Breakdown of National Determined Commitments (NDC) & Intended National Determined Commitments (INDC) - Climate Plans

In accordance with Article 4, paragraph 12, of the pdf-icon Paris Agreement, nationally determined contributions (NDC) communicated by Parties shall be recorded in a public registry maintained by the secretariat.
By its decision 1/CP.21, paragraph 22, the COP invited Parties to communicate their first NDC no later than when the Party submits its respective instrument of ratification, accession, or approval of the Paris Agreement.
Parties that have communicated their first NDC (highlighted in yellow) in accordance with decision 1/CP.21, paragraph 22: are below and full details of the submissions can be found at http://unfccc.int/focus/ndc_registry/items/9433.php * These Parties have also joined the Agreement and deposited an instrument of ratification, acceptance, approval or accession on 22/04/2016 ** Parties that have communicated an INDC prior to joining the Agreement and deposited an instrument of ratification, acceptance, approval or accession, and are therefore considered to have satisfied the provisions of 1/CP21, paragraph 22. The INDCs of these Parties are available on the INDC platform.

Country	Reduction Target	Plans for Transport Sector	Plans Specifically for Public Transport	NDC Submission Date
Afghanistan	13.6% (conditional) Time frame: 2020-2030 Base year: 2005	-Create energy efficiency in sector -Have more efficient vehicles, clean fuels, and alternative fuels	N/A	
Albania	11.5% Time frame: 2016-2030 Base year: 2016	N/A	N/A	21/09/2016
Algeria	7 (unconditional) -22% (conditional) Time frame: 2021-2030	-Integrate the effects of climate change into the sector's strategies	N/A	
Andorra	37% Time frame: 2016-2030	N/A	N/A	
Angola	Angola plans to reduce GHG emissions up to 35% unconditionally by 2030 as compared to the Business As Usual (BAU) scenario (base year 2005). In addition, it is expected that through a conditional mitigation scenariothe country could reduce an additional 15% below BAU emission levels by 2030.			
Antigua and Barbuda	Percentage unavailable Time frame: Pre 2020 and 2020-2030 Base year: 2006	-Recommend the use of vehicles with higher fuel efficiency and lower emissions -Support for hybrid, flex-fuel for electric vehicles as national targets -Aim to establish efficiency standards for the importation of all vehicles by 2020	N/A	21/09/2016
Argentina	15% (unconditional) 30% (conditional) Time frame: by 2030 Base year: 2005	-Promote sustainable transport modal shift	-Optimize rail transport system -Constitute an important regulatory framework that declares railways to be of national public interest and a priority objective for Argentina -Compromise the reactivation of passenger and cargo railways -Renew and improve rail infrastructure -Incorporate technologies and services that contribute to the modernization and efficiency of the rail public transport system	21/09/2016
Armenia	633 million tons of carbon dioxide -Percentage unavailable Time frame: 2015-2030 Base year: 2010	-Develop electrical transport	N/A	
Australia	26-28% Time frame: 2021-2030 Base year: 2005	N/A	N/A	
Azerbaijan	35% Time frame: by 2030 Base year: 1990	-Use environmentally friendly forms of transport -Improve and expand the scope of intellectual transport management system -Eliminate traffic jams due to the construction of road junctions and underground and surface pedestrian crossings	-Enhance the use of electric vehicles in sector -Start electrification of railway lines -Develop metro transport and increase of a number of metro stations	
Bahrain	The Kingdom of Bahrain's Economic Vision 20301 provides the long-term vision for a policy	The Motor Vehicles Standards and technical regulations are adopted to reduce the emissions from gasoline and diesel engine vehicles	Given the projected future increase in vehicles and traffic, the Ministry of Works, Municipalities and Urban Planning have succeeded in and will continue to reduce traffic time for each vehicle by improving the transportation network. In collaboration with the Ministry of Transportation and Communications, bus routes were created across the country to increase public transport efficiency and attractiveness. Future projects include the GCC Railway Project, and the Bahrain Light Rail Project which may contribute to the reduction of personal vehicle use and emissions.	
Bangladesh	5% (unconditional) 15% (conditional) Time frame: by 2030 Base year: 2011	-Reduce congestion and improve running of traffic -Improve the efficiency of vehicles due to more efficient running by 15% -Build expressways	-Modal shift from road to rail -Achieve a shift in passenger traffic from road to rail of up to around 20% by 2030 compared to the business as usual -Include underground metro stations and bus rapid transit systems in urban areas	21/09/2016
Belarus	28% Time frame: 2021-2030		N/A	

	Base year: 1990			21/09/2016
Benin	21.4% Time frame: 2021-2030 Base year: 2000	-Reduce emissions in sector -Improve traffic flow in larger cities -Promote clean vehicles -Develop a river-lagoon transport system	-Promote public transport -Upgrade and expand railway infrastructure -Develop intra and inter-urban public transport -Introduce tax exemptions on public transport vehicles	
Bhutan	Percentage unavailable Time frame: by 2025 Goal to be carbon neutral	-Promote low-carbon transport system -Demand side management of personal modes of transport Promote non-motorized transport and non-fossil fuel powered transport such as electric and fuel cell vehicles -Improve efficiency and emissions from existing vehicles through standards and capacity building -Promote use of appropriate intelligent transport system -Climate proof transport infrastructure against landslides and flash floods, particularly for critical roads, bridges, tunnel and trails	-Improve mass transit -Explore alternative ways to road transport such as rail, water and gravity ropeways	
Bolivia	Percentage unavailable Time frame: 2015-2030 Base year: 2010	-Integrate railway into country to connect the flow of goods	-Integrate railway into country to connect populations	5/10/2016
Bosnia and Herzegovina	23% (conditional) Time frame: 2030 Base year: 1990	-Limit fuel combustion in sector	N/A	
Botswana	15% Time frame: by 2030 Base year: 2010	-Allocate funds to sector's infrastructural developments	N/A	
Brazil	37% Time frame: 2025 Base year: 2005 43% subsequent indicative target Time frame: 2030 Base year: 2005	Promote efficiency measures and use of biofuels -Improve transport infrastructure in urban areas	-Improve public transport infrastructure in urban areas	21/09/2016
Brunei	63% reduction in total energy consumption by 2035.	To reduce carbon dioxide emissions from morning peak hour vehicle use by 40% by 2035 compared to a business as usual scenario. There is also an overall goal to introduce policies to promote the use of more efficient "green" vehicles such as hybrid and electric vehicles	Increase the share of public transport journeys as a percentage of total journeys from its current level of approximately 1% to 22% by 2035. Measures include expanding the bus fleet from 105 to 275 buses, creating a national school bus system, creating separate bus rapid transit (BRT) infrastructure in four corridors from 2017 onwards, and further increasing the capacity by 2035. Current walking and cycling infrastructure is fragmented, more integrated walking and cycling networks are planned for Bandar Seri Begawan and other areas. Moreover, an Urban Smart Travel Zone is proposed for the capital city Bandar Seri Begawan under the LTMP, which is designed to reallocate road space towards public transport and active travel modes. Improved parking policies and intelligent transport systems (ITS) also form part of the suggested policy package, in order to manage traffic demand	21/09/2016
Burkina Faso	6.6% (unconditional) 18.2% (conditional) Time frame: by 2030 Base year: 2007	-Reduce consumption of hydrocarbons in transportation -Incorporate renewable energy in sector -Invest in biofuels to make it possible to have alternative sources of energy available and to diversify renewable energy sources -Diversify transportation methods and infrastructures through a modal transportation project	Enhancement of the modal transfer project in the city of Ouagadougou (for 20 km)	
Burundi	3% (unconditional) 20% (conditional) Time frame: 2016-2030 Base year: 2005	-Promote energy efficiency in sector -Reduce greenhouse gas emissions for urban transport	N/A	

