Land Transport Mitigation Measures Typology

![Graph showing mitigation measures typology for passenger and freight modes, comparing NDCs and Mitigation Studies. The graph indicates a higher percentage of NDCs in both modes, with the passenger mode having a higher percentage than the freight mode. The graph also compares the strategy share for Avoid, Shift, and Improve, with NDCs and Mitigation Studies showing a similar trend in each category.]
Transport and (I)NDCs

- Bus Improvement or BRTS
- Decarbonising Fuel (Biofuels, LPG)
- E- mobility
- Fuel Economy Other Strategies
- Metro rail
- Vehicle Restrictions
- Green Freight Measures
- Road Improvement
- Inspection & maintenance
- Fuel Economy Standards
- Improving Fuel & Vehicle Standards
- Mobility Plan
- Fuel Subsidy removal
- Intelligent Transport System
- Urban form
- 2 & 3 Wheelers
- Parking Reform

- High Income
- Middle Income
- Low Income
Transformation Required

BAU Land transport CO2/capita (tons)

High Income  Middle Income  Low Income

CO2/Capita 2010  CO2/Capita 2030  CO2/Capita 2050

- High Income: 3.0 tons in 2010, 2.7 tons in 2030, 2.5 tons in 2050
- Middle Income: 1.0 tons in 2010, 0.8 tons in 2030, 0.7 tons in 2050
- Low Income: 0.5 tons in 2010, 0.4 tons in 2030, 0.3 tons in 2050

Partnership on Sustainable Low Carbon Transport
Transformation Based on Quickwins

- Capacity-Building Programs
- Car and e-bike sharing
- Car-free days/ciclovias
- Improve freight efficiency
- Efficient bus-based transit
- Eliminate fossil fuel subsidies
- Enhance ICT applications
- Expand electric vehicles fleets
- Introduce carbon pricing
- Low emission zones
- Modernize rail fleets
- MotORIZED travel related pricing
- Reduce Black Carbon
- Rural road maintenance
- Stricter speeding regulations
- Sustainable freight recognition schemes
- Sustainable urban mobility plans
- Tighten fuel economy standards
- Walking & cycling infrastructure
- Zero emissions urban freight