica, both in the public sector and among citizens. Electric vehicle owners benefit from tax exemptions, are exempt from the driving restrictions in the metropolitan area and can use parking meters for free. They also receive a property tax exemption of 100% in the first year, which then decreases gradually to 20% in the fifth year. In addition, public institutions, State enterprises and municipalities are authorised to buy and use electric vehicles (Costa Rica BTR1, 2024).

These incentives support several of Costa Rica's mobility commitments under its NDC. Thanks to them, the commitment to adopt standards for a zero emission motorcycle fleet was reported as fulfilled in 2021, and they are the means to reach at least 8% electric vehicles in the light vehicle fleet by 2030. Looking further ahead, the National Decarbonisation Plan expects at least 25% of the total fleet to be electric by 2035 and 85% of the public transport fleet to be zero emission by 2050 (Costa Rica BTR1, 2024).

Implementation and results. Costa Rica's electric vehicle fleet has grown quickly, from 795 vehicles in 2015 (Costa Rica BTR1, 2024) to 44,430 in August 2026, including 38,156 cars and 1,675 motorcycles. Between January and August 2026, about one in five new vehicles registered in the country was electric (19.6%) (MINAE, 2026). Public transport electrification is coordinated by a dedicated committee that brings together ministries, regulators, the national electricity utility and international partners. More than 99% of Costa Rica's electricity comes from renewable sources, mainly hydropower, wind, geothermal and solar, and the country aims to reach and maintain 100% renewable electricity generation by 2030 (Costa Rica BTR1, 2024).

Contribution to the Global Transport Effort. Costa Rica's electric transport policy advances both components of the Effort. Electric vehicles turn around 60% of the energy stored in their batteries into movement, compared with 17% to 21% for gasoline vehicles (Costa Rica BTR1, 2024), so every switch to electric lowers transport energy demand. And because Costa Rica's electricity is almost entirely renewable, each new electric vehicle also raises the share of renewables in transport.

DOMINICAN REPUBLIC

Continent	Caribbean
Transport GHG emissions	17.75% of national emissions (9.15 Mt CO_2e in 2024)
NDCs under the Paris Agreement	3
Transport recognition in NDCs	Active documents do not set a **transport target** and include **8 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Energy efficiency as the leading categories.

Expansion of mass public transport (Metro, cable car and BRT)

The policy. As part of its NDC and NDC Action Plan, the Dominican Republic evaluated 11 key mitigation actions in road transport: five to make public transport more efficient and six to create the conditions for electric mobility in private and public fleets, complemented by bike lanes and secure bicycle parking. Together, these actions expand mass transit (metro, cable car and Bus Rapid Transit, or BRT) and electrify vehicle fleets, reducing dependence on diesel, shortening travel times and improving urban air quality. They are in line with the Sustainable Urban Mobility Plans of fast growing metropolitan areas such as Greater Santo Domingo and Santiago, which prioritise efficient public transport and active mobility and promote integrated transport systems, electrification and modal shift (Dominican Republic BTR1, 2025).

Implementation and results. By the end of 2023, the following had been achieved (Dominican Republic BTR1, 2025):

- A new 4 km cable car line in Santo Domingo, designed to carry 31,000 passengers a day, was completed and avoided an estimated 211.62 kt CO2 eq in its first seven months of operation in 2023.
- The expansion of the Santo Domingo Metro, with 11 km of new lines and stations to serve 700,000 passengers a day, was 55% complete.
- The BRT systems in Santo Domingo and Santiago de los Caballeros, including the purchase of 850 hybrid buses, were 33% complete, and three of their corridors avoided an estimated 23.43 kt CO2 eq in 2023.
- A pilot of 80 electric school buses was 40% complete.

Progress has continued since then. Metro Line 2C has been added to the network and Line 1 has doubled its capacity, while daily users of the Los Alcarrizos cable car have grown from 4,000 to 13,000. The first section of a new cable car in Santo Domingo Oeste and the Santiago monorail are scheduled to start operating by the end of 2026. Together, these projects will expand the integrated mass transit network from 35 km to a projected 73 km by the end of 2028 (Presidencia de la República Dominicana, 2026b).