Bahamas	Bahamas will reduce its emissions by a minimum of 30% below 2002 levels by 2030	The transport sector will play a strategic role in ensuring that it becomes more energy efficient. To this end, a range of strategic interventions will be undertaken. For example, the transport sector strategy will discourage the importation of inefficient motor vehicles by linking the tax regime to mileage per gallon and the engine capacity and also by lowering import duties on hybrid and electric cars. The transportation policy will encourage the development and implementation of energy related measures such as: efficient traffic management; carpooling; park and ride; use of clean fuels to minimize pollution; flexi-work hours and tele-commuting; encouraging non-motorized transport; and promoting vehicle and road maintenance programmes. Supporting legislation and infrastructure for use of biofuels will be put in place.An option is to regulate motor vehicle emissions by setting and enforcing standards, and enforcing proper maintenance of private vehicles; other options include: Introducing a system that captures data critical to climate change. E.g. Number of motor vehicles; national mandatory communications and data submissions with/to Dept. of Statistics	Enforcing proper maintenance of public vehicles and an efficient public/urban mass transit transport system	22/08/2016
Barbados **	economy-wide reduction in GHG emissions of 44% compared to its business as usual (BAU) scenario by 2030. In absolute terms, this translates to a reduction of 23% compared with the baseline year, 2008. As an interim target, the intention will be to achieve an economy-wide reduction of 37% compared to its business as usual (BAU) scenario by 2025, equivalent to an absolute reduction of 21% compared to 2008.	Non-electrical energy efficiency: a 29% reduction in non-electric energy consumption including transport, compared to a BAU scenario in 202910. GOB is investing in alternative vehicles and fuels such as compressed natural gas, liquid petroleum gas, ethanol, natural gas, hybrid and electric and encouraging their adoption through tax incentives	No specific public transport interventions	22/04/2016
Belize*	Aim is to achieve at least a 20% reduction in conventional transportation fuel use by 2030 and promote energy efficiency in the transport sector through appropriate policies and investments. To improve energy efficiency and conservation in order to transform to a low carbon economy by 2033. The plan envisions a reduction in energy intensity per capita at least by 30% by 2033 and to reduce fuels imports dependency by 50% by 2020 using renewable energy.	Development of a domestic transportation policy and implement the National Transportation Master Plan. Methodology for emissions accounting to be developed as part of the Transport Policy and Transport Master Plan. In doing so, internationally recognized and used tools and methods will be considered. Information on emissions not available.In the absence of a transport policy, it is imperative that a vulnerability assessment is undertaken with greater focus being placed on assessing the vulnerability of the transport infrastructure, particularly in urban areas and other areas which are critical in sustaining the country's productive sectors (tourism, agriculture and ports).	No specific public transport interventions	21/04/2016
Cameroon	32% (conditional) by 2035 on a 2010 base year	Optimize transport by interconnecting three networks within CameroonTransport and low-carbon via a national scheme for transport infrastructure;	Promoting an integrated approach and sector development Accompany the state and local authorities in the development of plans of transit developing intra and inter-low carbon (eg trams in Yaounde and	29/07/2016
China	60-65% Time frame: by 2030 Base year: 2005	Develop a green and low-carbon transportation system and low carbon transport pilots Promote the development of dedicated transport system for pedestrians and bicycles in cities and to advocate green travel Accelerate the development of smart transport and green freight transport and improve the quality of gasoline and promote new types of alternative fuels -Improve safe operation of infrastructure of transport against climate change	-Properly allocate public transport resources in cities -Give priority to the development of public transportation -Promote the share of public transport in motorized travel in big-and medium-sized cities reaching 30% by 2020	3/09/2016
Cook Islands	Cook Islands intended nationally determined contribution is fair, ambitious and responsible given its special circumstances and considering that its total global GHG emission is negligible. As such, no economy wide target has been set.	Given that the transport sub sector is the second highest GHG emitter in the Cook Islands, the Customs Tariff Act 2012 establishes noteworthy duty rates on the importation of motor vehicles. Additionally, the Cook Islands is looking to embrace proven low carbon transport technologies and is currently exploring the most effective incentives for promotion of transition towards clean energy transportation.	N/A	1/09/2016
Cabo Verde	Percentage unavailable Time frame: by 2030	The NAMA will initially be focused on the collection of relevant data for the sector, including, among others, fuel type and consumption per transport mode, technology performance, fuel substitution possibilities, estimation of costs, and an updated GHG emissions profile for light-duty vehicles as well as for freight and passenger transportation services. This NAMA will also consider options for boosting hybrid and electric fleet in the country, in particular, the feasibility of making government vehicles electrically powered by 2030.	N/A	

