

Stocktake of Public Transport in NDC 3.0

Full Report, April 2026



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Seizing the Public Transport Opportunity

The Nationally Determined Contributions (NDC 3.0: 2025-2030) cycle represents the third generation of NDCs under the Paris Agreement. Updated every five years, they define how each country will aim to align national efforts with a 1.5°C pathway focusing on 2035 goals, accelerate decarbonisation, increase resilience, mobilise finance, capacity, and technology to achieve these goals.

Urban transport accounts for around 40% of global transport emissions, and with urban passenger travel projected to [more than double by 2050, emissions are expected to continue rising](#) - even with technological improvements. Accelerating the decarbonisation of urban mobility within NDC 3.0 is essential to remain on a 1.5°C trajectory, particularly given the long-term carbon lock-in effects of today's transport decisions. This requires comprehensive strategies that reduce reliance on private vehicles, promote public and active transport, and strengthen urban planning through effective governance and stable financing. When implemented at scale, these measures could double the modal share of public transport, significantly enhance urban energy efficiency, energy security, and reduce urban transport emissions by up to 50%.

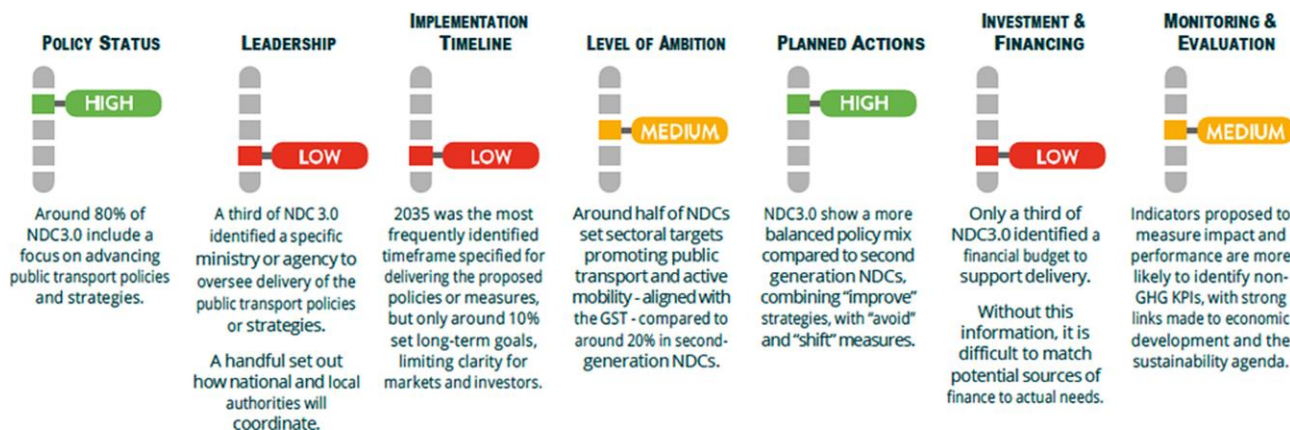
Guided by the outcomes of the Global Stocktake (GST), NDC 3.0 should detail concrete actions that prioritise urgent reductions of emissions from road transport on a [range of pathways, including through the development of infrastructure and rapid deployment of zero- and low-emission vehicles](#). Adopting such an approach will avoid polluting trips and kilometres travelled, support shifting mobility to more energy-efficient collective modes of transport - such as public transport - and make travel less polluting through technological innovation. Public transport is fundamental to achieving this, but making it a reality will require a combination of policies and measures.

About this Report

This updated global report examines how 143 NDCs have incorporated public transport and sustainable urban mobility climate policies and actions into their NDC 3.0, as published on the [UNFCCC NDC registry by April 2026](#) (72% of UNFCCC Parties). The assessment focuses solely on official NDC documents submitted before and after COP30 and does not consider broader national policies or strategies. Building on

[earlier analyses released by UITP](#) at COP30, this expanded report provides the most comprehensive global overview to date of public transport in NDCs 3.0.

