

PUBLIC TRANSPORT NATIONALLY DETERMINED CONTRIBUTIONS TEMPLATE

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UITP has created this template for national governments to use to guide and take action in order to strengthen their commitments towards public transport and active mobility in their Nationally Determined Contributions (NDC). Countries can use it to explore options, reflecting national priorities and addressing key implementation and financing needs to strengthen 2025 submissions.

INTRODUCTION

The next round of NDCs, with an implementation timeframe of 2035, are due to be submitted in advance of COP30 in Brazil. The previous round, in their totality, has shown that current efforts and plans are insufficient to reach the goals of the Paris Agreement. The 2025 NDC updates have a key role to play in determining whether the world can

get back on a global emissions trajectory aligned with limiting global heating to 1.5C and how countries plan to tackle climate change in all sectors.

Urban transport accounted for 8% of global CO₂ emissions and around 40% of global transport emissions in 2020. In the absence of interventions, motorised mobility in cities could surge 94% in the next 25 years¹. At the same time, half of the world's population lacks access to public transport². This means that emissions, air pollution, and energy demand from the urban transport sector will continue rising.

The COP28 Global Stocktake³ (GST) recognises that we need deep, rapid, and sustained reductions in greenhouse gas emissions (GHG) in line with 1.5°C pathways across different sectors and that NDCs need to be significantly more ambitious. Each country's NDC should contain information on how the GST outcome has been reflected in their updates. It calls on Parties to transition away from fossil fuels to renewables and to accelerate emissions reductions from road transport through a range of pathways, including the development of infrastructure and rapid deployment of zero and low emission vehicles. Public transport is a fundamental pathway to reducing and accelerating emissions reductions in urban transport.

The UITP analysis report on 'Public Transport & Nationally Determined Contributions'⁴ shows that



1 SLOCAT Transport, Climate and Sustainability Global Status Report – 3rd Edition
2 https://unhabitat.org/sites/default/files/2023/11/sdg_11_synthesis_report_2023.pdf

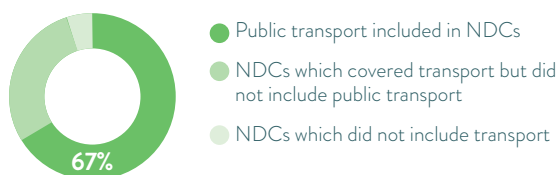
3 <https://unfccc.int/topics/global-stocktake>

4 <https://cms.uitp.org/wp/wp-content/uploads/2023/12/Analysis-report-for-COP28-1.pdf>

one in three nations have yet to integrate public transport strategies into their climate action plans.

Of countries that do include public transport in their NDC, only a third identify a specific budget to deliver on the actions, fewer still set targets, and many remain too vague in what they are trying to achieve.

HOW MANY NDCs INCLUDED PUBLIC TRANSPORT POLICIES OR MEASURES?