Cambodia	27% Time frame: 2020-2030 Base year: 2010	-Improve operation and maintenance of vehicles through motor vehicle inspection and eco-driving -Increase use of hybrid cars, electric vehicles and bicycles -Repair and rehabilitate existing road infrastructure -Ensure effective operation and maintenance -Take into account climate change impacts	-Promote mass public transport	
Canada	30% Time frame: by 2030 Base year: 2005	Reduce emissions in the sector by working closely with the United States towards common North American greenhouse gas standards for vehicles as well as renewabl fuel regulations	-Take federal government action to address transportation emissions from the rail, marine and aviation subsectors	5/10/2016
Central African Republic	5% Time frame: by 2030 Base year: 2010 25% Time frame: by 2050 Base year: 2010	N/A	N/A	11/10/2016
Chad	18.2% (unconditional) 71% (conditional) Time frame: 2016-2030 Base year: 2010	-Prepare channels to enable transport on Lake Chad -Sell harvest transportation services	N/A	
Chile	30% (unconditional) 35-45% (conditional) Time frame: 2030 Base year: 2007	-Reduce consumption of fossil fuels in sector	N/A	
Colombia	20% (unconditional) 30% (conditional) Time frame: by 2030 Base year: 2010	-Include climate change considerations in the sector's planning instruments -Implement innovative adaption actions	N/A	
Comoros	84% Time frame: by 2030 Base year: 2030	N/A	N/A	
Congo	48% Time frame: 2015-2025 Base year: 2000 55% Time frame: 2015-2035 Base year: 2000	-Reduce energy consumption in sector -Carry out infrastructure projects -Use renewable fuel	-Develop public transportation services (particularly in Brazzaville and Pointe-Noire)	
Costa Rica	44% Time frame: 2021-2030 Base year: 2012	-Reduce emissions in sector -Implement energy efficiency and mitigation policies within sector -Switch fuel in end-uses -Use more electric transport -Enhance availability of non-motorized transport	-Use more electric public transport -Improve fleet composition as well as working design -Improve routes Strengthen intercity electric train services -Prioritize the intercity electric train	
Cuba	The time horizon of the national contribution is 2030. Depending on the outcome of the Paris Agreement negotiations, in the section on periods, Cuba will consider communicate indicative targets in other	N/A	N/A	
Cote D'Ivoire	28% reduction in emissions by 2030 based on a 2012 baseline	Improving mobility and development of low-carbon transport deals Facilitating the purchase of low-emission vehicles and disposing of more pollutants via standards, incentives or obligations	Accompanying common in urban transport plan development (eg urban train in the district of Abidjan)	
Democratic Republic of the Congo	17% (conditional) Time frame: 2021-2030 Base year: 2000	-Make financial investments in sector	N/A	
Djibouti	40% (unconditional) 60% (conditional) Time frame: by 2030 Base year: 2000	-Reduce fossil fuel consumption in sector	N/A	
Dominica	44.7% Time frame: 2016-2030 Base year: 2014	-Reduce emissions in sector -Promote the import of hybrid vehicles through incentives -Introduce a policy to have all government vehicles, at the time of their replacement, replaced with hybrid vehicles	N/A	

		-Introduce market based mechanisms to motivate the private sector to buy hybrid vehicles when replacing current vehicles		21/09/2016
Democratic People's Republic of Korea	The national contribution could be increased up to 40.25% with international support by 2030	Restrict excessive use of the private transportation by the permitting system of car service by day of the week and a day's interval	Expand and encourage public transport facilities	1/08/2016
Dominican Republic	25% Time frame: 2010-2030 Base year: 2010	N/A	N/A	
Ecuador	20.4 – 25% (unconditional) 40% (conditional) Time frame: by 2025 Base year: 2011	N/A	N/A	
Equatorial Guinea	20% Time frame: by 2030 Base year: 2010 50% Time frame: by 2050 Base year: 2010	-Continue modernization of airport infrastructure, road traffic and port infrastructures	-Promote urban and inter-city public transport	
Eritrea	39.2% (unconditional) 80.6% (conditional) Time frame: by 2030 Base year: 2010	-Introduce rail transportation to cover about 400km for mass transportation of freight -Propose climate mitigation actions in sector	-Introduce the uses of big buses for passenger transport to a long distance	
Ethiopia (Federal Democratic Republic of Ethiopia)	64% Time frame: by 2030	-Leapfrog to modern and energy efficient technologies in transport Several structural measures have also been put in place including the removal of fossil fuels subsidies.	-Invest in improved transportation systems (e.g. railway) that utilize clean and renewable energy -Compact urban development to mitigate transport emissions	
El Salvador	Some quantitative targets of 2025 and 2030 which are duly endorsed, quantified and presented in some cases before COP 22 and COP23 presented.	El Salvador will submit before COP 22 regulations to improve the quality of diesel fuel served in the country, to be implemented from 2018.	El Salvador during the period 2018-2025, will promote clean mobility in the Metropolitan Area of San Salvador, gradually incorporating less polluting engines and drive a development strategy cycle routes, including sensitization of the population El Salvador will submit a proposal to improve and maintain sustained before COP 23 quality private vehicle fleet, public transport and freight, with defined goals for 2025. The proposal presented resource requirements of implementation outside the scope of national finances.	
Egypt	No absolute quantified targets set	Energy efficiency improvements	Increase the share of rail, bus,micro-bus and river transport	
Fiji	Reduce CO2 emissions in the energy sector by around 30% from BAU by 2030	The addiction of modern society to individual transport options is common to Fiji and the country has been increasing its number of motor vehicles at around 5% pa from at least the 1970s. In addition, the engine size distribution is moving in the wrong direction for energy and emissions savings. Finally it is likely that the infrastructure that has been needed to accommodate such an increase in vehicle numbers has been a drain on national resources that is now locking in development to this transport mode. This path makes mitigation in this area difficult and more or less constrained to fuel switching (either biofuels or electricity) rather than mode changing for instance to improved public transport systems.	N/A	22/04/2016
Gabon	50% Time frame: 2010-2025 Base year: 2000	-Plan infrastructure projects -Make changes in legislation -Reduce energy consumption in sector	-Develop public transportation services (notably in Libreville)	
Gambia	44.4% Time frame: 2021-2025 Base year: 2010	-Reduce emissions in sector -Deploy energy efficient vehicles -Improve climate resilience of infrastructure and transport -Rehabilitate and develop critical road and transport infrastructure -Direct energy sector investments towards transport sector	N/A	
Georgia	15% (unconditional) 25% (conditional) Time frame: 2021-2030 Base year: 2013	N/A	Vertically Integrated NAMA (V-NAMA) for the Urban Transport Sector.	
Ghana	15% (unconditional) 45% (conditional) Time frame: by 2030	-Reduce emissions in sector -Build standards for strategic infrastructure in sector	Scale up sustainable mass transportation (details on the 4 cities developed before 2020) -Expand inter and intra city mass transportation modes (rail and bus transit system) in 4 cities Increase number of trips by public transportation by 10% (walking and cycling 5%) in the 4 cities	

