Among the non-GHG transport targets included in all NDCs, increasing the use of zero-emission vehicles has the highest share (40%), followed by improving vehicle efficiency (29%).

Among MENA NDCs, only Israel includes a target to phase out fossil fuel vehicles. The reversed pattern compared to all NDCs is likely due to oil production being a major economic driver in the region.
Between first and second-generation MENA NDCs, many more countries included actions on transport electrification, which went from representing 4% to 22% of all measures.

Compared to all submitted NDCs, MENA NDCs have a slightly stronger focus on improving vehicle fleets and switching fuels (58% of all actions in MENA, compared to 50% of all actions globally).

The United Arab Emirates’ second-generation NDC includes a comprehensive package of sustainable, low carbon transport actions:
- Rail expansion to enhance freight transport efficiency.
- Metro services and network expansion in Dubai.
- Improved standards for electric, hydrogen and autonomous vehicles.
- Expansion of charging infrastructure.
- Introduction of Euro 5 and 6 emission performance standards.
- Better planning, monitoring and infrastructure upgrades to enhance system resilience.

Only NDCs from Iraq, Lebanon, Palestine, Qatar, Syria and the United Arab Emirates contain transport adaptation actions.

These measures focus mainly on structural and technical solutions, especially improving road infrastructure resilience.

Globally, transport adaptation measures in NDCs largely focus on general structural and technical solutions, especially road infrastructure. This trend is even more pronounced in MENA.

Applying Avoid-Shift-Improve measures through integrated, inter-modal and balanced approaches is critical to unleashing the full benefits of sustainable, low carbon transport.

Growing evidence shows that Avoid and Shift strategies can account for 40-60% of transport emission reductions, at lower costs than Improve strategies.

Second-generation MENA NDCs are not well balanced between Avoid, Shift and Improve measures. There is a significantly stronger preference towards Improve measures.

The trend towards more Improve and less Shift-related actions can be observed in all regions globally but the changes are more prominent in MENA.
53% of all second-generation NDCs contain actions on electrification, while in MENA, only 40% of NDCs refer to electrification. Several MENA NDCs also include targets to increase the share of electric vehicles in public transport.

Jordan aims to electrify 50% of their public fleet. Dubai aims to have 30% of all government vehicles electrified by 2030.

Only 11% of transport actions in second-generation MENA NDCs explicitly refer to freight transport. These actions mainly focus on shifting from road to rail freight and improving vehicle efficiency.

Jordan’s updated NDC includes a diversity of transport measures, including:
- Compact city planning to avoid unnecessary transport trips.
- Expansion of public bus services to shift from private vehicles.
- Electric mobility and freight efficiency to improve vehicle performance.

To reduce emissions from the transport sector, it is essential that the electrification of transport is supported by renewable energy.

Only Morocco specifically links transport electrification measures to renewable energy.

Some countries see the use of natural gas as an alternative fuel for vehicles. Biofuels are not covered in any MENA NDCs.

Egypt, Israel and Morocco signed several of the initiatives, most of which are aligned with content in their second-generation NDCs.

<table>
<thead>
<tr>
<th>Declarations and initiatives</th>
<th>Egypt</th>
<th>Israel</th>
<th>Morocco</th>
</tr>
</thead>
<tbody>
<tr>
<td>Declaration on accelerating the transition to 100% zero-emission cars and vans</td>
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<tr>
<td>Breakthrough agenda - road transport</td>
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<td>International aviation climate ambition coalition</td>
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<td>Clydebank declaration for green shipping corridors</td>
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This infographic was produced by GIZ and SLOCAT based on:
- GIZ and SLOCAT (2022), Tracker of Climate Strategies for Transport, a database on ambition, targets and policies in NDCs and LTS of the Paris Agreement; https://changing-transport.org/tracker/
- SLOCAT (2021), Climate Strategies for Transport: An Analysis of NDCs and LTS, https://slocat.net/ndcs/