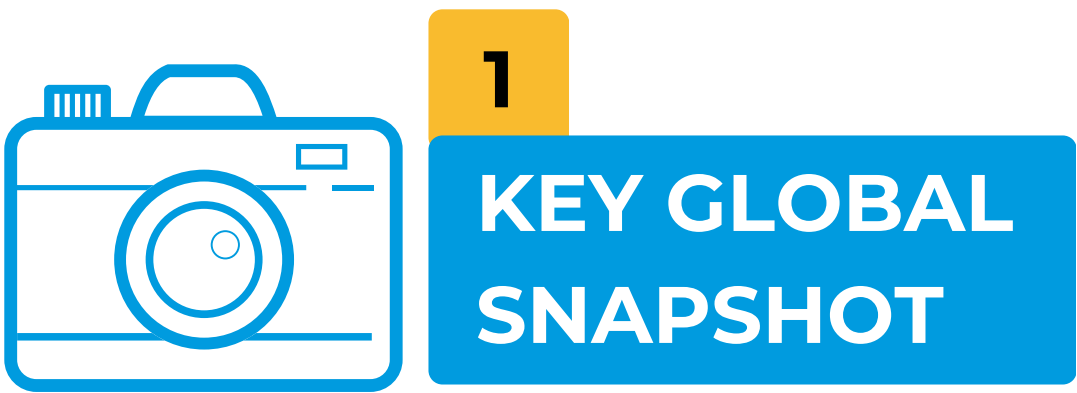


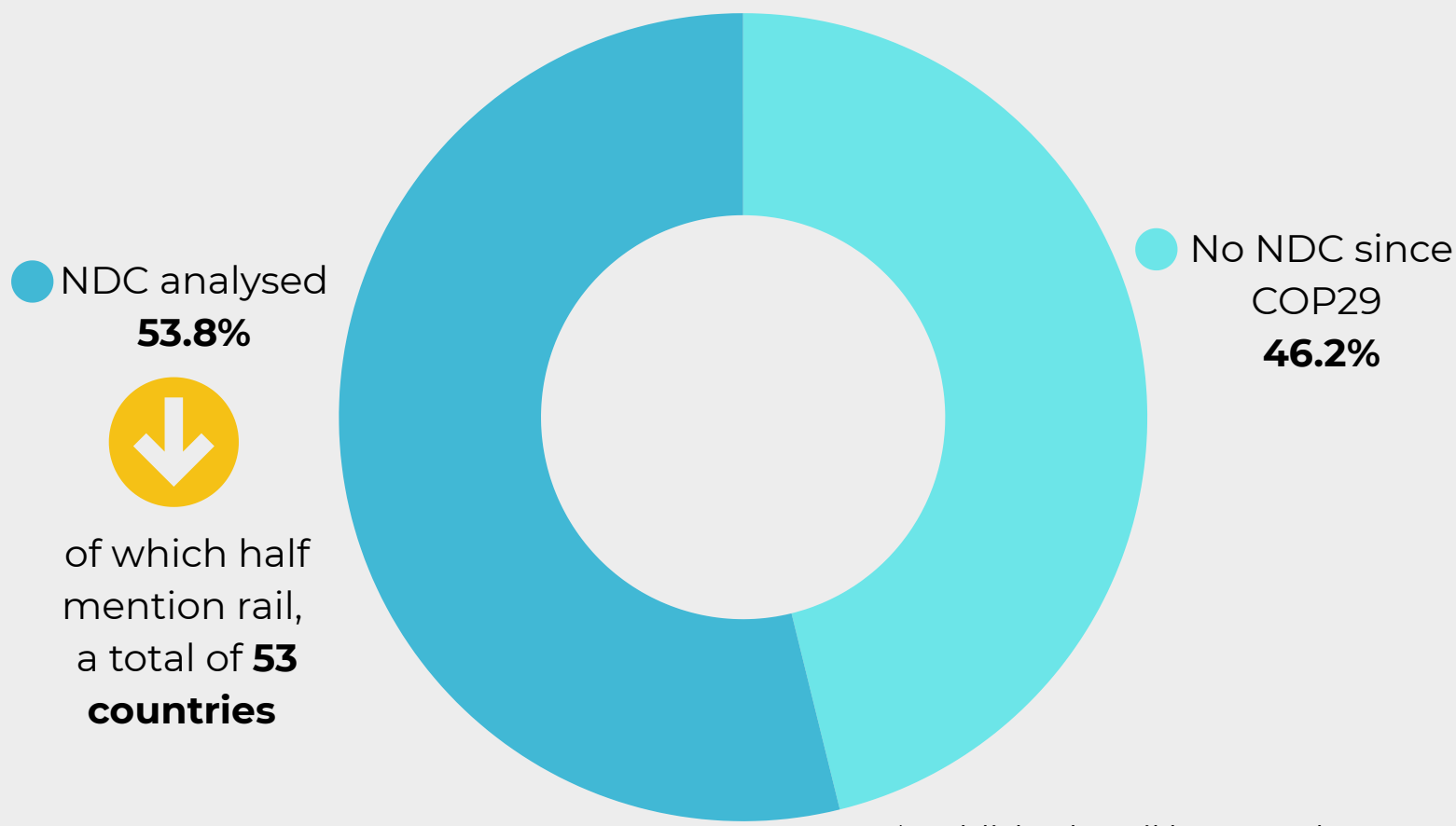
NDC 3.0 AND RAIL