Headline Findings



Policy Status: How many NDCs include references to public transport as a mitigation solution?

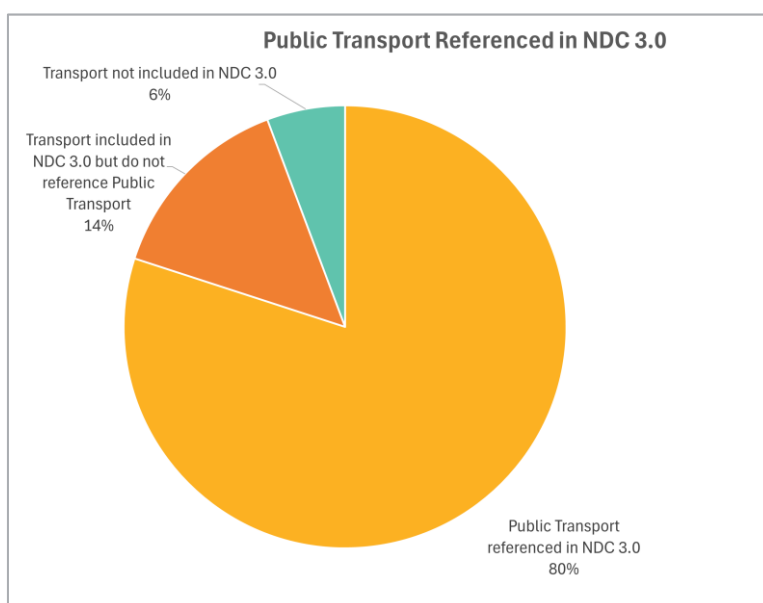
Progress on putting public transport at the heart of urban mobility and climate policy

While individual passenger transport continues to dominate the focus of many NDC 3.0 submissions, there has been notable progress in recognising public transport as a central pillar of climate action in the transport sector.

Public transport was cited as a mitigation response in 80% of NDC 3.0 submissions - an increase from roughly two-thirds in second-generation NDCs - with most references originating from Lower- and Upper-Middle-Income Countries (LMICs).

By acknowledging the importance of public transport, national governments can lay strategic foundations for local transport

policies, align stakeholders, enhance local ambition, help channel climate finance toward public transport, and support the effective implementation of the GST.



Brazil NDC 3.0

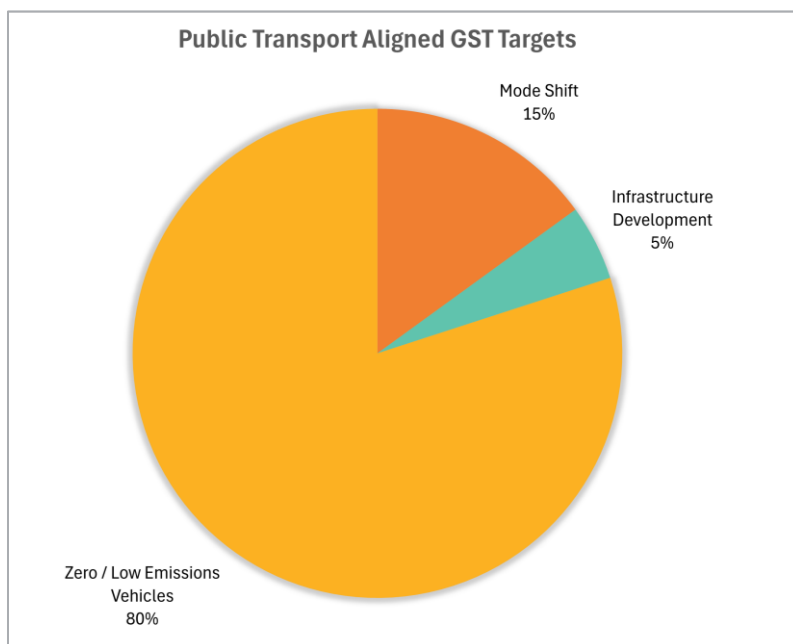
In the cities and urban mobility sector, mitigation will involve sustainable urban development, active mobility and improving public transport, with the strong aim of reducing dependence on individual transportation.

