

# Guidance for Transport in NDCs

26 September 2024

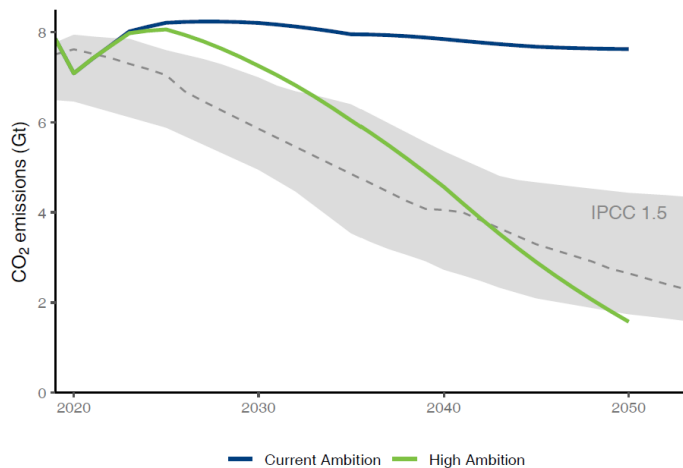
UNECE WP.5 37<sup>th</sup> session

Workshop on integrating inland transport emissions into Nationally Determined Contributions reporting under the Paris Agreement

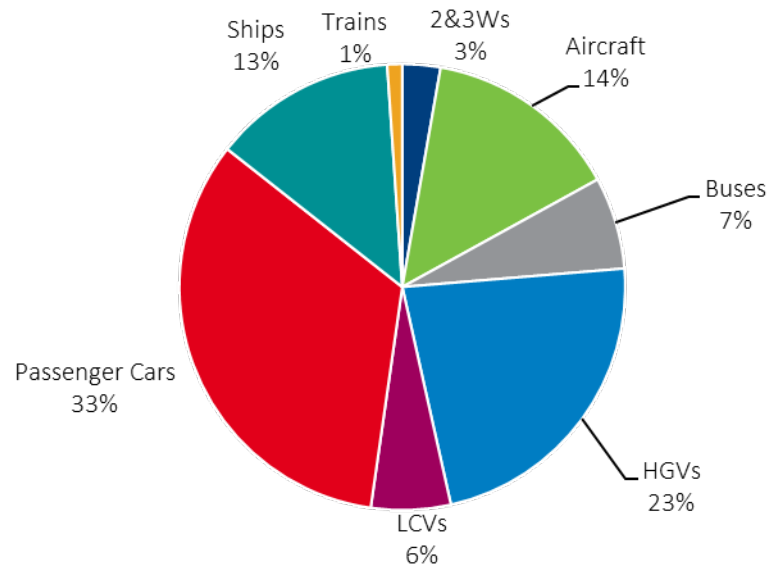
Olivia Wessendorff  
International Transport Forum

# Getting the transport sector on track to meet Paris Agreement requires urgent action

Figure 1.4. Carbon dioxide emissions under the Current Ambition and High Ambition scenarios



Note: Current Ambition (CA) and High Ambition (HA) refer to the two main policy scenarios modelled, which represent two levels of ambition for decarbonising transport. IPCC 1.5°C represents the emission levels needed to limit warming to 1.5°C as introduced by the Intergovernmental Panel on Climate Change. The levels were calculated based on data sourced from the International Assessment Modelling Consortium. Sources: (IAMC, 2019<sup>[62]</sup>); IPCC (2018<sup>[63]</sup>).



## While some NDCs include transport, the next round should build on this to reflect the GST outcomes.

The Global Stocktake (GST) should inform the development of the next round of NDCs.

The COP28 GST decision calls on parties to:

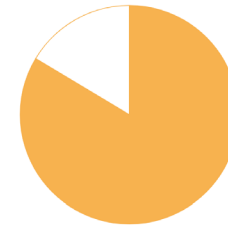
- accelerate emissions reductions from road transport on a range of pathways;
- transition away from fossil fuels in energy systems;
- triple renewable energy capacity globally by 2030;
- double the global average annual rate of energy efficiency improvements by 2030.