Contribution to the Global Transport Effort. The expansion of mass public transport advances the Effort's energy demand component. Metro, cable car and BRT lines carry many people with far less energy per trip than private cars, and the electric metro and cable car also move passengers away from imported diesel and gasoline. The Dominican Republic is building an integrated, multimodal network that makes clean public transport the backbone of daily mobility in its growing cities.

HONDURAS

Continent	Central America
Transport GHG emissions	22.27% of national emissions (5.43 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents set **3 transport targets** and include **3 transport mitigation measures**, weighted toward Improve approaches, with Electrification and Energy efficiency as the leading categories.

National Electric Mobility Strategy

The policy. Electric mobility is one of the specific objectives of Honduras' second NDC. Objective 6 promotes low emission mobility through regulations, policies, programmes and projects that encourage the use of electric vehicles, and calls for planning the energy and transport sectors together. Within its energy sector measures, Honduras is developing policies, plans and pilot initiatives for electric mobility in both the private and public sectors (Honduras BTR1, 2024).

The centrepiece is the National Electric Mobility Strategy (ENME), promulgated in 2022 and published in 2024. It focuses on transport and promotes electric vehicles and the infrastructure needed to support them. The strategy works hand in hand with the Law for the Promotion of Electricity Generation from Renewable Resources (Decree No. 70-2007), which aims to reduce dependence on fossil fuels while promoting more sustainable transport. Honduras is also working on rules to include electric vehicles in State procurement catalogues (Honduras BTR1, 2024).

Implementation and results. Honduras has built its electric mobility framework through triangular cooperation with Costa Rica and Germany, under the regional MOVE platform. The first project, carried out between 2019 and 2021, provided technical advice and shared experience (Honduras BTR1, 2024), and delivered a proposed legal framework for electric mobility and an analysis of routes for fast charging stations (Secretaría de Energía de Honduras, 2021).

Its follow up, PROMOVEHR, was launched in May 2022 by Honduras' Secretariat of Energy, Costa Rica's Ministry of Environment and Energy and German development cooperation, to build a technical, regulatory and social framework for sustainable mobility in Honduras. Costa Rica shared its experience with its Law on Incentives and Promotion of Electric Transport, and the lessons learned could serve as models for other countries of the Central American Integration System (SICA) (SICREEE, 2022; Secretaría de Energía de Honduras, 2025).

Renewable sources already account for 63% of Honduras' installed power capacity, including hydropower, solar, wind, geothermal, bagasse and biomass, and the national Energy Outlook 2017 to 2038 foresees renewables supplying more than 80% of electricity generation by 2038.

Contribution to the Global Transport Effort. The strategy advances both components of the Effort: electric vehicles lower transport energy demand, and charging them from a growing renewable power system raises the share of renewables in transport. Honduras' work with Costa Rica, another signatory of the Declaration, highlights the value of regional cooperation in accelerating the transition.

NORWAY

Continent	Europe
Transport GHG emissions	24% of national emissions (12.9 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents do not set **a transport target** and include **30 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Transport system improvements as the leading categories.

Tax advantages for zero emission vehicles

The policy. Norway encourages zero emission vehicles (ZEVs), such as electric cars, through three taxes: value added tax (VAT), the one off registration tax paid when a vehicle is first registered, and the road usage tax on fuels. ZEVs have been exempt from the registration tax since 1990 and have had a zero VAT rate since 2001. Because electricity is not subject to the road usage tax, electric cars are also cheaper to run. For other cars, the registration tax has included CO2 emissions since 2007, which rewards lower emission models (Norway BTR1, 2024).

These tax advantages are part of a broader package. Over the years, Norway has also exempted ZEVs from road tolls and ferry fees, offered free parking and access to bus lanes, and supported the purchase of ZEVs and home chargers through its state agency Enova. In 2024, tax expenditures related to electric vehicles were estimated at about USD 2.6 billion (NOK 28 billion, converted at the Norges Bank 2024 average exchange rate) (Norway BTR1, 2024; Norges Bank, 2024).