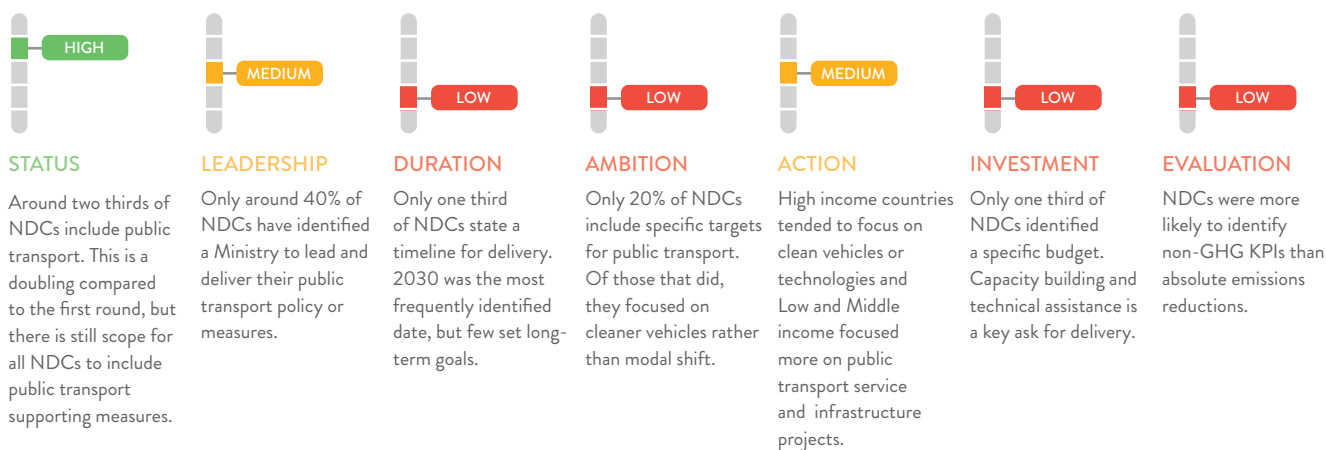


Growing evidence shows that either avoiding polluting trips and kilometres travelled, or in shifting mobility to more energy-efficient collective modes of transport like public transport can reduce emissions faster and significantly enhance transport access at lower costs than technological measures⁵, particularly in rapidly urbanising developing countries. If we double the share of energy efficient and

fossil-free forms of land transport for people and goods by 2030 - focusing on shifts to public transport, walking, cycling - emissions from transport would be cut by half by 2030⁶. To achieve that, a mode share of active travel and public transport of between 40% to 80% is needed - dependent on the type of city⁷. This is achievable but it will require the successful delivery of several policies and actions working in combination. It will also require governments to coordinate at all levels so that national policy enables cities to effectively deliver and build more strategically on public transport and the potential of active mobility to deliver faster, more reliably, and affordably on the Paris Agreement and the Sustainable Development Goals (SDGs).

If NDCs are used right, targeting investments and enabling a shift to public transport, they would be our way out of the world's current climate crisis as it will lock us into a low carbon development pathway. Society will benefit from every increase in modal share to public transport through fewer road fatalities and injuries, more inclusive access to opportunities, reduced congestion, better health and improved air quality.

HEADLINE FINDINGS



5 <https://tcc-gsr.com/wp-content/uploads/2021/06/1.1-Global-Transport-and-Climate-Change.pdf>
 6 <https://slocat.net/call-to-action-on-fossil-fuel-free-land-transport/>
 7 <https://thefutureispublictransport.org/>

ADOPT THIS NDC TEMPLATE TO UNLOCK THE POTENTIAL OF PUBLIC TRANSPORT

UITP has developed this ‘Public Transport NDC Template’ to assist all national governments to strengthen their NDC updates. It outlines a vision for public transport for all NDCs to strive for, supported by three key mobility objectives and 14 actions that can be taken which will ensure better urban mobility for people and the planet.

A four-point plan for better NDCs



VISION



GOALS



ACTIONS



MONITORING & REPORTING

A number of countries have already committed to these types of actions in their current NDCs. This serves as a critical reminder that these actions can help to, in nationally determined ways, unlock and realise mitigation and adaptation action opportunities of public transport that can help to steer the world towards a more sustainable, equitable, and climate-resilient future.

The national governments with an existing NDC that include public transport can use the template as a checklist to strengthen the effectiveness of their next NDC. National governments that have yet to recognise public transport as a solution in their NDC are encouraged to use the template as a framework to embed new commitments into their next NDC. It can also be used as a model for quickly developing a national vision, goals, actions, and success measures.

UITP stands ready to provide technical advice to countries in using this template so that future NDC policies unlock the full potential of public transport and that actions taken are fully effective and impactful.

The integration of robust public transport strategies in NDCs is not merely a policy choice, but a necessity for the health of our planet and the well-being of its inhabitants.

PUBLIC TRANSPORT NDC TEMPLATE



1. VISION

Articulate a vision for the desired state of the future that puts public transport at the heart of urban transport climate action

- Articulate a NDC vision for better urban mobility: It should encourage and enable people to have safe, accessible, comfortable, enjoyable, affordable, and connected public transport, walking and cycling experiences to mitigate climate change, reduce pollution, benefit public health and create vibrant, resilient and inclusive societies.