NDCs can also respond to the Just Transition Work Programme adopted at COP28



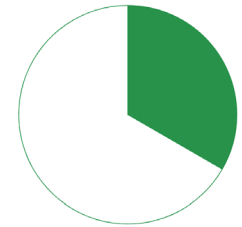
98%

of NDCs mention  
transport



84%

of NDCs include  
transport measures







33%

of NDCs set CO2  
reduction targets

<https://www.itf-oecd.org/ndc-tracker/en>



## There are benefits to including transport in NDCs

-  1 Help countries **enhance** their overall **NDC ambition**
-  2 Ensure the **economy-wide targets** are **implemented**.
-  3 **Rationalise an increase in their NDC ambition** by clearly outlining sectoral action.
-  4 Bolster the case to **mobilise finance and secure funding** and technical assistance to implement ambitions.

## ITF has been developing an NDC Guide

- To support governments with identifying:
  - a clear **structure** and approach
  - possible **targets, goals, and measures**
  - actions to ensure successful **implementation.**
- Building on ITF's  and other NDC templates.

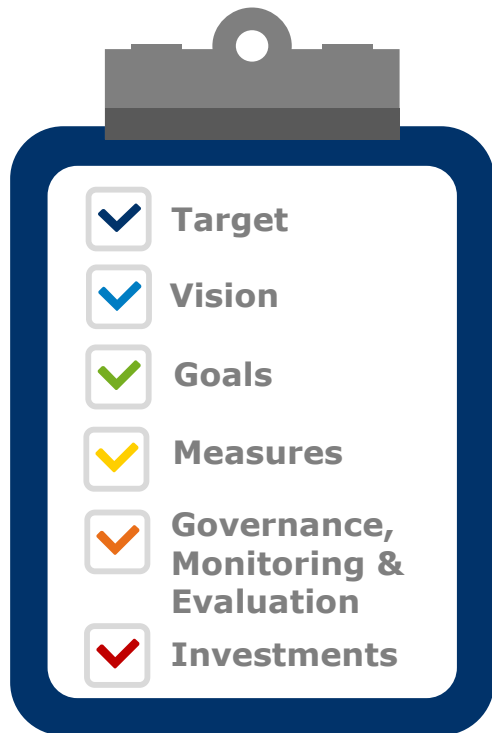
Aligning the approach across countries:

- will support **shaping international efforts** to support implementation.
- will also help **investors make effective decisions** to support delivery of goals.

NDCs are by their nature **nationally determined**. Guidance is not prescriptive. It is a tool to be drawn from and adapted to parties' needs and contexts.

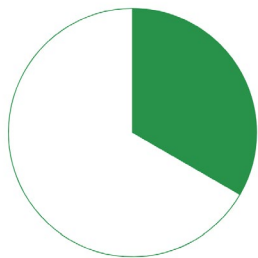


## Guidance on Transport in NDCs



- 1 Target:** set a GHG emissions reduction target for the transport sector that links to your economy wide target.
- 2 Vision:** set out a vision for a future low carbon transport system.
- 3 Goals:** set goals for specific transport modes and outcomes across avoid, shift and improve.
- 4 Measures:** set out the policy measures to be implemented that will enable the delivery of each goal.
- 5 Governance, monitoring and evaluation:** set out the governance framework to implement policy measures and mechanisms to track progress.
- 6 Investments:** set out the financing and funding mechanisms and sources that will deliver the future transport system.

# 1 **Target:** set a GHG emissions reduction target for the transport sector that links to your economy wide target.



**33%**

of NDCs set CO2  
reduction targets

Set a **clear 2035 target from a clear baseline date** that:

- Links to a broader **economy-wide target**
- Sets a **pathway to future net zero target**
- International aviation and maritime transport are not in scope

By doing this governments are:

- ✓ Providing a **framework** for the mitigation measures
- ✓ Providing a **signal to investors** that **informs capital allocation** for transport technologies, infrastructure and solutions needed to achieve targets.