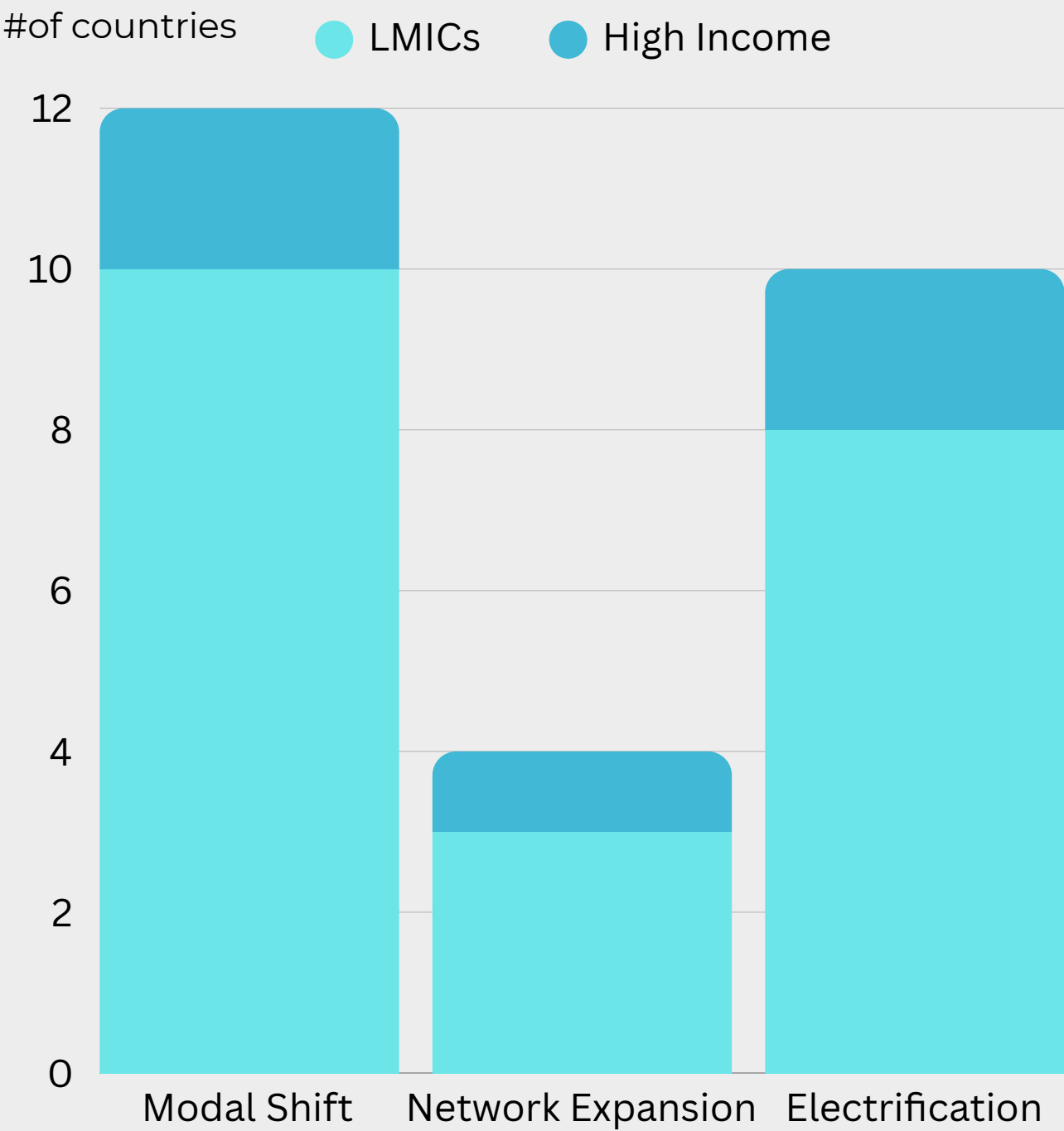
How rail is featured in the latest generation of National Climate plans?



