

TOWARDS RESILIENT AND LOW-EMISSIONS TRANSPORT SYSTEMS FOR PEOPLE, DEVELOPMENT AND THE PLANET

The transport sector is an essential service that society relies upon every day. However, the transport sector and its infrastructure face increasing challenges, including the impacts of climate change.

Ensuring the sustainable development of the transport sector requires a resilient, climate-compatible, secure, accessible and affordable system, underpinned by robust infrastructure adapted to climate risks and capable of maintaining functionality in the face of extreme and slow-onset events.

While progress has been made, stronger commitments are necessary to accelerate the transition towards a more sustainable and resilient sector, aware that transport is responsible for over 8 Gt CO₂ emissions each year, which represent 23% of global energy-related CO₂ emissions, and that resilience in transport systems is critical for social services and well-being.

Therefore, the transport sector plays a key role to keep the 1.5°C target within reach, recognizing that this would also significantly reduce the risks and impacts of climate change, as called upon by the Paris Agreement.

This can be achieved by transitioning away from fossil fuels through electrification and diversification of energy sources, increasing the use of renewable energy, and promoting public and non-motorized transport, while reducing emissions and fostering resilient and low carbon transport infrastructure.

Given the diversity of national circumstances and financial constraints, the transformation must be comprehensive, implemented in a progressive and differentiated manner, aligned with global targets and tailored to the specific needs of each country and population group, while considering the specific needs of vulnerable users and safeguarding land use, food security and biodiversity.

Bearing this in mind, the urgency of taking concrete steps in climate action, we:

Reaffirm our commitment to decarbonizing the road transport sector as stated in the Global Stocktake, taking into account that road transport constitutes the largest share of emissions in the sector;

Underline that resilient passenger and cargo transport systems are critical for economic development, social connectivity, and global supply chain security, particularly in the face of climate change, and natural disasters;

Acknowledge that reinforcing the resilience of our transport networks, including the entire cycle of transport infrastructure planning, investment and operation, will require a comprehensive approach that includes the implementation of zero-, or over the short term for existing fleets, low-carbon solutions, while embedding climate change adaptation, particularly in countries that are highly vulnerable to its impacts, in order to avoid locking in high-emission trajectories.

Welcome the IEA's assessment that setting a quantified global goal for 2030 and beyond could accelerate action to decarbonize the road transport sector;

Acknowledge the efforts of previous COP presidencies to raise transport issues in pledges and work programs; as well as the emission reduction objectives and pathways set in ICAO and IMO;

Recognize that the multiple pathways noted in the GST include a comprehensive set of measures related to avoiding unnecessary travel, shifting modes of transportation, and improving technology;

Call upon all Parties of the Paris Agreement to work together on the transport sector in the upcoming COP30 in Belem, and 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.

Commit to working together to collectively achieve this global effort, through our domestic policies and regulations and taking measures that increase resilience and reduce emissions in our sector, agreeing that an integrated mixture of transport modes will be crucial.

Recognize that this effort contributes to aligning the transport sector with the goals of the Paris Agreement and offers a concrete pathway to implementing the Global Stocktake of COP28.

Recognize that the pace and pathway of implementation will take place in a nationally determined manner, especially considering the specific needs of vulnerable population groups and the ongoing motorization in developing economies and emerging markets;

Encourage the establishment of regional cooperation frameworks such as green corridor partnerships to address shared transport challenges, maximize the efficiency of intermodal transport networks and support cross-border zero- and low-emission freight solutions.

Further Acknowledge that research and international collaboration can help to develop sustainable, zero- or low-carbon transport solutions that enhance the resilience of safe and inclusive global passenger and freight transport networks;

Recognize that the transition to a more resilient, safe, climate-compatible and accessible transport system relies on the availability of sufficient finance;

Recall the decision at CMA.6 to establish a New Collective Quantified Goal on climate finance of at least USD 300 billion per year by 2035 for developing country parties for climate action.

Express the need to continue progressing on increasing the availability of adequate and predictable climate finance for mitigation and adaptation in the transport sector, especially for developing countries and taking into consideration challenges such as high borrowing costs, limited investment and insufficient capacity to assess risks or develop bankable projects;

Draw attention to the needed shift of finance to resilient, climate compatible, secure and accessible infrastructure in the transport sector, considering the entire cycle of transport infrastructure, in line with a reform of the international financial architecture, including instruments such as green bonds, public-private partnerships and innovative mechanisms that incorporate climate risks and ensure long-term project viability.

Belém do Pará, November 2025

Endorsing Countries:

Chile
Brazil
Costa Rica
Norway
Spain
Dominican Republic
Colombia
Slovenia
Honduras
Portugal
Austria

FAQ

Where can I find the emissions data mentioned in this Declaration?

- “Transport sector was responsible for nearly 8 Gt CO₂ emissions in 2022” ([Transport - Energy System - IEA](#): “In 2022 global CO₂ emissions from the transport sector grew by more than 250 Mt CO₂ to nearly 8 Gt CO₂, 3% more than in 2021.”)
- “a quarter drop in overall energy demand and shifting to one-third renewable sources by 2035” ([Net Zero Roadmap: A Global Pathway to Keep the 1.5 °C Goal in Reach - 2023 Update](#), p. 195f, Table A.2: World final energy consumption)
- IPCC Sixth Assessment Report (2022), Chapter 10: Transport. <https://www.ipcc.ch/report/ar6/wg3/chapter/chapter-10/>

Where can I find additional references on decarbonization in the transport sector?

- We invite you to explore additional material developed by the **International Transport Forum (ITF)**, which could be relevant to achieve the goals of this Declaration. These resources include:
 - The Sustainable Transport Systems Initiative, which outlines key challenges and opportunities for policy-makers working towards low-emission, resilient mobility systems. <https://www.itf-oecd.org/sustainable-transport-systems-initiative>
 - The Transport Climate Action Directory (TCAD), an online database of more than 80 policy measures focused on reducing transport-related CO₂ emissions. <https://www.itf-oecd.org/tcad>
- These references provide rich analytical insights, concrete tools, and global-best-practice examples, supporting the implementation of the transformational goals set out in the Declaration.

Would this global effort allow for different pathways of countries?

- Even if there is one global effort, transport decarbonization will look very different in advanced economies compared to emerging and developing countries.
- The IEA model is based on the assumption that while emerging and developing countries rather stabilize emission levels, developed countries will take the largest share of the reductions.
- The effort does not prescribe the concrete measures countries should take to achieve the target. The electrification of road vehicles is the most promising pathway to increasing conversion efficiencies and reducing GHG emissions, other technologies and fuel might also contribute to achieving the effort.
- Different decarbonization pathways will require distinct infrastructure solutions, aligned with each country's territorial, climatic and economic realities. Resilient and climate-compatible transport systems depend on structural investments that enable multimodal strategies, region-specific climate adaptation and systemic efficiency.

What are the next steps in 2025 and 2026?

- Gaining further support until COP30 for the declaration's official launch.
- Begin a process of implementing and monitoring the agreements reached.

What will happen after COP30?

- International organizations, such as the ITF and the IEA, regularly track all significant outcomes of COPs. The further institutionalization of global effort is still to be discussed.

Which energy sources are understood as renewables in the context of the declaration?

- Applying the IEA's definition as included in the Net Zero by 2050 roadmap, renewables include bioenergy, renewable waste, geothermal, hydropower, solar, photovoltaics (PV), concentrating solar power (CSP), wind and marine (tide and wave) energy for electricity and heat generation. ([Net Zero Roadmap: A Global Pathway to Keep the 1.5 °C Goal in Reach - 2023 Update](#), p. 210)