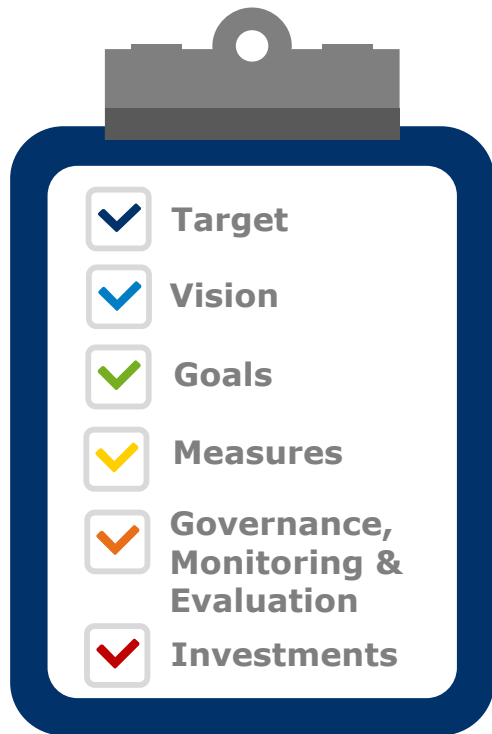
## Examples from NDCs

*By 2030, Georgia plans to mitigate the GHG emissions from the transport sector by 15% from 1990 levels*  
- Georgia

*Decrease of 146 Million t-CO2 by 2030 out of 224 Million t-CO2 (2013 transport emission levels)*  
- Japan



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## 2 **Vision:** set out a vision for a future low carbon transport system.

Why to include a vision

Positions transport decarbonisation in line with broader objectives, helping to guide decisions on policies.

Taking a vision-led “**decide and provide**” approach to infrastructure planning objectives can be achieved at a potentially **lower cost**.

What the vision should include

How different transport modes will **deliver future population needs**, ensuring these are fit for new climate realities.

**Link to SDGs** and wider goals: access to economic, health and education, energy security, industrial strategy, air quality, and road safety.

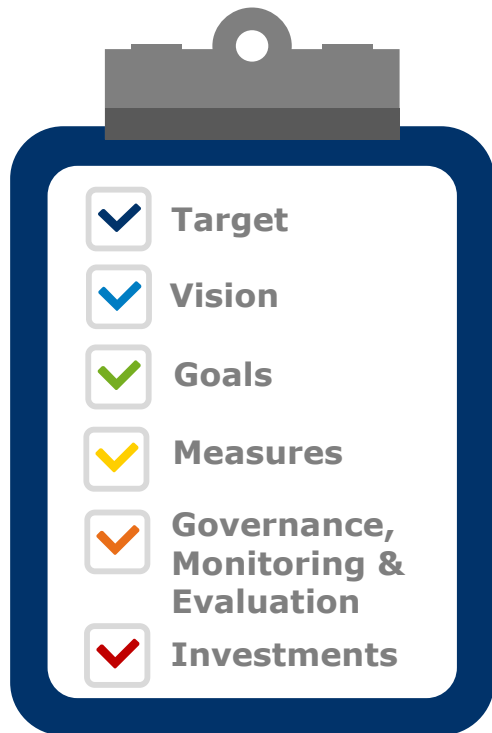
Link to **Long-term Climate Strategies (LTS)**

### *Example from an NDC*

“A global and sustainable improvement of the travel conditions of the population; A better contribution of the sub-sector to the growth and productivity of the national economy; A significant reduction in pollution and its negative impact on economic growth; Diversification of transport modes with the use of rail and maritime transport;”  
- Senegal