NDCs analysed



Rail Actions in NDCs



8 countries

INCLUDED RAIL AMBITION IN THEIR NDCS FOR THE FIRST TIME



Seeking international cooperation

Angola	modal shift
Bangladesh	electrification
Cote D'Ivoire	network expansion
Morocco	electrification
Nepal	network expansion
South Africa	modernisation
Thailand	hydrogen trains

NDC 3.0 AND RAIL



How rail is featured in the latest generation of National Climate plans?

2

REGIONAL BREAKDOWN



AFRICA

Angola and Botswana have ambitious modal shift targets to rail, while Morocco expands rail target to mitigation and adaptation.



ASIA PACIFIC

7 countries in the region have targets for modal shift, to rail, network expansion, electrification, and modernization of rail systems.



EUROPE

3 countries + EU-27 show rail ambition measures like modal shift, electrification, modernization of systems and infrastructure to boost efficiency.



LATIN AMERICA & CARIBBEAN

Chile, Colombia and Uruguay target increase of rail share, while Brazil references future rail measures in national strategies for both mitigation and adaptation.

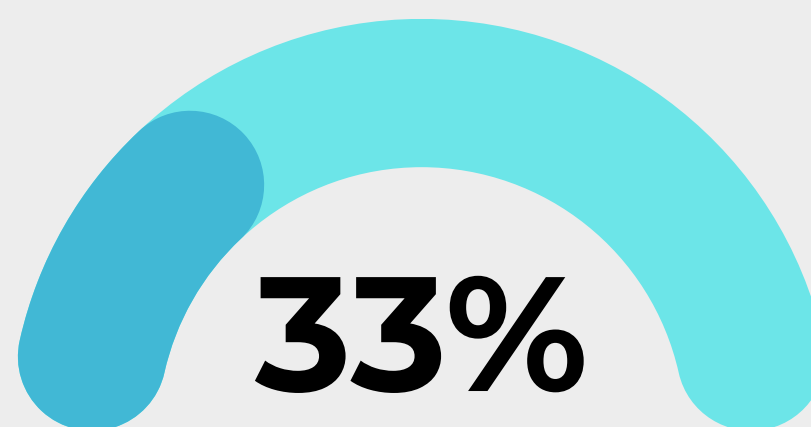


NORTH AMERICA

Canada's NDC includes rail as part of its clean transport strategy, with investments in transitional and long-term clean fuels such as biofuels for the rail and marine sectors

3

LICS AND LMICS



of LMICs include rail
ambition in their NDCs

Many LMICs see rail as a way to reduce road congestion and emissions, through modal shift to rail and electrification of rail systems.