	Base year: 2010		Reduction in travel time by at least 8 minutes per trip by public transport. Traffic congestion levels decreased.	21/09/2016
Guatemala	11.2% Time frame: by 2030 Base year: 2005	-Reduce emissions in sector	-Improve urban mobility through efficient mass transportation -Improve BRT system -Establish a program of tax incentives and subsidies focused on the use of clean energy for public transport -Include legislation to regulate GHG emissions in public transport	
Guyana	Guyana can increase its share of renewable energy by 100% by the year 2025.	No transport interventions	No specific public transport interventions	20/05/2016
Guinea	13% (conditional) Time frame: 2016-2030 Base year: 1994	-Decline energy consumption within sector -Improve quality of transport fleet	-Promote public transportation	21/09/2016
Grenada	Grenada commits to reducing its Greenhouse gas emissions by 30% of 2010 by 2025, with an indicative reduction of 40% of 2010 by 2030	Grenada plans to reduce its emissions in the transport sector by 20% by 2025. In order to meet its commitment Grenada plans to undertake several policies/actions including introduction of biofuel blends (specifically liquefied natural gas and diesel blend), implementation of gasoline and diesel taxes and implementation of fuel efficiency standards for vehicles through	N/A	22/04/2016
Guinea-Bissau	Percentage unavailable Time frame: 2020-2030	N/A	N/A	
Haiti	5% (unconditional) 26% (conditional) Time frame: 2016-2030 Base year: 2000	-Develop and implement Nationally Appropriate Mitigation Actions for sector	N/A	
Honduras	15% (conditional) Time frame: 2012-2030	-Reduce emissions in sector	N/A	21/09/2016
Iceland	40% Time frame: 2021-2030 Base year: 1990	-Look for mitigation options in sector	N/A	21/09/2016
India	33-35% Time frame: 2021-2030 Base year: 2005	-Achieve lower emission intensity in sector -Ensure basic infrastructure services in sector 100 smart cities initiative and renewal of 500 cities	-Focus on low carbon public transportation systems like energy efficient railways -Increase the share of Railways in total land transportation from 36% to 45% The mass-transit and urban transport projects initiated under the National Urban Renewal Mission also have positive climate change impacts in the long-run. About 39 urban transport and mass rapid transport projects have been approved and about 19 projects have been completed so far. -Install solar power on roof tops of coaches of Indian Railways	2/10/2016
Indonesia	29% (unconditional) 41% (conditional) Time frame: by 2030 Base year: 2010	-Reduce emissions in sector	N/A	
Israel	26% Time frame: 2016-2030 Base year: 2005	-Plans for public transportation	-Shift from private to public transportation by 20%	
Iran	Mitigating its GHGs emission in 2021 - 2030 by 4% compared to the Business As Usual (BAU) scenario (base year 2010). With conditional effort, this will be raised to 12%.	N/A	N/A	
Iraq	Iraq's INDC plan includes both conditional and non-conditional targets to reduce Green House Gas (GHG) emissions by 15 percent below business-as-usual (BAU) emissions. Of the 90 million metric tonnes of carbon dioxide equivalent, which Iraq is aiming to reduce between 2020 and 2035, 2 percent will be generated through conditional targets and 13 percent through unconditional targets	N/A	N/A	
Lao People's Democratic Republic	Percentage unavailable Time frame: 2015-2030	-Increase the share of biofuels to meet 10% of the demand for transport fuels by 2025 -Implement transport focused NAMAs Reduce the number of kilometers travelled by all vehicles through road network development and increase the resilience of urban development, including transport infrastructure	Improve and increase the use of public transportation compared to BAU. This would result in a 158kt/CO2/pa reduction -Promote the use of alternative fuels in public transportation systems Increase the provision of buses to meet demand	7/09/2016
	26%	-Improve fuel efficiency	-Promote public transport	

Japan	Time frame: 2021-2030 Base year: 2013	-Promote next-generation automobiles -Utilize the special zones system for structural reform for global warming measures -Promote inter -ministry collaborative measures following roadmap of global warming measures, etc.	-Create modal shift to railway -Improve energy consumption efficiency of railways	
Jordan	14% (unconditional) 26.5% (conditional) Time frame: by 2030 Base year: 2006	-Implement long term national transport strategy launched in 2014 -Form policies in line with sustainable transport trend -Introduce the Zero Emission Electric Vehicle (ZEV) -Reduce all emissions from sector -Reduce percentage of fuel consumption -Increase the sector's ridability	-Increase the total number of commuters using public transport as a percentage of the total number to 25 % by 2025 -Implement the national BRT system -Implement the railway system	
Jamacia	Jamaica will conditionally increase its ambition to a reduction of GHG emissions of 10% below the BAU scenario, subject to the provision of international support	Energy reductions will include transport measures		
Kazakhstan	15% (unconditional) 25% (conditional) Time frame: 2021-2030 Base year: 1990	-Develop sustainable transport	N/A	
Kenya	30% Time frame: by 2030 Base year: 2010	-Promote and implement low carbon and efficient transport systems -Climate proof transport infrastructure	N/A	
Kiribati	48.8% Time frame: 2020-2025 Base years: 2000-2014 49% (unconditional) 61.8% (conditional) Time frame: 2020-2030 Base years: 2000-2014	-Replace more than one-third of fossil fuels with renewable energy in sector by 2025 -Use coconut oil as biodiesel	N/A	21/09/2016
Kyrgyzstan	11.49-13.75% (unconditional) 29-30.89% (conditional) Time frame: 2020-2030 Base year: 2010 12.67-15.69% (unconditional) 35.06-36.75% (conditional) Time frame: 2020-2050 Base year: 2010	N/A	N/A	
Kuwait	Kuwait seeks to contribute in avoiding increasing emissions through projects and development plans within the most contributing sector to GHG emissions in the country which is the Energy sector and its activities, that represents 95% of the country's total emissions. these projects are:	Railway project that links ports of the State of Kuwait in order to achieve an integrated and sustainable development for transporting goods and passengers in Kuwait and abroad.	Mass transit systems project (metro system).	
Latvia and the European Commission on behalf of the EU and its Member States	40% Time frame: 2021-2030 Base year: 1990	-Reduce fuel combustion in sector	N/A	5/10/2016
Lebanon	15% (unconditional) 30% (conditional) Time frame: 2020-2030 Base year: 2011	-Restructure infrastructure -Achieve a relevant share of fuel efficient vehicles -Reduce emissions in sector	-Revive the role of public transport	
Lao People's Democratic Republic	Percentage unavailable Time frame: 2015-2030	-Increase the share of biofuels to meet 10% of the demand for transport fuels by 2025 -Implement transport focused NAMAs Reduce the number of kilometers travelled by all vehicles through road network development and increase the resilience of urban development, including transport infrastructure	Improve and increase the use of public transportation compared to BAU. This would result in a 158kt/CO2/pa reduction -Promote the use of alternative fuels in public transportation systems Increase the provision of buses to meet demand	7/09/2016
Lesotho	10% (unconditional) 35% (conditional) Time frame: 2015-2030	-Reduce emission in road transport -Invest in fuel-efficient vehicles	-Shift from private to public transportation	