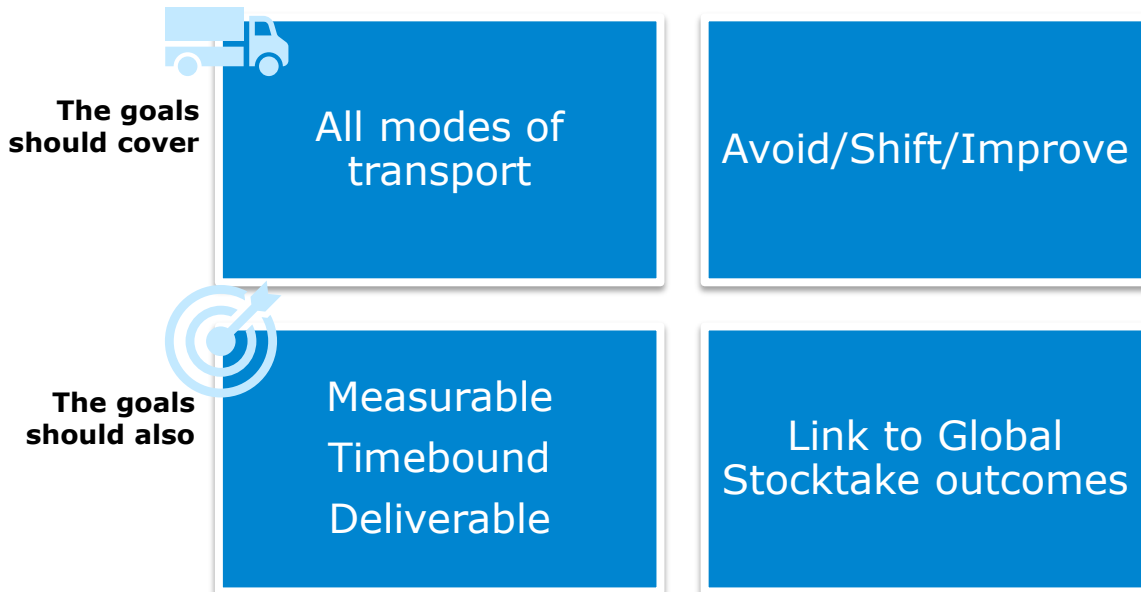


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### 3 **Goals:** set goals for specific transport modes and outcomes across avoid, shift and improve.



#### **Examples from NDCs**

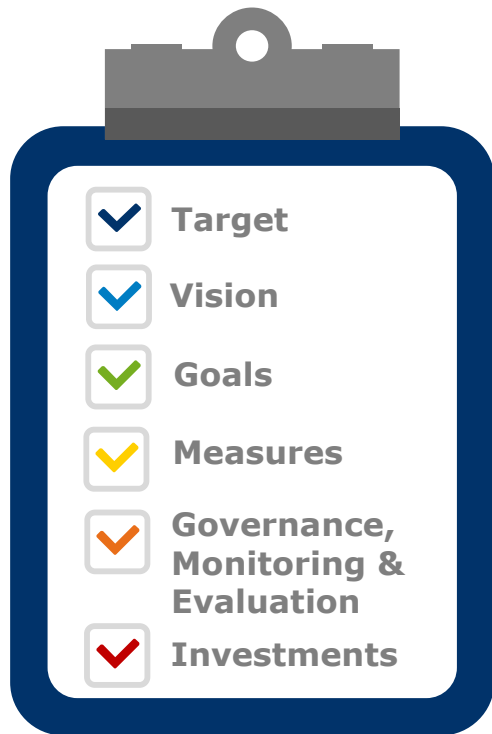
*Increase the share of railways in total land transportation from 36% to 45%  
- India*

*Require 100 % of new light-duty vehicle and passenger trucks sold in Canada to be zero emissions by 2035  
- Canada*

*The guidance includes a library of goals and measures from existing NDCs and the TCAD*



## Guidance on Transport in NDCs

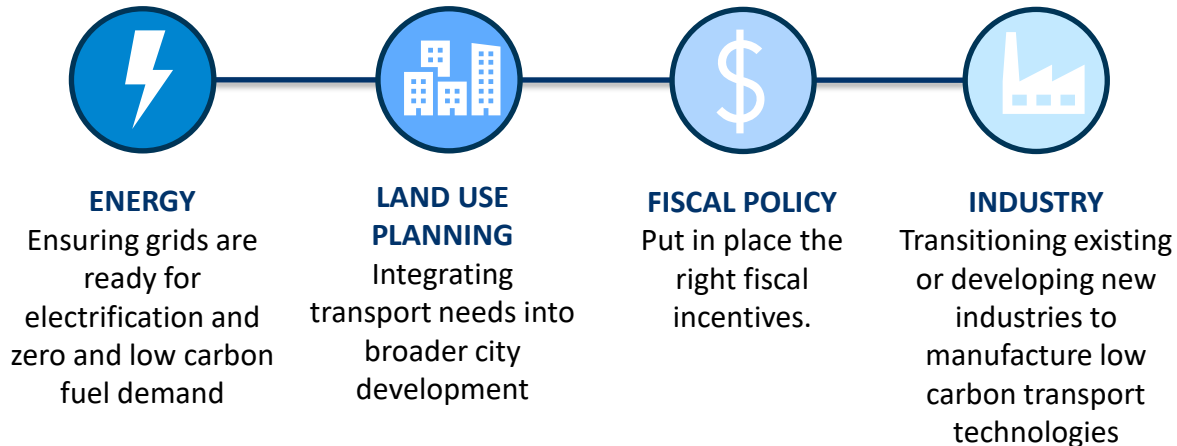


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## 4 **Measures:** set out the policy measures to be implemented that will enable the delivery of each goal.