If LMICs expand their rail networks to match top-performing peers, rail's modal share could quadruple to 8%, avoiding up to **1.8 gigatons of CO₂ emissions by 2050.**



At an estimated carbon credit price of \$15–\$40 per ton, this could **generate between \$27 billion and \$72 billion** in potential revenue.

NDC 3.0 AND RAIL



How rail is featured in the latest generation of National Climate plans?

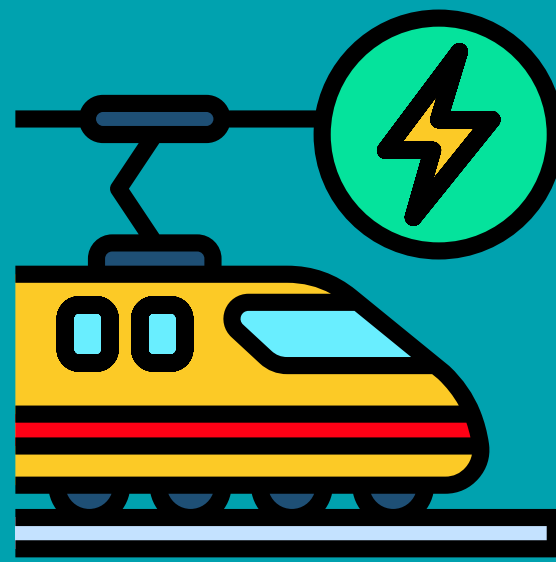
Chile

modal shift expansion

By 2028, public-private cooperation mechanisms will be evaluated to improve multimodal infrastructure, technology, and the development of new capabilities in the railway network, in order to increase the modal share of rail transport.



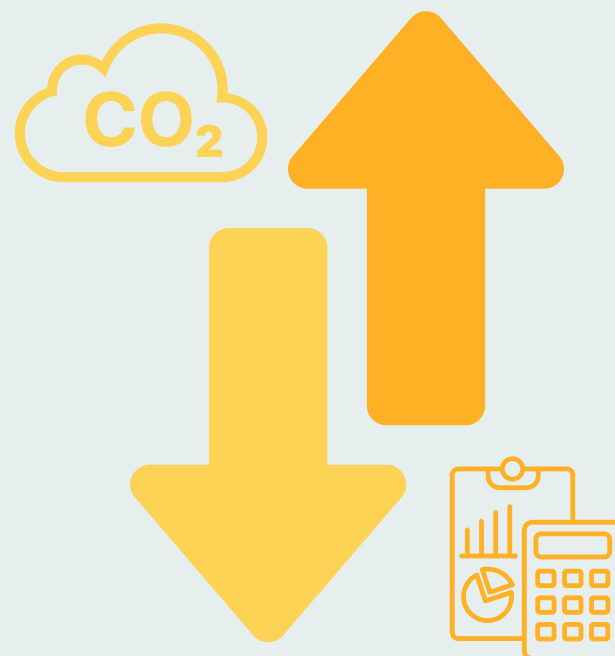
In practice



GREAT EXAMPLES OF RAIL IN NDCS.

Angola

Shifting passengers from car to rail - 800 000 person km/day, with 28 ktCO₂e reduction potential, at 360 billion USD.



*conditional
NDCs*

Bangladesh

Implement solarequipped railway stations and install solar energy plants on at least 30% of railway-owned vacant land. 80% of this target will be conditional. This target will complement the RE total conditional target. Electrification of 348 km railway route, 80% of this target will be conditional.

Moldova

electrification

**Electrification
of the
railways
(30 percent
by 2040)**

Pakistan

capacity building

Need for rail electrification, track upgrades, and a shift to battery and efficient locomotives, supported by intelligent transport systems (ITS) and enhanced capacity in rail operations, maintenance, and project planning.

Morocco

adaptation and resilience

The development process was marked by an expansion of the scope of climate action in both mitigation and adaptation, specifically to include the railway transport and steel sub-sectors, as well as the biodiversity and transport-equipment sectors.