Liberia	10% Time frame: by 2030 Base year: 2000	-Mainstream climate change into existing transport management plan to strengthen emission control -Strengthen institutional capacity for developing strategies for integrated transport services -Develop technical and safety standards and the enforcement of policies including emission control -Improve the quality and reliability of transport infrastructure -Develop emission reduction and tracking system of pollutants from vehicles -Blend up to 5% of palm oil biodiesel with both gasoline and diesel by 2030 for vehicles	-Improve the quality and reliability of transport services	
Libya	No record found			
Liechtenstein	40% Time frame: 2021-2030 Base year: 1990	-Coordinate climate relevant measures through transport policy	N/A	
Macedonia (FYROM)	30-36% Time frame: by 2030	-Reduce emissions in sector -Renew the vehicle fleet -Increase use of bicycles, walking and introduction of a parking policy -Electrification of transport	-Increase use of railway -Extend railway to Bulgaria	
Malawi	0.7-0.8 t CO2e per capita in 2030 - Percentage unavailable Time frame: 2015-2040 Base year: 2010	-Construct infrastructure in sector	Increase number of passengers using mass transport by 30%	
Mali	31.6% Time frame: 2020-2030 Base years: 2007-2014	-Reduce emissions in sector	-Improve transportation systems	23/09/2016
Malaysia	Malaysia intends to reduce its greenhouse gas (GHG) emissions intensity of GDP by 45% by 2030 relative to the emissions intensity of GDP in 2005. This consist of 35% on an unconditional basis and a further 10% is condition upon receipt of climate finance, technology transfer and capacity building from developed countries.	Benefit relating to electrification of transportation systems are also limited by the current fuel mix used for electricity generation which consist mainly of fossil fuels.		
Madagascar	By 2030, the Republic of Madagascar has set up an emission reduction contribution of at least 14% of its GHG, compared to the BAU scenario, and an increase of GHG absorption of at least 32% compared to the BAU scenario.	flood-resistant terrestrial transport infrastructure standards (pre 2020)	N/A	21/09/2016
Mauritania	22.3% Time frame: 2020-2030 Base year: 2010	Reduce emissions in sector (actions such as age restrictions on vehicles)	-Create regulations such as exempting public transit buses from taxes	
Mauritius **	abate its greenhouse gas emissions by 30%, by the year 2030, relative to the business as usual scenario of 7 million metric tonnes CO2equivalent.	Mitigation activities focused on sustainable transport	sustainable transportation, including promotion of energy efficient mass transportation systems based on hybrid technologies and cleaner energy sources (including electricification)	22/04/2016
Micronesia	The FSM commits to unconditionally reduce by 2025 a 28% its GHGs emissions below emissions in year 2000.	Reduce emissions from the sector		15/09/2016
Marshall Islands	32% Time frame: 2020-2025 Base year: 2010 45% indicative target Time frame: 2020-2030 Base year: 2010	-Reduce fossil fuels imports -Uptake renewable energy -Replace more than one-third of fossil fuels for sector by 2030 -Replant and expand coconut oil production for use in sector blended with diesel	N/A	22/04/2016
Maldives	10% (unconditional) 24% (conditional) Time frame: 2021-2030	-Reduce emissions in sector	N/A	22/04/2016
Mexico	25% (unconditional) 40% (conditional) Time frame: by 2030 Base year: 2000	-Reduce fuel combustion in sector -Guarantee the security of the transportation strategic infrastructure	N/A	21/09/2016

Monaco	50% Time frame: by 2030 Base year: 1990	-Reduce emissions in sector -Continue to implement transport policy -Develop "soft" transport options (pedestrian footpaths, cycling) -Develop electric vehicles	-Develop clean public transport -Study the introduction of a dedicated public transport lane serving the length of the Principality	
Mongolia	14% Time frame: by 2030 Base year: 2010	-Improve national paved road network -Improve Ulaanbaatar city road network to decrease all traffic by 30-40% by 2023 -Increase the share of private hybrid road vehicles from approximately 6.5% in 2014 to approximately 13% by 2030 -Shift from liquid fuel to LPG for vehicles in Ulaanbaatar and aimag (province) centres by improving taxation and environmental fee system -Improve enforcement mechanism of standards for road vehicles and non-road based transport	-Develop a Bus Rapid Transit (BRT) system -Improve the public transport system in Ulaanbaatar	21/09/2016
Montenegro	30% Time frame: by 2030 Base year: 1990	N/A	N/A	
Morocco	17% (unconditional) 42% (conditional) Time frame: by 2030	Reduce energy consumption in the sector	Creation of a model, low-carbon city centered on energy efficiency actions, transport and waste management	21/09/2016
Mozambique	76,5 MtCO2eq (conditional) -Percentage unavailable Time frame: 2020-2030	-Reduce energy consumption in sector	Project of Urban Mobility in the Municipality of Maputo	
Myanmar	Percentage unavailable	-Reduce the increasing rate of GHG emissions and air pollution caused by the transport sector, especially from road transport -Study options for sustainable transport development	N/A	
Namibia	89% Time frame: by 2030 Base year: 2010	-Reduce fossil fuel consumption through a series of measures in the road transportation sector - Implement a car pooling system to reduce fossil fuel consumption	-Reduce number of cars (taxis and private) by about 40% through commission a mass transport system in City of Windhoek	21/09/2016
New Zealand	30% Time frame: by 2030 Base year: 2005	No actions forseen	N/A	5/10/2016
Nigeria	2030 target: 20% unconditional, 45% conditional	Include increased protective margins in construction and placement of transportation and communications infrastructure (i.e. higher standards and specifications). Undertake risk assessment and risk reduction measures to increase the resilience of the transportation and communication sectors. Strengthen existing transportation and communications infrastructure, in part through early efforts to identify and implement all possible 'no regrets' actions.	Many of the mitigation options can be summarized as "modal shift" – cars to bus. Significant investments are being made to revive rail transport, which also has the potential to carry a share of the fast-growing cargo load. With the early stage status of the high speed rail network in Nigeria, it is not possible to quantify the costs and potential accurately. Measures to increase the efficiency of existing vehicles and the transport system are also possible. Improvements in urban transit systems are difficult to quantify. The price of travel can be adjusted to make it more reflective of the true cost. Initiatives to deliver this aim include road pricing and reform of subsidies. In addition to improved maintenance and a modal shift for cargo, the most direct benefits would be seen from the introduction of fuel efficiency standards and the use of LPG / CNG for buses and taxis.	
Nepal	No specific target to reduce emissions, rather targets have been set for sectors and projects	The Environment-friendly Vehicle and Transport Policy (2014) aims, inter alia, to reduce emission from transport sector, increase the share of electric vehicle up to 20% by 2020, promote the transformation of other regular vehicle to electric vehicle, and provide subsidy scheme for the promotion of electric and non-motorized vehicles. The Policy calls for an improvement in transport practices and technologies through diversifying towards electricity, hybrid and natural gases; promoting progressive and affordable standards for fuel quality, and regulating vehicle emissions in order to ensure compliance with air quality.	The Policy has a strategic approach to avoid unnecessary travel, reduce trip distance, promote the shift towards more sustainable transport modes such as non-motorized transport component in the transport plan, and further promote public transport systems. Promotion of public transport system and use of bicycles, introduction of fuel tax used in Kathmandu Valley for air quality improvement and further promotion of non-motorized transport would contribute to the reduction of pollution in urban areas. Nepal will develop its electrical (hydro-powered) rail network by 2040 to support mass transportation of goods and public commuting	5/10/2016
Nicaragua	No record found			
Niue	Conditional upon additional international assistance, Niue could increase its contribution to an 80% share of renewable energy of total electricity generation, or to even higher levels, by 2025.	Efforts are hampered by the limited availability of technological solutions for the transport sector. However, this may be changing with the emergence of electrical vehicles, that could serve to be a resource for electricity grid stability and a means of reducing oil dependence, providing solar charging as part of the path to a 100% renewable electricity grid. The Government welcomes international assistance in the development of opportunities for deep emissions cuts in the transport sector.	There is no public transport system in Niue and therefore private vehicles are the primary mode of transport.	