2. GOALS

Accelerate transformations with ambitious targets in order to bring about change and accelerate ambition

- Set ambitious targets: set new NDC targets that mirror the global efforts called for in the GST decision. Targets should outline how this will be achieved through a range of pathways:

Ambitious public transport mode shift targets that will facilitate the transition towards more sustainable urban mobility

Development of infrastructure and services that can guide investments in public transport

Rapid deployment of zero and low emission public vehicles and services in combination with mode shift and renewable energy targets

MALAWI FIRST NDC

(Updated submission)⁸

Modal shift: private to passenger transport - increasing the share of passenger transport from around 10% at present to around 30% (unconditional, 70% conditional) in 2040, reducing GHG emissions from gasoline and diesel use.



CHILE FIRST NDC

(Updated submission)⁹

100% urban public transport buses electric in Chile by 2040. Change transport mode: decrease of private motor transport due to the transfer to buses and bicycles.



⁸ <https://unfccc.int/sites/default/files/NDC/2022-06/Malawi%20Updated%20NDC%20July%202021%20submitted.pdf>

⁹ https://unfccc.int/sites/default/files/NDC/2022-06/Chile%27s_NDC_2020_english.pdf



3. ACTIONS

Detail the actions to reach the vision, targets and objectives that will help to bring about higher ambition and better urban mobility built on a backbone of public transport

OBJECTIVE A

SUPPORT A SHIFT IN PEOPLE'S MOBILITY HABITS

Provide and encourage alternatives for people that they want to choose.

- **Enable change:** Adopt transport demand management programmes that support local implementation and behaviours in favour of public transport.
- **Prioritise accessibility:** Establish guidelines that use accessibility-based appraisal metrics for transport project approval processes.
- **Encourage participation:** Promote public transport as a sustainable alternative for transport that is convenient, reliable, cost effective and accessible to all.

EL SALVADOR FIRST NDC

(Updated submission)¹⁰



Implementation of sustainable modes: mass public transport, cycling, walking, restricted speed zones and traffic management; in addressing road safety and promotion of public spaces.

- For the implementation of this measure, the availability of infrastructure is considered by monitoring through annual reports on access to public transport.

REPUBLIC OF MOLDOVA FIRST NDC

(Updated submission)¹¹



Improve access to climate-resilient and safe public transport:

- Ensure the access of citizens to safe transport systems with fair, accessible, and sustainable prices for all, as well as improving road safety, in particular by expanding the public transport system.
- Promote more sustainable consumer behaviour in using transport.

Provide information, programme events, and encourage people to consider their mode choice.

- **Expand the quality and offer:** Target increases in public transport use and offer (infrastructure expansion, improvements, as well as services) that ensure quality public transport and catchments, including stops, which are attractive, comfortable and safe to users.

BAHAMAS UPDATED NATIONALLY

Determined Contributions, 2022¹²



Promotion of the use of public transport - increase access to public transport and increase reliability may help reduce the use of private vehicles, causing a modal shift and thereby reducing the fossil fuel consumption in the transport sector and assisting in traffic management.

Managing travel demand for different areas and increase planning in the public transport system - the objective is to increase the use of public transport, to increase energy efficiency in the transport sector, and to help reduce commute times by reducing the number of private vehicles on the road.

OBJECTIVE B

DESIGN CITIES AROUND PEOPLE & INVEST FOR BETTER URBAN MOBILITY

Densify around public transport infrastructure and services to create more compact and connected cities and choose investments that benefits citizens the most.

- **Create fiscal space for public transport:** Repurpose funds currently going towards fossil fuel subsidies in transport or other polluting activities to encourage a shift towards more sustainable, low emission, and resilient public transport.
- **Secure finance:** Earmark funding towards fully integrated public transport systems and provide central financial assistance that devotes long-term funding to support public transport.
- **Widen local finance:** Support or enable subnational governments to implement financing and pricing schemes to generate revenue for public transport enhancement and expansion (e.g. congestion charging, road pricing, taxes, or green bonds etc).
- **Plan city development:** Ensure public transport and active mobility is integrated into strategic long-term

¹⁰ <https://unfccc.int/sites/default/files/NDC/2022-06/El%20Salvador%20NDC-%20Updated%20Dic.2021.pdf>

¹¹ https://unfccc.int/sites/default/files/NDC/2022-06/MD_Updated_NDC_final_version_EN.pdf

¹² <https://unfccc.int/sites/default/files/NDC/2022-11/Bahamas%20Updated%20Nationally%20Determined%20Contributio>

urban and land-use planning, which adheres to national planning guidelines and zoning regulations/requirements that supports compact city development, prioritising access to public transport.