Level of Ambition: How many NDCs include targets for public transport?

Increased by unbalanced target setting

An increasing number of countries have incorporated public transport targets in their NDC 3.0 submissions, rising from roughly 20% in the second-generation NDCs to about 50%. Approximately two-thirds of these targets focus on low- and zero-emissions vehicles (notably electric buses). However, ambitions are not always aligned with renewable energy deployment, which limits their transformative impact – with only a handful of countries making the link.

Mode shift targets toward public transport in NDC 3.0 submissions have increased markedly, rising by over 80% compared with second-generation NDCs. However, this represents only 8% of NDCs that mention public transport, yet half of these countries have begun connecting mode shift targets



with low- and zero-emission public transport vehicle goals and broader technical measures - offering the most cost-effective and rapid pathway to decarbonise people's daily mobility.

However, few submissions specify target dates for completing public transport infrastructure projects such as Bus Rapid Transit (BRT) systems, tram lines, or metro

developments. This gap largely reflects the complexity, scale, and inherent uncertainties associated with major infrastructure investments.

More countries should establish long-term public transport targets beyond 2035 - currently only around 10% of NDCs do - that combine the scaling up of zero-emission public transport vehicles, ambitious mode-shift goals, and greater investment in public transport services and infrastructure. Such targets would support the GST's call for an integrated approach to reducing road transport emissions across a range of pathways, which would send clear signals to markets and investors.

Sri Lanka NDC 3.0

Strengthen and promote public passenger transport: Aligning with the government's priorities, this NDC intends to strengthen the public transport system (both buses and railways) and their services to revitalise and modernise the public transport system. The overall target of these interventions is to increase the share of public transport from 35% to 40% by 2030, and 50% by 2035. This is achieved by increasing the share of bus transport from 30.2% to 35% by 2030, and 42.5% by 2035, and that of railways from 4.7% to 5% by 2030, and 7.5% by 2035. The shifting of passengers from personal vehicles to public transport modes will reduce petroleum consumption and GHG emissions significantly.

The shift to public transport and to achieve these highly ambitious targets reflects the need for a transformational change in the sector which is driven by low-carbon technological solutions, including digitisation, improved accessibility and frequency of rail operations, integrated last-mile services, and infrastructure development, while providing improved facilities and services. Further, as with NDC 1, the design and operation of such public transport systems are to be implemented in consideration of the specific needs and safety of women, older persons, children, and PWDs.

Enhanced collaboration among cities, national governments, and public transport stakeholders is crucial for accelerating progress toward targets. Yet only a third of NDC 3.0 submissions designate a specific ministry or agency to oversee public transport commitments. Well-designed NDCs should clearly outline coordination between

national and local authorities, define the roles and mandates of each level of government, and specify the actions required to achieve their targets.