- Set out the **implementing policies** for **each goal**
- Can be encapsulated in a **Transport Decarbonisation Plan**

### *Consider policy levers outside the transport sector*



### *Examples from NDCs*

*Construction of four additional BRT lines (as there are already two under construction), followed by implementation of fare collection systems;*  
- Jordan

*Fuel economy standards, limitations and emissions-based taxes/feebates for imported vehicles by 2025.*  
-Belize

*The guidance includes a library of goals and measures from existing NDCs and the TCAD*

## 4 **Measures:** set out the policy measures to be implemented that will enable the delivery of each goal.

Governments should set out the **actions to ensure transition to low carbon transport is just and fair**, in line with ILO guidance.



### Workers

Measures to guarantee decent work, safeguard against climate harms, and ensure social protection, training opportunities and job security for all workers through the transition.



### Consultation

Ensure policy and programme development is inclusive of the community, adopting participatory or co-productive approaches.



### Access

Consider impacts of new transport routes and access to low carbon technologies and transport systems for different socio-economic groups:

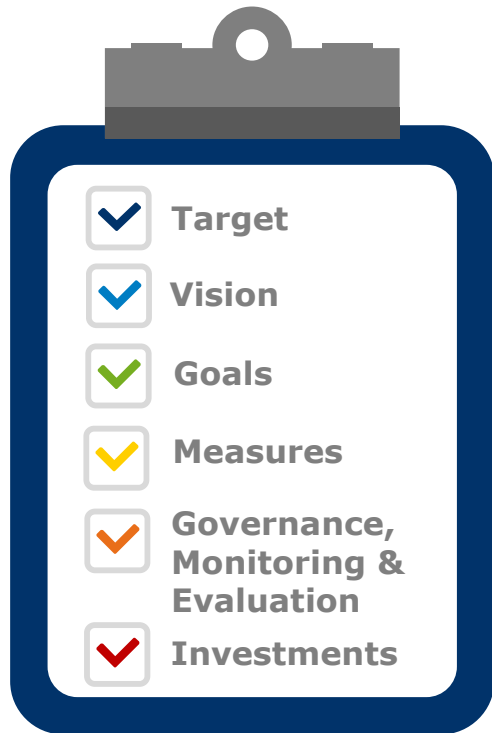
Youth, elderly, women, carers, Indigenous Peoples, those with disabilities, impacted communities and migrants

### Examples from NDC

Antigua and Barbuda has incorporated just transition for the workforce based on the ILO guidelines, covering sectors including transport. It focuses on providing green jobs, training and skills development, particularly for workers who are women, young and Indigenous Peoples.  
- *Antigua and Barbuda*



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## 5 **Governance, monitoring and evaluation:** set out the governance framework to implement policy measures and mechanisms to track progress.

Include overview of governance framework for delivering the NDC.

### Leadership

- Domestic ministries, institutions, cities, and transport authorities responsible for delivering the goals.
- Clear institutional and informal process to ensure subnational governments can contribute to NDCs.
- International processes.

### Coordination

- How targets and actions align and are coordinated between different levels of government (horizontal and vertical).
- National focal points for specific goals.

### Capacity Building

- Provide technical assistance and build up capacity and human resources in national ministries and cities.
- Share best practices and inspire peer learning.

### *Examples from NDC*

Vertical integration between federal state and local government will be crucial in delivering ambitious NDC targets. Lagos 5 -year Climate Action plan, envisages actions in several areas, including spatial planning for TOD and modal shift to rail, as transport actions.

*Nigeria*





**5 Governance, monitoring and evaluation:** set out the governance framework to implement policy measures and mechanisms to track progress.