- **Support transit oriented developments:** Encourage mixed use development and density in cities through appropriate land use development and transit-oriented developments (TOD) policies, that can allow the local level to recover some or all of the value generated from public transport investments (e.g. land value capture).
- **Rethink urban space:** Develop or reform parking and highway codes/standards to give priority to public transport users through road space reallocation and national standards for parking facilities (i.e. set maximum parking space limits).

ENHANCED NDC REPUBLIC OF INDONESIA¹³



Indonesia is one of the pioneer countries for fossil fuel subsidy reform policy. It has succeeded in removing fossil fuel subsidies to create fiscal space for education, health, social assistance, and infrastructure, including renewable energy projects and public transport.

SRI LANKA FIRST NDC (Updated submission)¹⁵



Introduce taxes and other instruments to promote public transport 2021- 2030:

- Change the existing vehicle emission charging system from the present vehicle based to vehicle type, fuel used, and emission-based system plus total kilometres travelled.
- Restrict the entry of individual modes of transport to sensitive areas and congested areas of major cities during peak hours through a levy 2021-2030.
- Develop park and ride infrastructure developments combined with cordon-based pricing mechanism.

CANADA FIRST NDC (Updated submission)¹⁴



Advance the national active transport strategy by investing \$400 million for Canada's first active transport fund, drawn from an investment of \$14.9 billion for public and active transport, which also includes \$3 billion annually in permanent public transport funding beginning in 2026-27.

OMAN 1ST UPDATE OF THE 2ND NDC¹⁶



Oman is exploring opportunities in the realm of green finance, including the issuance of green bonds through its proposed multilateral banks. Green bonds are a vital instrument for funding environmentally sustainable projects and initiatives, aligning with Oman's commitment to environmental stewardship and sustainability. These green bonds will enable the country to raise capital specifically for eco-friendly projects, such as renewable energy, clean transport, and environmentally responsible infrastructure.

BANGLADESH FIRST NDC (Updated submission)¹⁷



Improvement of road traffic congestion (15% improvement in fuel efficiency)

- Electronic road pricing or congestion charging.
- Modal shift from road to rail (25% modal shift of passenger-km) through different transport projects such as BRT, MRT in major cities, multi-modal hub creation etc.

13 <https://unfccc.int/sites/default/files/NDC/2022-09/ENDC%20Indonesia.pdf>

14 https://unfccc.int/sites/default/files/NDC/2022-06/Canada%27s%20Enhanced%20NDC%20Submission1_FINAL%20EN.pdf

15 <https://unfccc.int/sites/default/files/NDC/2022-06/Amendment%20to%20the%20Updated%20Nationally%20Determined%20Contributions%20of%20Sri%20Lanka.pdf>

16 <https://unfccc.int/sites/default/files/NDC/2023-11/Oman%201st%20Update%20of%20the%202nd%20NDC%20-%20Optimized%20Size%20%281%29.pdf>

17 https://unfccc.int/sites/default/files/NDC/2022-06/NDC_submission_20210826revised.pdf

MEXICO UPDATED NDC 2022¹⁸



The strategy for the transport sector involves an improvement in linking urban planning with climate change criteria and recovery of public space for pedestrians, considering the prioritisation towards efficient public transport systems and alternative transport systems and non-motorised modes.

COLOMBIA FIRST NDC (Updated submission)¹⁹



Transport Oriented Development (TOD): Consolidation and conservation of dense cities, with mixed uses of the ground, high circulation of pedestrians and cyclists, full coverage of collective or mass public transport services and with a strong social fabric founded on proximity, the notion of neighbourhood and accessibility to urban goods and services. Adjusted goal for each city: Pasto, Manizales, Cali, Bogotá.