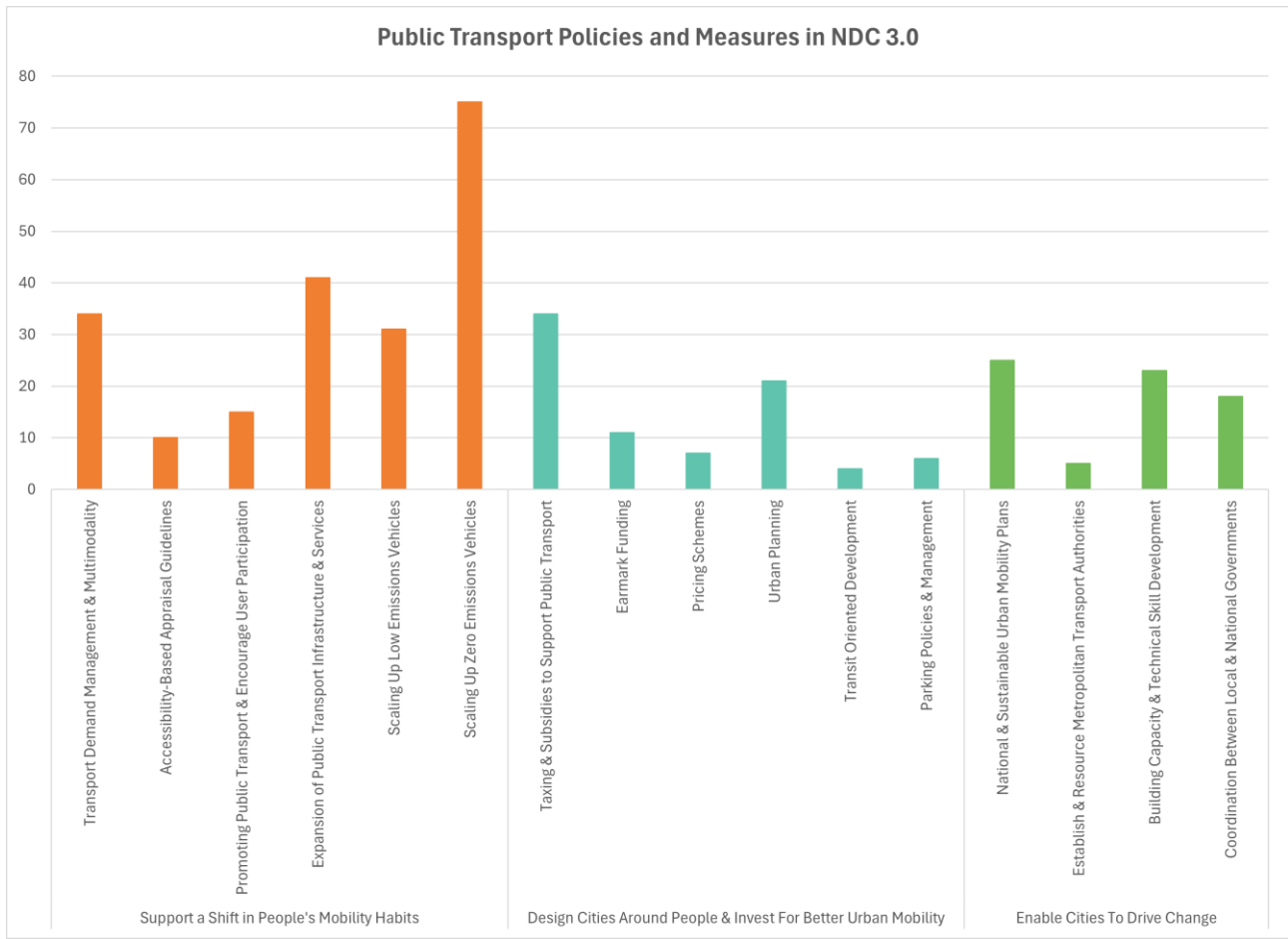
Planned Actions: Type of public transport policy or related actions that are being planned?

Broader and more detailed policy measures are emerging

In 2024, UITP developed a '[Public Transport NDC Template](#)' that sets out 16 priority national policies and actions governments can adopt to strengthen their NDC 3.0 submissions and enable the local level to deliver on public transport and sustainable urban mobility goals. These policies and actions are structured around three core mobility objectives:

- **Supporting a shift in mobility habits:** Providing and encouraging alternatives for people that they want to choose – from the expansion of public transport infrastructure and services, scaling up of low- and zero-emissions vehicles to promoting public transport, transport demand management and multi-modality.
- **Designing cities around people and investing 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 – through urban planning, transit-oriented development, and parking policies to pricing schemes, earmarked funding and taxation / subsidies to support public transport.
- **Enabling 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 – through the development of national and urban sustainable mobility plans, establishment and resourcing of urban mobility authorities, capacity building, and coordination between local and national governments.