Nauru*	The main mitigation contribution is to achieve the outcomes and targets under the National Energy Road Map (NERM)	None	No specific public transport interventions	8/04/2016
Norway	Norway is committed to a target of an at least 40% reduction of greenhouse gas emissions by 2030 compared to 1990 levels. The emission reduction target will be developed into an emissions budget covering the period 2021-2030. Norway intends to fulfil this commitment individually or through a collective delivery with the EU and its Member States.	With reference to the White Paper, the priority areas for enhanced national climate policy efforts are: 1) Reduced emissions in the transport sector; 2) Low emissions technology in industry; 3) CO2 capture and storage; 4) Renewable energy; 5) Environmentally friendly shipping	No specific public transport interventions	20/06/2016
Niger	3,5% (unconditional) 34,6 (conditional) Time frame: 2015-2030	-Improve energy efficiency in sector -Lower energy consumption in sector	N/A	21/09/2016
Oman	2% Time frame: 2020-2030 Base year: 1994	-Create low-carbon initiatives for sector	N/A	
Palau **	Indicative targets (includes transport): - 22% energy sector emissions reductions below 2005 levels by 2025 - 45% Renewable Energy target by 2025 - 35% Energy Efficiency target by 2025	Currently there is a pending national legislation that would mandate the use and commercial sale of four stroke outboard motor engines only to reduce emissions.	- Palau is investigating a project to convert waste cooking oil to biofuel for diesel vehicles, beginning with public school buses and a potential public bus route.	22/04/2016
Panama	N/A		Aims to counter the growth of emissions in various sectors through measures such as energy efficiency, electrification of public transport (expanding the network of Panama Metro) and diversification of the energy matrix as well as the development of systems of mass energy efficient) public transport	15/04/2016
Papua New Guinea	Due to the difficulty in accounting for actual emissions and the difficulty of large scale mitigation in the transport and land use sectors PNG will opt for a national target in the electricity sector	The number of motor vehicles in PNG has been increasing in recent years along with economic development in the main urban centres. The increasing social preference for individual transport is likely to limit mitigation options in the transport sector in the near future.	Transport will continue to be a significant emitter of CO2 and mitigation needs to be seriously addressed. Options include improving public transport by introducing energy efficient busses in the main urban centres, and the future introduction of infrastructure for more sophisticated modes of public transport, such as trains and trams.	24/03/2016
Peru	The Peruvian State considers that a 20% reduction will be implemented through domestic investment and expenses, from public and private resources (non-conditional proposal), and the remaining 10% is subject to the availability of international financing1 and the existence of favorable conditions (conditional proposal).	They do not consider emissions from rail or sea national transport, since they have marginal percentage participation in the subcategory "Transport" and detailed information is not available.	No specific public transport interventions	24/07/2016
Pakistan	Pakistan is committed to reduce its emissions after reaching peak levels to the extent possible subject to affordability, provision of international climate finance, transfer of technology and capacity building. As such Pakistan will only be able to make specific commitments once reliable data on our peak emission levels is available.	Reductions can be achieved across all sectors.		
Paraguay	10% (unconditional) 20% (conditional) Time frame: 2014-2030 Base year: 2000	-Create efficient multi-modal transport	N/A	
Philippines	70% Time frame: by 2030 Base year: 2000	-Reduce emissions from sector	N/A	
Qatar	Cover the period 2021 to 2030 in line with the national vision.	In Qatar, Vehicles Inspection Services regulates the emissions of vehicles. Qatar continues to improve the emission standards for new motor vehicles, in accordance with regional and global emission standards.	Qatar introduced public transportation to reduce the demand on private vehicles and direct the nation towards the use of the public transportation and expressway programs that would enhance the traffic flow and divert it outside the cities	
Republic of Korea	37% Time frame: by 2030	-Introduce low-carbon standards for fuel efficiency and emissions produced from automobiles -Provide incentives, such as tax reductions for electric and hybrid vehicles in order, to promote low-carbon vehicles	-Expand infrastructure for environment-friendly public transportation	
Republic of Moldova	64-67% (unconditional) 78% (conditional) Time frame: 2021-2030 Base year: 1990	-Reduce emissions in sector -Facilitate climate change adaptation -Create climate resilient transport infrastructure	N/A	
	70-75%			