UGANDA UPDATED NDC²⁰



Minimal policies to encourage public transport uptake over private vehicles.

- Policies introduced to manage the use of personal motor vehicles to reduce congestion and encourage a shift to public transport, walking, and cycling. Including parking management and secure cycle parking.
- Develop land use and transport master plans incorporating transit-oriented land use and measures to incentivise well-located affordable housing along planned mass rapid transit lines. Adopt TOD friendly building control rules by 2025. TOD reduces motorised travel demand by 5% in 2050.

OBJECTIVE C ENABLE CITIES TO DRIVE CHANGE

Build a sound and supportive governance framework by creating institutions responsible for urban mobility and provide them with the necessary skills and capabilities to deliver. Work collaboratively with them and integrate local information and actions in updated NDCs.

- **Develop mobility plans:** Develop national urban mobility plans that facilitate or encourage subnational governments to develop Sustainable Urban Mobility Plans built on a backbone of public transport and active mobility, which serves as a guide for investment.
- **Coordinate governance:** Establish and adequately resource metropolitan transport authorities or similar strategic entities (with jurisdiction over all transport) to allow for planning, monitoring, regulating the urban transport system, including the development, maintenance, and operation of public transport.
- **Build capacity and technical skills:** Ensure the well-functioning of metropolitan transport authorities or similar strategic entities. Work with public transport and active mobility networks to provide technical assistance and build up capacity and human resources in national ministries and cities on urban mobility, learn best practices, and inspire city-to-city learning.

BARBADOS FIRST NDC (Updated submission)²¹



The 2021 Physical Development Plan (PDP) is based on a vision of sustainable growth and development of Barbados. The 2021 PDP will guide future development in Barbados with respect to land use, settlement patterns, infrastructure, mobility and environmental management. Under the aegis of the PDP, described above, a Sustainable Urban Mobility Plan for the Greater Bridgetown Area and the Urban Corridor has been prepared. This plan aims to upgrade the public transport system (fleet renovation, payment systems, tracking systems, and demand management), introducing bicycle lanes, connected sidewalks and accessibility measures, as well as parking management policies.

¹⁸ https://unfccc.int/sites/default/files/NDC/2022-11/Mexico_NDC_UNFCCC_update2022_FINAL.pdf

¹⁹ <https://unfccc.int/sites/default/files/NDC/2022-06/NDC%20actualizada%20de%20Colombia.pdf>

²⁰ https://unfccc.int/sites/default/files/NDC/2022-09/Updated%20NDC%20_Uganda_2022%20Final.pdf

²¹ <https://unfccc.int/sites/default/files/NDC/2022-06/2021%20Barbados%20NDC%20update%20-%202021%20July%202021.pdf>

- **Lead the coordination:** Appoint national focal points to coordinate action across government ministries and create inclusive institutional and informal processes to enable subnational governments and local transport authorities to contribute to further enhancing NDCs. Integrate local baseline information, targets, projects and actions for emissions mitigation and adaptation with public transport in updated plans.



4. MONITORING & REPORTING

Elaborate indicators to monitor and verify progress against the actions so it accelerates change and delivers multiple sustainability benefits

- **Fix the indicators and evaluate impact:** Increase the connections between climate action and SDGs in NDCs. Adopt an indicator framework that is collected at all levels of government as the actions taken will deliver more public transport activity, fewer road fatalities, less noise and air pollution, fewer GHG emissions, improved access to public transport and less congestion. Clarify the desired level of performance in these areas and measure indicators over time and in a consistent way, to assess whether NDC policy interventions are having the desired effect at the local level. Feeding this back to the national level can reinforce vertical coherence and multi-level collaboration as well as complement and contribute to NDC impact and SDG implementation.