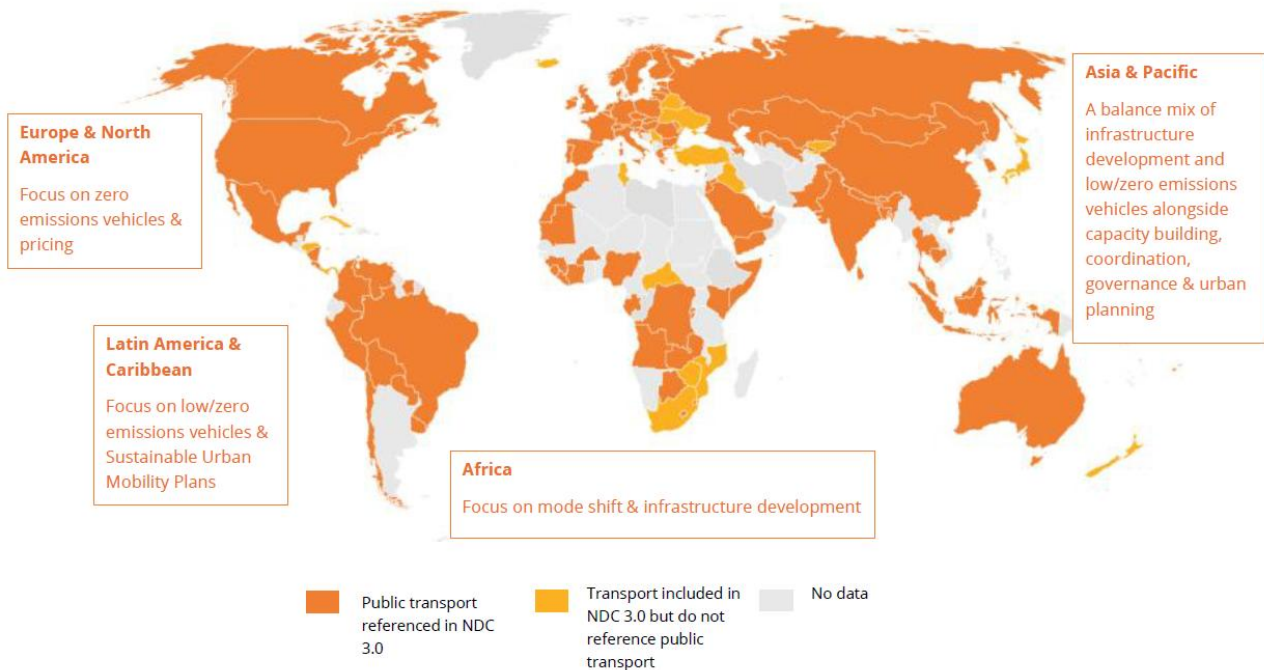
Overall, around 75% of countries that identified public transport as a key mitigation response plan to implement these policies or actions. Most of these NDCs include multiple types of interventions across the different mobility objectives, highlighting the importance of a coordinated mix of policies and measures to effectively reduce urban transport emissions.



While previous NDCs often lacked specificity, NDC 3.0 submissions provide considerably more detail on the national-level actions designed to support cities in delivering sustainable low-carbon urban mobility, public and active transport. The most frequently cited individual measure in NDC 3.0 is the electrification of public transport vehicle fleets, referenced in 66% of submissions. This confirms that electrification remains the central pillar of planned mitigation action.

The findings also reveal regional differences: Africa emphasises a focus on public transport infrastructure expansion, service improvements, and modal shift; Asia & the Pacific alongside Latin America & the Caribbean focus on governance and strategic urban transport planning as well as efforts to expand and deliver clean public transport; while Europe and North America prioritise the procurement of zero-emission vehicles, particularly electric buses, as well as investment and pricing policies - such as the EU Emissions Trading Scheme (EU ETS 2) - which can help finance public transport infrastructure and clean vehicle deployment.