Russia	Time frame: 2020-2030 Base year: 1990	N/A	N/A	
Rwanda	Percentage unavailable – TBD by 2017 Time frame: by 2030	-Increase investment in climate resilient transport infrastructure, particularly roads -Improve vehicle efficiency through vehicle and fuel quality regulations and taxation policies -Promote new technologies to reduce transport emissions	Construction of 17 km BRT main corridor and 6 modern interchanges which will results in GHG emissions reductions estimated 1,260,000 tCO2e.Construction of dedicated "rush hour" high speed bus lanes, Improvement of traffic and pedestrian controls and street lighting using solar pannels. Enforcing Fleet renewal and scrappage (heavy, medium, mini-bus)	6/10/2016
San Marino	20% Time frame: by 2030 Base year: 2005	N/A	N/A	
Sao Tome and Principe	24% Time frame: 2020-2030 Base year: 2005	N/A	N/A	
Senegal	20% Time frame: by 2030 Base year: 2010	-Become more energy efficient in sector -Reduce emissions in sector	Bus Rapid Transit (BRT) pilot (Red Line: Dakar / Guédiawaye), BRT (Ligne Verte) conditional on funding	
Serbia	9,80% Time frame: 2021-2030 Base year: 1990	N/A	N/A	
Sierra Leone	Percentage unavailable Time frame: 2030-2050 Base year: 2000	-Develop and enforce regulations on regular maintenance of vehicles -Diversify economic growth through strengthened transport sector	-Improve and promote use of public transport (e.g. road, rail and water) for passengers and cargo to reduce traffic congestion and GHG's emissions	
Saudi Arabia	Significant annual mitigation co-benefits estimated to be up to 130 million tons of CO2eq by 2030.	Energy efficiency improvements	Encourage actions that promote the development and use of mass transport systems in urban areas. Take the necessary actions to expedite the development of the metro system in Riyadh. In addition support and expedite the planning and development of metro systems in Jeddah and Dammam.	
South Sudan	South Sudan commits to undertake a national GHG inventory, as part of it's Initial National Communication, in 2016. This will allow a better assessment of potential for mitigation and quantify the emission reductions possible through actions listed here.	i. Establish emissions standards for vehicles ii. Establish exhaust testing centers and cars that fail the tests by emitting fumes above allowable emissions levels will be subjected to mandatory repairs or scrapped. iii. Consider measures to restrict importation of vehicles that do not adhere to allowable emissions levels.		
Sudan	No figures available	N/A	N/A	
Syrian Arab Republic	No record found			
Singapore	36% Time frame: by 2030 Base year: 2005	-Create climate resilient transport infrastructure	N/A	21/09/2016
Solomon Islands	12% (unconditional) 27% (conditional) Time frame: 2020-2025 Base year: 2015 30% (unconditional) 45% (conditional) Time frame: 2020-2030 Base year: 2015	-Reduce emissions in sector	N/A	21/09/2016
South Africa	Percentage unavailable Time frame: 2020-2030 Base year: 2020	N/A	Investment in public transport infrastructure was US$ 0.5 billion in 2012, and is expected to continue growing at 5% per year.	

Sri Lanka	NDCs for Mitigation intends to reduce the GHG emissions against Business-As-Usual (BAU) scenario by 20% in energy sector (4% unconditionally and 16% conditionally) and by 10% in other sectors (transport, industry, forests and waste) by 3% unconditionally and 7% conditionally by 2030.	Reducing unproductive transport systems from current usage. a. Reduce unproductive vehicles by 25% in 2025 with unconditionally and this could increase 50% with conditions. The new vehicle emission standards will be implemented. Following activities are continuously carried out to minimize emissions from vehicles that emit excessive smoke on the road. a. Heavy smoke vehicles spotter programme b. Road side vehicle emission testing programme c. Inspection and monitoring of Vehicle Emission Testing Centers Encourage and introduce low emission vehicles such as Electric and Hybrid into the system.	1, Establishment of energy efficient and environmentally sustainable transport systems by 2030. a. Lunching of Electric Buses as a Pilot Project. b. Introduction of BRT system to encourage public transport. c. Introduction of ITS (Intelligent Transport System) based bus management system. 2. Upgrading of Fuel Quality Standards in order to reduce GHG emission. Development of Urban Transport Master Plans (UTMP) to improve transport system in line with Megapolis Plan that currently being finalized into other main urban areas of the country. 4. Shifting of passengers from private to public transport modes. a. Introduce Park & Ride system b. Introduce the BRT system for Galle Road Corridor c. Rehabilitation of Kalani valley Railway line 5. Enhancing the efficiency and quality of public transport and Economic instruments to environment friendly transport modes. a. Electrify railway from Weyangoda to Panadura. 6. Enhancing the efficiency and quality of public transport and Economic instruments to environment friendly transport modes. a. Purchase new rolling stock for Sri Lanka Railway. 7. Electrification of three - wheelers to reduce emissions. 8. Introduce electrified boat service using inland water canal for public transportation to reduce the congestion in roads as well as GHG emission.	21/09/2016
Suriname	Percentage unavailable Time frame: by 2025	N/A	N/A	
Swaziland	Percentage unavailable Time frame: 2020-2030 Base year: 2010	-Introduce the commercial use of a 10% ethanol blend in petrol by 2030 -Reduce emissions in sector	N/A	
Switzerland	50% Time frame: 2021-2030 Base year: 1990	-Reduce emissions in sector	N/A	
Samoa **	National target focused on the energy sector	The potential for economy-wide emissions reduction is conditional on assistance provided to other sectors such as transport, agriculture, forestry and waste. These sectors have set in place plans and strategies to reduce emissions; however, implementation is a common problem across all sectors due to limited human, financial and technical resources. The transport sector which has the highest sectoral emissions in particular has a regulation in place to restrict emissions from vehicles to a certain level. However enforcement has not been possible due to a lack of technical capacity, technological capacity and financial resources. Enforcement of this regulation will have significant impact on reducing emissions from this sector.	No specific public transport interventions	22/04/2016
Seychelles**	The Republic of Seychelles will reduce its economy-wide absolute GHG emissions by 122.5 ktCO2e (21.4%) in 2025 and estimated 188 ktCO2e in 2030 (29.0%) relative to baseline emissions	Efficient fuel-based land transport and more use of electric vehicles charged with renewable energy technology. Targeting fuel efficiency and biofuels in import regulation, and moving towards electric vehicles and two-wheelers, have the potential to reduce oil imports for transport purposes by 15% to 30% (or perhaps more) by 2030 compared to the baseline. Goal for a 30% of private vehicles are electric by 20304	Keeping a high penetration of public transport	29/04/2016
Somalia **	No target set - project based approach but does not include interventions in the land transport sector	None	No specific public transport interventions	22/04/2016
St. Kitts and Nevis **	emissions reduction target of 22% and 35% of St. Kitts and Nevis GHG emissions projected in the business as usual (BAU) scenario for 2025 and 2030 respectively.	St. Kitts and Nevis proposes to reduce its GHG emissions by focusing on electricity generation and the transport sector. Under its proposed mitigation actions it is intended that the policies and measures would increase the use of renewable energy sources by 50%, taking into consideration that this ambitious target could be considered risky within the short time frame. To reduce the risk St. Kitts and Nevis must ensure that the relevant policies and measures are created within its natural, financial, technological and human resources to implement the measures necessary to achieve the intended emissions reductions.	No specific public transport interventions	22/04/2016
St. Lucia **	Conditional Target measured against the BAU emissions projections: 16% by 2025 and 23% by 2030 against a 2010 baseline	Introduced a new levy to control importation of used vehicles, Reduction of excise tax and duty for importers of fuel efficient vehicles and alternative energy vehicles, Escalating taxes on higher engine capacity vehicles, Proposed Transport Policy and Strategy	Transport: - Improved and Expanded Public Transit	22/04/2016