URUGUAY SECOND NDC ²²



The country is working on several enabling frameworks and policies that will allow mitigation actions to be leveraged. Among them the approval and implementation of the Policy Sustainable Urban Mobility that includes mobility planning in the territory, modal change, reduction of emissions, accessibility and affordability of public transport, among others. This Policy provides a space for institutional coordination of all relevant national and subnational actors through the Interinstitutional Commission on Sustainable Mobility that will be created for this purpose for its implementation. The policy will be supported in its implementation by some guides already prepared (Guide for the Planning of the Sustainable Urban Mobility, Guide on Electric Urban Mobility) and pilots developed and ongoing.

Public Transport Activity - increase mode share / use of public transport and active mobility SDG 9.1 - INDUSTRY, INNOVATION AND INFRASTRUCTURE	Road Safety - reduce number of road fatalities and accidents SDG 3.6 GOOD HEALTH AND WELL-BEING
Noise & Air Pollution - reduce the number of people ill and dying from pollution SDG 3.9 GOOD HEALTH AND WELL-BEING	Access to Public Transport - increase in the percentage of the population that has convenient access (within 500m) to public transport SDG 11. SUSTAINABLE CITIES
GHG Emissions - absolute reductions in emissions from transport due to public transport SDG 13.2 CLIMATE ACTION	Congestion - time lost or the extra time needed to travel to a specific destination and improved efficiency / satisfaction of public transport services SDG 11.6 SUSTAINABLE CITIES AND COMMUNITIES

JORDAN FIRST NDC

(Updated submission) ²³



Future electric bus fleet: this project aims to provide new bus services for the cities of Irbid and Zarqa with a public sector funded model. This project involves the establish of electric transport networks in two urban cities, Irbid and Zarqa, through the government's acquisition of 100 new electric buses for the designed public transport organisations to operate, as well as the development of complementary aspects for the success of its implementation, which mainly includes the construction of supporting infrastructure. Each city will have a public sector organisation to oversee the operation of the system, be responsible for funding, and to plan service changes.

RWANDA FIRST NDC

(Updated submission) ²⁴



Rwanda's NDC presents several interventions, corresponding indicators, indicator category, and timeline for the implementation, responsible government ministries, and implementing lead agencies, and the estimated adaptation funding requirement, mitigation benefits and the alignment with SDGs that are directly relevant to the sector intervention. For improved transport infrastructure and services, the indicator to measure performance is the number of passengers using the public transport each year, which will help to reduce GHG emissions from improved transport services which reduces motorised private transport.

22 <https://unfccc.int/sites/default/files/NDC/2022-12/Uruguay%20Segunda%20CDN.pdf>

23 <https://unfccc.int/sites/default/files/NDC/2022-06/UPDATED%20SUBMISSION%20OF%20JORDANS.pdf>

24 https://unfccc.int/sites/default/files/NDC/2022-06/Rwanda_Updated_NDC_May_2020.pdf



RECOMMENDATIONS

Using this template can assist all national governments to be more ambitious and impactful with public transport in their NDCs. It can be used to guide and take action; from setting a vision through to the development of goals, objectives, actions, and measures to achieve better mobility outcomes in cities. UITP stands ready to help build country capacity and provide technical advice in using this template, so that future NDC policies unlock the full potential of public transport, so that actions taken are fully effective, impactful, and ambitious.

2025 NDC updates should:

- 1 Include a range of public transport policies and measures, supported by an ambitious vision for cities based around public transport. They must outline specific commitments, finance, and ambitious mode shift targets towards low and zero emissions public transport.
- 2 Support regional and city governments and outline how national governments will enable city-level action on public transport and ensure that cities are compact, connected and coordinated.
- 3 Include the plans and actions of the public transport sector and unlock its potential, by strengthening technical and institutional capacities to ensure NDCs are not only delivered, but made even more ambitious.
- 4 Measure key performance indicators, both linked to emissions reductions and other societal factors. This will allow for linkages with the SDGs and ensure that policy interventions have the desired effect on the local level.

This is an official Analysis Report of UITP, the International Association of Public Transport. UITP has almost 1,900 member organisations in 100 countries throughout the world and represents the interests of key players in this sector. Its membership includes transport authorities, operators, both private and public, in all modes of collective passenger transport, and the industry. UITP addresses the economic, technical, organisation and management aspects of passenger transport, as well as the development of policy for mobility and public transport worldwide.

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