Public Transport Regional Snapshots



Analysis per Mobility Objective

Supporting a shift in mobility habits: *Providing and encouraging alternatives for people that they want to choose*

Policies and actions in this category were the most frequently identified in public transport NDCs, accounting for around 57% of all planned interventions. The expansion of public transport infrastructure and services, alongside the scaling up of low- and especially zero-emission vehicles, accounted for roughly three-quarters of the measures in this category. This focus aligns closely with the GST recommendation to prioritise urgent reductions in road transport emissions through infrastructure development and rapid deployment of low- and zero-emission vehicles. Such a dual approach is essential for creating sustainable, equitable, and economically vibrant cities, addressing both the need to cut greenhouse gas emissions and air pollution while ensuring urban residents - particularly those in marginalised communities - have access to jobs, education, healthcare, and other essential urban services.

Angola NDC 3.0

Angola's Electromobility Plan has been considered to enhance the decarbonisation of the transport sector. These include the gradual replacement of public transport vehicles with electric buses, with a projected annual renewal rate of 1.5%, and the progressive electrification of the government vehicle fleet, aiming for an annual replacement rate of 2%. Furthermore, the first phase of the Luanda Surface Metro (MSL), as foreseen in the 2023–2027 National Development Plan, is included, representing a major investment in low carbon urban mobility infrastructure.

Multi-modality efforts – integrating active mobility and combined mobility solutions alongside public transport – could be found in around a third of public transport NDCs, showing efforts to improve accessibility and modal options. Efforts designed at promoting public transport and accessibility-based appraisal guidelines aiming at enhancing access to public transport, are comparatively underrepresented, indicating a lesser focus on shifting travel habits through soft interventions.

Designing cities around people and investing 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.*

Action and policies here focus on city planning and urban mobility investments, accounting for around 23% of all planned NDC actions. Taxing and subsidies to support public transport emerge as the most prominent measure – accounting for around two fifths of all measures in this category driven largely by the inclusion of the EU ETS 2 by European based countries. Carbon markets can play a crucial for supporting public transport by unlocking new revenue streams, helping to close financing gaps for infrastructure and clean vehicles, as well as incentivising the shift from private vehicles to low-carbon transport modes. Moderate attention is given to urban planning and earmarked funding, which together account for about a third of measures in this category, this combination is vital to create sustainable, resilient cities by aligning spatial development with financial capacity. In contrast, pricing schemes to discourage car use, such as congestion charges, and transit-oriented development receive comparatively limited attention, despite the latter's crucial role in reducing emissions by promoting compact, mixed-use communities centred around public transport.

Indonesia NDC 3.0

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.

Cambodia NDC 3.0

Accelerate integrated public transport and low-carbon urban mobility in major cities: This measure expands transit-oriented urban spaces with integrated public transport, better coverage, and traffic upgrades, while enhancing walkability, and green spaces to cut emissions and improve inclusive, resilient urban access.

Enabling 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.*

This category accounts for about one-fifth of all planned NDC measures. National and sustainable urban mobility plans (SUMPs) are the most prominent lever, featuring in roughly a third of actions in this category. These plans are critical frameworks that articulate a long-term mobility vision that prioritises public transport and active mobility projects / measures and details how they will be financed and implemented.

Barbados NDC 3.0

Under the aegis of the Physical Development Plan, a Sustainable Urban Mobility Plan for the Greater Bridgetown Area and the Urban Corridor has been prepared. This plan aims at upgrading 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.

Capacity building is also strongly emphasised, comprising just under a third of actions in this category, highlighting the need to strengthen technical skills, institutional capacity, and human resources across national and local governments to ensure effective implementation of sustainable urban mobility NDC policies. Coordination across levels of government receives moderate attention, appearing in a quarter of actions in this category, while establishing and resourcing metropolitan transport authorities is least prioritised, despite their critical role in coordinating, planning, and funding integrated sustainable urban mobility and multi-modal public transport.

