

Subject: “BAKU TO BELÉM ROADMAP TO 1.3T”

Submission by International Union of Railways

Paris, 03 March 2025

The International Union of Railways (UIC) is an accredited Observer organization to UNFCCC as an NGO and has engaged in several COP meetings, individually and as part of the BINGO constituency. UIC is also a member of the Marrakesh Partnership for Global Climate Action, under the Transport working group and an active member of several multi-lateral partnerships in sustainable transport, such as SLOCAT and Sum4All.

UIC, or the International Union of Railways, is a global organization representing the railway sector. Founded in 1922, it serves as the worldwide professional association for railway operators and infrastructure managers. UIC's primary objectives include • Promoting rail transport globally, • Developing technical standards and specifications for railways, • Fostering innovation and research in the rail sector and, • Addressing key issues such as safety, security, and environmental sustainability. With its technical background, UIC brings the body of knowledge from rail companies from around the world to advocate for the role of railways as a climate solution. Global transport emissions have bounced back from COVID-19 pandemic and trends show that emissions for this sector have not yet peaked. Moving forward, decoupling GDP growth and transport CO₂ emissions is a priority and this is more so the case in low and lower middle income countries.

In climate dialogues, emphasis has been given to electrification of vehicles and addressing ‘hard-to-abate’ modes like shipping and aviation. Less focus is given to opportunities in promoting modal shift to already low-emissions modes like active travel, public transport and rail freight that have the potential to reduce drastically emissions while having positive effects health and wellbeing. UIC sees the importance of shifting priorities to solutions that not only reduce emissions, but also address SDGs more generally and produce more positive externalities. This is only possible with adequate financing and investment in avoid and shift measures as well and such goal should be reflected in the Baku to Belem Roadmap.

(a) What are your overall expectations for the Roadmap?

The International Union of Railways (UIC) welcomes the ambitious \$1.3 trillion climate finance target as a critical enabler for implementing the Global Stocktake (GST) recommendations on transport decarbonization. Achieving this goal is essential to address developing countries' dual challenges: expanding mobility access while aligning with low-emission pathways. Current climate finance flows to transport remain inadequate – estimates suggest developing countries require \$575 billion annually by 2030 for sustainable transport systems.

Transport accounts for 24% of carbon emissions worldwide, with almost three-quarters of those emissions coming from road vehicles. UIC expects the Roadmap to prioritize investments in sustainable, low-emission transport infrastructure, particularly rail and public transport systems. This aligns with the recommendations from the First Global Stocktake CMA5 Paragraph 28(g) on “Accelerating the reduction of emissions from road transport on a range of pathways, including through development of infrastructure and rapid deployment of zero and low-emission vehicle”. The Roadmap should emphasize Avoid-Shift measures in transport financing, mobilizing **innovative financing mechanisms**, including climate finance and carbon markets, to accelerate investment in rail and public transport. Furthermore, it is crucial that sustainable transport criteria are integrated into climate finance eligibility and decision-making processes to ensure that funding supports environmentally friendly projects.

Which topics and thematic issues should be explored?

The Roadmap should explore mechanisms to scale up investments in public and collective transport, railway infrastructure, and safe walking and cycling networks. Repurposing fossil fuel subsidies could generate the funds needed to deliver the needed infrastructure towards sustainable, low-emission public transport and active travel solutions. Additionally, frameworks for integrated land, transport, and energy planning can simultaneously maximize climate mitigation and adaptation benefits. This is especially powerful when combined with renewable sources of energy. Rail has the highest share of renewables in transport, at 15 %, and consumed 2.1% of total energy in the transport sector, while transporting 6% of people and 7% of goods around the world.

(c) What country experiences, best practices, and lessons learned can be shared?

2025 is a key year in which countries are required to present their updated Nationally Determined Contribution with enhanced ambition, and taking into consideration recommendations of the First Global Stocktake. In this sense, UIC, along with other organization in sustainable transport, developed the [Rail NDC template](#) as a guidance document on how countries can incorporate rail targets in NDCs to reflect further ambition and take advantage of opportunities for international collaboration, like the ones set up by the Paris Agreement Crediting Mechanism.

Examples of how climate finance can be used to support the development of further railways have been explored in papers like:

- World Bank's on "[Mobilizing Climate Finance for Railways](#)"
- UIC's "[Bridging the Rail Finance Gap: Challenges and Opportunities for LMICs](#)"
- UIC's "[Carbon Markets and Rail: How to Overcome Missed Opportunities](#)"

(d) Which multilateral initiatives are most relevant?

The Roadmap should consider:

1. Transport Sector under the Marrakech Partnership for Global Climate Action
2. SLOCAT's [Fossil Free Transport Call to Action](#), [Manifesto for intermodal, low-carbon, efficient and resilient freight transport and logistics](#), and [NDC tracker](#)
3. [Sustainable Mobility for All](#) (Sum4All)
4. [The 2030 Breakthroughs of the Climate Champions team](#)

Conclusion

UIC strongly advocates for a transport decarbonization agenda that prioritizes Avoid-Shift policies, and recognizes rail transport as a key climate solution. The **Baku to Belém Roadmap to 1.3T** should serve as a platform to **mobilize investments, strengthen policies, and align global efforts** to support public transport and active travel.

UIC stands ready to collaborate with UNFCCC and other stakeholders to ensure that railway systems play their full role in climate mitigation and resilience.

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