Implementation and results. In 2023, 82% of new cars sold in Norway were electric, and the share passed 90% in the months before the BTR was published. ZEVs already made up about a quarter of all passenger cars, and under its adopted policies Norway expected ZEVs to reach 100% of new passenger car sales in 2027 (Norway BTR1, 2024). Results have kept improving. In 2025, 94.7% of the passenger cars registered for the first time in Norway were electric, and the 945,182 electric cars on Norwegian roads made up 32.2% of the national passenger car fleet (Statistics Norway, 2026).

Contribution to the Global Transport Effort. Norway's ZEV policy advances both components of the Effort. Electric motors turn energy into movement far more efficiently than combustion engines, so each car that switches to electric lowers transport energy demand. And with 98% of Norway's electricity produced from renewable sources (Norway BTR1, 2024), electric cars in Norway charge from an almost entirely renewable power system. Norway's experience demonstrates how consistent, long term fiscal incentives can transform a national car market.

PORTUGAL

Continent	Europe
Transport GHG emissions	32.44% of national emissions (17.25 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents set **7 transport targets** and include **42 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Transport system improvements as the leading categories. It also addresses **transport adaptation (1 measure)**.

Affordable and expanded public transport (Incentiva+TP and the Green Mobility Package)

The policy. Portugal's policy for "Promoting efficiency and expansion of public transport systems" (PaM12) aims to offer high quality, accessible and convenient public transport so that fewer people depend on their cars for daily commuting. It started with two programmes: one to lower fares (PART, 2019), whose evaluation showed an increase in public transport demand, and one to reinforce existing services and launch new ones (PROTransP, 2020) (Portugal BTR1, 2024).

In 2024, Decree Law No. 21/2024 merged both programmes into a single, stronger scheme, the Public Transport Passenger Incentive Programme (Incentiva+TP). It gives each region more flexibility to use the funds for lower fares or better services, and it kept public transport fares at their 2023 levels to protect users from inflation (Fundo Ambiental, 2024).

Implementation and results. In October 2024, Portugal approved a Green Mobility Package of 13 measures, several of which the BTR highlights as contributing to the objectives of PaM12. They include:

- The Green Rail Pass, in force since 21 October 2024, gives access to Intercity, Regional, Inter regional and Urban rail services for EUR 20 per 30 days.
- A free public transport pass for all young people up to 23 years old, backed by more than EUR 40 million a year and reaching over 241,000 potential beneficiaries.

The Recovery and Resilience Plan adds EUR 967 million for sustainable mobility, including metro extensions, new Bus Rapid Transit (BRT) systems and clean buses. Funding for Incentiva+TP rose from EUR 410 million in 2024 to EUR 439.19 million in 2025 (Governo de Portugal, 2025). The Green Rail Pass has also proved popular: more than one million passes had been sold by April 2026, with nearly 70,000 monthly passes active in March 2026 (Governo de Portugal, 2026).

Contribution to the Global Transport Effort. Portugal's public transport policy advances the Effort's energy demand component. By making public transport cheaper and easier to use across the country, it moves daily trips from cars to buses, metros and trains, which lowers energy consumption.

SLOVENIA

Continent	Europe
Transport GHG emissions	30.52% of national emissions (5.29 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents set **7 transport targets** and include **53 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Transport system improvements as the leading categories. It also addresses **transport adaptation (1 measure)**.

Shifting freight from road to rail (Divača and Koper line, and railway electrification)

The policy. Slovenia sits at the crossroads of two major European transport corridors (Pan European Corridors V and X, which largely overlap with the core trans European transport network, TEN-T), so a large share of the freight crossing the country is in transit. Its measure "Promotion of sustainable freight transport" (M-39) aims to cut freight emissions by moving goods from road to rail through investment in rail infrastructure, and by making road freight more efficient with fuller loads. By 2030, Slovenia plans to modernise or build all sections of its TEN-T rail network, electrify its entire railway network and roll out the European Rail Traffic Management System (ERTMS) across the TEN-T network. Today, 609 of its 1,207 km of railway lines are electrified (Slovenia BTR1, 2024).

The flagship project is the new railway line between Divača and the Port of Koper (Slovenia BTR1, 2024), which adds a second track alongside the existing line (EIB, n.d.). M-39 also covers planning for intermodal hubs and small logistics centres, and road freight charges that reflect the external costs of trucking. A complementary measure (M-40) foresees an upgraded freight terminal in Koper, support for combined transport and industrial rail sidings, and urban logistics plans to electrify deliveries in cities, with an estimated reduction of 98 kt CO2 eq.