Pakistan NDC 3.0

Capacity-building programs focus on project preparation, MRV, and climate finance readiness. Dedicated climate units are being mainstreamed in ministries and provinces. Education and training initiatives are equipping young people with green skills in renewable energy, agriculture, forestry, and water management, while vocational programs target workers transitioning from high-carbon sectors.

Technology & Capacity Needs for Public Transport: Metro/BRT expansion (in big cities); e-buses enhancement; gender responsive E-buses (local production); Intelligent Transport Systems (ITS) Public-Private-Partnership (PPP) procurement.

Investment & Financing: Did the NDC identify a financial budget to deliver the public transport actions?

Financial gaps remain but new opportunities are on the horizon

Almost two-thirds of NDC 3.0 submissions do not identify specific budgets for public transport projects, making it challenging to align available financing with actual project needs. While many submissions reference potential funding sources in general terms, clearly defined budget allocations are crucial to implement ambitious targets effectively, scale up investments and to leverage climate finance mechanisms.

Canada NDC 3.0

In July 2024, the federal government announced the Canada Public Transit Fund (CPTF); starting in 2026-27, the CPTF will contribute an average of \$3 billion per year with the aim of providing stable and predictable funding to address active transportation and long-term public transit goals.

Importantly, around two thirds of LMICs which had referenced public transport in their NDCs highlighted their desire to explore opportunities under [Article 6](#) of the Paris Agreement: carbon markets (Article 6.4) and cooperative mechanisms (Article 6.2).

Article 6.4 introduces the Paris Agreement Crediting Mechanism (PACM), a market-based framework enabling the generation and trade of carbon credits, which could reduce NDC implementation costs by \$250 billion annually. Unlocking Article 6.4 for public transport offers an opportunity to close the climate finance gap, de-risk investments and accelerate low-carbon transport transitions, especially in LMICs. For Article 6.4 to be effective, national frameworks must [enable subnational entities to directly access carbon market mechanisms and ensure methodology standards reflect the distinct characteristics of the public transport sector.](#)

Peru NDC 3.0

Peru recognises that the carbon market can enhance national competitiveness and productivity by mobilising financial resources, transferring knowledge, and incorporating sustainable technologies in key sectors such as energy efficiency in industry and commerce, sustainable ecosystem management, the circular economy, family farming, and clean transportation, among others.

Monitoring & Evaluation: What indicators are being used to measure performance in NDCs?

Strengthening the links to the sustainability and development agenda

Urban mobility in NDC 3.0 is increasingly linked to the Sustainable Development Goals (SDGs), with approximately a third of submissions referencing specific SDGs – with energy (SDG 7), infrastructure (SDG 9), and cities (SDG 11) the most frequently referenced. This integrated approach enhances policy coherence, while also aligning climate action in public transport with broader economic and social development objectives.



Ecuador NDC 3.0

The actions that make up the NDC in the Energy Sector, built in a participatory manner, promote the development and consumption of renewable energy, promote sustainable mobility and the implementation of energy efficiency actions that together contribute to guaranteeing universal access to affordable, reliable and modern energy services (SDG 7), substantially increasing the efficient use of water resources in all sectors (SDG 6), as well as sustainable transport systems (SDG 11).

Conclusions

This analysis indicates that NDC 3.0 submissions demonstrate greater ambition for public transport. However, substantial gaps persist, including the need for more targeted investments, limited financing commitments, and weak alignment with renewable energy targets. Achieving sustainable urban mobility and public transport goals will require close collaboration between national and local governments as well as public transport stakeholders. Aligning local strategies - focused on public transport and active mobility - with national climate objectives, while building knowledge and capacity, will be critical to raising ambition, improving implementation, and achieving meaningful emissions reductions through public transport.



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