St. Vincent and the Grenadines	reduction in greenhouse gas (GHG) emissions of 22% compared to its business as usual (BAU) scenario by 2025.	New policies to reduce the import duty paid on low emission vehicles are in the process of being introduced to encourage their use. It is estimated that this will result in avoided emissions of approximately 10% over the next 10 years10. Currently, transport is the fastest growing source of emissions and reductions from this sector will be largely dependent on international financial support and technology transfer. In particular, St. Vincent and the Grenadines would welcome financial and capacity-building support to help produce a Nationally Appropriate Mitigation Action (NAMA) for the country's transport sector.	Significant potential for greater reductions (e.g. improved public transport) is achievable if international finance can be made available, however this needs further analysis to quantify the reduction potential and support required and consequently these measures have not been included in the economy-wide contribution at this stage.	29/06/2016
Tuvalu**	pursue a zero carbon development pathway by 2050	International support is crucial to enable Tuvalu implement further actions enshrined in its Policies and Plans, including at sectorial level. For example, the growing emissions in the transport sector, as evidenced from the increased numbers of vehicles on land and vessel for sea transport, needs to be addressed through technological innovations.	No specific public transport interventions	22/04/2016
Tajikistan	10-20% (unconditional) 65-75% (conditional) Time frame: 2021-2030 Base year: 1990	-Create climate resilient transport infrastructure -Modernize transport	N/A	
Thailand	20% (unconditional) 25% (conditional) Time frame: 2021-2030 Base year: 2005	-Create environmentally sustainable transportation system -Reduce emissions in sector Vehicle tax scheme	-Promote road-to-rail modal shift for passenger transport -Extend mass rapid transit lines -Construct double-track railways -Improve bus transit in the Bangkok Metro areas	21/09/2016
Togo	11,14% (unconditional) 31,14% (conditional) Time frame: 2020-2030 Base year: 2010	-Reduce fossil fuel consumption by 20% -Improve the road network -Promote active transportation (bicycles, walking, bike paths development) -Revise current national transport policy -Promote low-carbon modes of transport	-Promote public transportation	
Trinidad and Tobago	30% (unconditional) 45% (conditional) Time frame: by 2030 Base year: 2013	-Reduce emissions in sector	-Reduce 30% of GHG emissions by December 31, 2030 in the public transportation sector compared to a business as usual (BAU)scenario (reference year 2013)	
Timor-Leste	No record found			
Tonga	Efforts are project based per sector	Potential projects would look at biofuels and energy efficiency		21/09/2016
Tunisia	41% Time frame: by 2030 Base year: 2010	-Promote energy efficiency in sector	N/A	
Turkey	21% Time frame: 2021-2030	-Enhance combined transport -Implement sustainable transport approaches in urban areas -Promote alternative fuels and clean vehicles -Reduce fuel consumption and emissions of road transport -Achieve fuel savings by tunnel projects -Scrape old vehicles from traffic -Implement green port and green airport projects to ensure energy efficiency -Implement special consumption tax exemptions for maritime transport	-Ensure balanced utilization of transport modes in passenger transport by reducing the share of road transport and increasing the share of maritime and rail transport -Realizing high speed railway projects -Increase urban railway systems	
Turkmenistan	Percentage unavailable Time frame: 2020-2030 Base year: 2000	-Reduce emissions in sector	N/A	
Uganda	22% Time frame: by 2030	Update transport codes and regulations and implement measures to ensure compliance with them as well as fuel efficiency -Develop and implement a long-term transport policy accounting for climate change mitigation concerns	N/A	21/09/2016
United Arab Emirates	Percentage unavailable	-Introduce a new fuel pricing policy to lower fuel consumption in sector -Shift 25% of government vehicle fleets to compressed natural gas -Introduce comprehensive regulations for electric vehicles	-Invest in a multi-billion dollar light-rail and metro system, which will continue to add new lines	21/09/2016
United Republic of Tanzania	10-20% Time frame: by 2030	-Promoting low emission transport systems -Invest in road infrastructures -Expanding the use of natural gas in sector	-Promote mass transport -Deploy Mass Rapid Transport Systems -Invest in air, rail, and marine infrastructures	

		-Promote energy efficient technologies in sector		
United States of America	26-28% Time frame: 2025 Base year: 2005	-Adopt fuel economy standards for light-duty vehicles for model years 2012-2025 and for heavy-duty vehicles for model years 2014-2018 -Move to promulgate post-2018 fuel economy standards for heavy-duty vehicles	N/A	3/09/2016
Ukraine	60% Time frame: 2021-2030 Base year: 1990	N/A	N/A	19/09/2016
Uruguay	Percentage unavailable Time frame: by 2030 Base year: 1990	-Use biodiesel accounts for 7% and bioethanol 10% of the total vehicle fleet -Reduce emissions in sector -Introduce electric and hybrid private vehicles	-Implement BRT corridors for metropolitan public transport -Introduce electric and hybrid public vehicles Introduce public and private vehicles that support a higher percentage of biofuel blends.	
Uzbekistan	No record found			
Venezuela	Venezuela has pledged to cut its greenhouse gas emissions by at least 20% by 2030 (conditional)	Reduce emissions from the sector		
Vanuatu	30% Time frame: 2020-2030	-Reduce emissions in sector	N/A	21/09/2016
Vietnam	8% (unconditional) 25% (conditional) Time frame: 2021-2030 (2010 base year)	-Reduce fuel combustion in sector	-Develop public passenger transport, especially fast modes of transit in large urban centres. -Restructure freight towards a reduction in the share of road transport in exchange for an increase in the share of transportation via rail and inland waterways Encourage buses and taxis to use compressed natural gas and liquefied petroleum gas (LPG); implement management solutions for fuel quality, emissions standards, and vehicle maintenance	
Yemen	14 percent GHG emission reduction target by 2030 below BAU which represents an estimated total cumulative GHG reduction of about 35 MtCO2-eq from 2020 through 2030; this includes 1 percent unconditional target and 13 percent conditional target.	Improving energy use efficiency in transportation sector.	N/A	
Zambia	25% (unconditional) 47% (conditional) Time frame: 2016-2030 Base year: 2010	-Reduce emissions in sector	N/A	
Zimbabwe	33% Time frame: 2020-2030	Reduce emissions in sector and reviewing the transport system	Refurbishment and Electrification of the rail system	