Implementation and results. The Divača and Koper project builds 27 km of new railway track and received a EUR 250 million loan from the European Investment Bank (EIB) in December 2023 (EIB, n.d.). Together with the existing line, it will raise capacity from around 90 to 212 trains per day (EIB, 2024). The EIB estimates that the project will save around 49,000 t CO2 eq in an average year of operation by moving traffic off the roads (EIB, 2023).

Contribution to the Global Transport Effort. Moving freight from trucks to electric trains advances both components of the Effort. Rail moves goods with much less energy per tonne than road transport, which lowers transport energy demand, and a fully electrified network allows freight to run on electricity, opening the way for renewable power. Because much of the freight crossing Slovenia is in transit, these investments also make supply chains cleaner across the wider region.

SPAIN

Continent	Europe
Transport GHG emissions	33.74% of national emissions (96.37 Mt CO_2e in 2024)
NDCs under the Paris Agreement	4
Transport recognition in NDCs	Active documents set **8 transport targets** and include **40 transport mitigation measures**, weighted toward Improve approaches, with Mode shift and demand management and Transport system improvements as the leading categories. It also addresses **transport adaptation (1 measure)**.

Sustainable fuel mandates for aviation and shipping (ReFuelEU Aviation and FuelEU Maritime)

The policy. As part of the European Union's "Fit for 55" package, Spain applies two regulations that increase the use of sustainable renewable fuels in all transport modes, with a focus on aviation and shipping, where there are few technological alternatives to conventional fuels (Spain BTR1, 2024). ReFuelEU Aviation (Regulation (EU) 2023/2405) requires fuel suppliers to deliver a growing share of sustainable aviation fuels at EU airports, starting with 2% in 2025 and rising every five years to 70% in 2050, including 35% synthetic fuels. FuelEU Maritime (Regulation (EU) 2023/1805) requires ships to reduce the greenhouse gas intensity of the energy they use by 2% in 2025, 6% in 2030 and 80% in 2050 compared with a reference value, and obliges them to connect to the port's electricity grid, among other requirements.

Implementation and results. The first obligations of both regulations took effect in 2025. The targets grow in steps, and the 2035 milestones coincide with the horizon of the Global Transport Effort: at least 20% of aviation fuel must be sustainable, including 5% synthetic fuels (EUR-Lex, 2023a), and the greenhouse gas intensity of the energy used on board ships must be 14.5% lower than the reference value (EUR-Lex, 2023b). These mandates build on Spain's national framework for renewable fuels, which includes Royal Decree 205/2021 promoting biofuels in transport, and support Spain's target of a 25% share of renewable energy in transport by 2030.

Contribution to the Global Transport Effort. The sustainable fuel mandates directly advance the Effort's renewable energy component. They bring renewable and sustainable fuels into aviation and shipping, two modes with few technological alternatives to conventional fuels, through clear and binding steps up to 2035 and beyond. In this way, Spain contributes to the Effort in the segments of transport where electrification alone cannot deliver the transition.

6. Outlook to 2028

6.1 Looking Ahead by Strategic Objective

The work plan to 2028 follows the four strategic objectives presented in Section 2.3. In the coming period, the coalition will consolidate what has been built so far and expand its reach, and as 2028 approaches it will focus on sustaining that work and positioning the Global Transport Effort ahead of the second Global Stocktake. The main lines of work for each objective are set out below.

Tracking and peer exchange. The coalition will continue to track the Global Transport Effort every year, using the methodology presented in Section 3, and will publish an interactive online dashboard showing progress at global and regional level. To bring country information into the annual reports, a common reporting template will be developed, and annual reports will follow in 2027 and 2028. Signatory countries will also meet regularly in peer exchange sessions to share progress, discuss challenges and exchange good practices, and a set of knowledge tools, including policy guides and good practices, will help countries that wish to define their own pathway to contribute to the Effort, with interim benchmarks. These tools will be updated as new practices and new signatory countries are added.