**Monitoring and evaluation framework should include:**

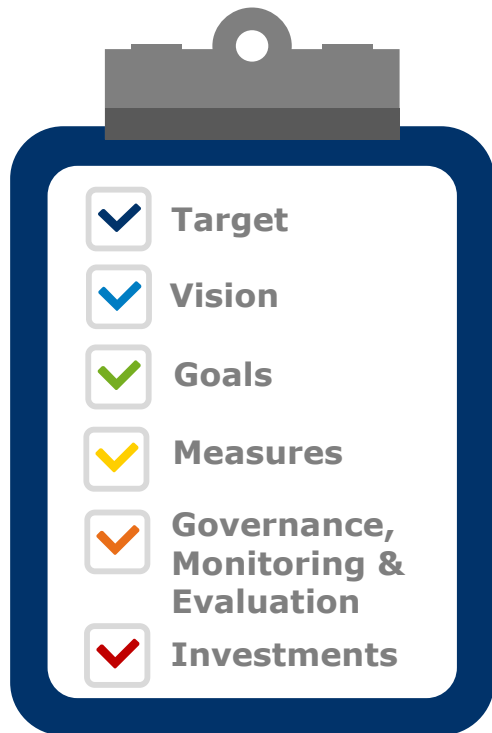
- An **indicator framework of data sets** across all goals, including avoid, shift, improve and all modes.
- Include indicators that **relate to SDGs and just transition** as well as GHG emissions reductions
- Clarify the **desired level of performance** in these areas and measure indicators over time
- Define **data-collection and data-sharing mechanisms** at national, regional and city levels
- Create a **feedback loop** between local and the national level to reinforce vertical coherence and multi-level collaboration

*Examples from NDC*

Collect vehicle traffic, maritime transport and civil aviation data to create databases of emissions  
*Equatorial Guinea*



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**6 Investments:** set out the financing and funding mechanisms and sources that will deliver the future transport system.

Include the  
macroeconomic  
context

Quantify  
investment  
needs

Prepare  
financing  
strategies

Take a “decide-  
and-provide”  
approach

Emphasise how  
costs will  
support wider  
objectives

- Sources of finance
- Financial instruments
- Carbon pricing regimes
- Sustainable finance regulations

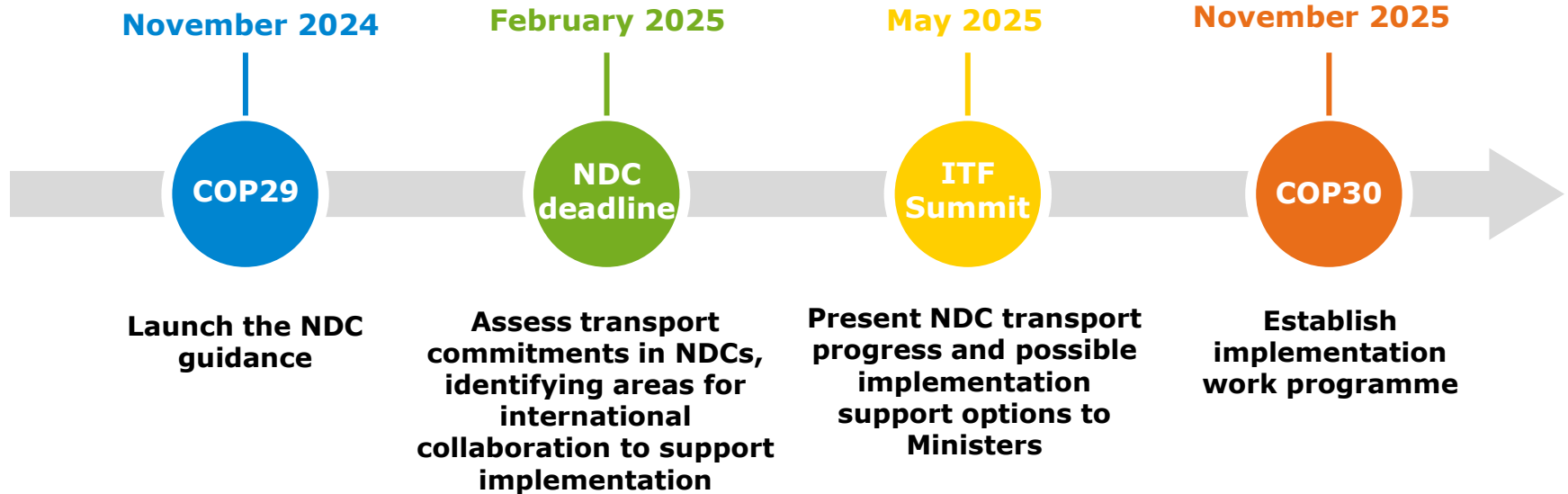
**Examples from NDC**

*New Driving the Nation Fund and doubling the Commonwealth’s investment in charging and refuelling infrastructure to \$500 million.*  
- Australia

*Oman is exploring opportunities in the realm of green finance, including the issuance of green bonds through its proposed multilateral banks*  
- Oman



## Next steps



# Thank you

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