Outreach and coalition building. The coalition will keep inviting new countries to join, with the aim of reaching a critical mass of diverse countries before the second Global Stocktake, prioritising underrepresented regions and major transport emitters. It will also build alliances with non-governmental organisations that can support outreach, knowledge sharing and data exchange, and will seek links with other initiatives, country blocs and declarations that share its aims. Looking further ahead, a plan will define how the coalition's governance and operations continue beyond 2028.

Linkage with the second Global Stocktake. The coalition will develop a strategy to ensure that the Global Transport Effort is reflected in the final documents of the second Global Stocktake, and will take part in the UNFCCC dialogues where transport and sectoral targets are discussed. As 2028 approaches, it will develop a narrative and key messages aligned with the Stocktake, engage the stakeholders who can support it, coordinate a joint statement from signatory countries calling for the Effort to be included in the outcomes, and submit a formal input to the process presenting the Declaration's results.

Communication and visibility. A communication strategy will define the audiences and channels through which the coalition shares its progress, and a website will bring all information on the Declaration together in one place. The coalition will continue to hold side events at the COPs, as it has done since COP30, and dissemination events at forums such as the International Transport Forum and Transport and Climate Change Week. The work of the 2026 to 2028 period will be consolidated in a results report to be presented at COP32 and used as supporting material for the second Global Stocktake.

6.2 Alignment with the 35 by 35 Goal

The Global Transport Effort also aligns with the "35 by 35" electrification goal announced by the COP31 Presidency, which aims to raise the share of electricity in final energy consumption across end-use sectors from around 23% today to 35% by 2035, with transport named as one of the key sectors. IEA analysis shows that transport has the furthest to go, rising from around 2% to 13%, the largest relative increase of any sector (IEA, 2026a). The two goals are closely linked: electrification is the lever that most drives progress on the Global Transport Effort, and the tracking already in place for the Effort measures the share of electricity and renewable electricity in transport. The coalition can therefore use this tracking to contribute to 35 by 35 and to show what the transport sector is delivering towards it.

6.3 An Invitation to join the Coalition

The Declaration remains open to new signatory countries. Joining means recognising that transport needs its own global effort, and defining, from each country's own context and level of development, how to contribute to it.

In return, the coalition offers a network of peers. Signatory countries take part in meetings with the chair and the rest of the coalition, join peer exchange sessions on good practices, and have access to resources developed by the coalition and its partners. The coalition also offers a way to strengthen the transport component of national climate plans, and to see how each country can advance toward the 2035 benchmark through the annual tracking described in Section 3. Each country can also give visibility to its own progress in official coalition documents, such as this report, and at events such as the International Transport Forum Annual Summit and the Conferences of the Parties.

The coalition also gives countries a shared platform ahead of the second Global Stocktake in 2028, so that transport is represented in the global climate framework with a verifiable benchmark. Joining does not mean starting from scratch: the Declaration builds on commitments that already exist across transport modes, including aviation, shipping and inland transport, among others.

Finally, the benefits of joining go beyond emissions. Decarbonising transport is an opportunity to transform how people and goods move, and it brings advantages that countries feel in their economies, their cities and their daily lives.

Reducing the use of fossil fuels in transport lowers a country's exposure to volatile fuel markets and strengthens its energy security. Electrification, more efficient vehicles and sustainable biofuels reduce dependence on imported fuels, which helps protect national budgets and lowers energy costs for households and businesses.

Transport decarbonisation also improves the places where people live. Cleaner vehicles and better public transport reduce air pollution, which benefits health, while more efficient systems shorten travel times and make mobility more reliable and affordable. Accessible public transport and safe walking and cycling infrastructure extend these benefits to those who rely on them most, such as women, children, older people and persons with disabilities.

In this way, transport decarbonisation becomes part of a broader agenda of sustainable and inclusive development, and the coalition gives countries a space to pursue it together and to learn from each other.

To learn more about the Declaration, to explore a joint collaboration or to make a contribution to the coalition's work, please contact Pamela Abreu (p.abreu@cambioclimatico.gob.do), Natalia Meza (natalia.meza@giz.de) or Carly Gilbert-Patrick (carly.gilbertpatrick@slocatpartnership.org).

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