



Submission to the COP 30 Presidency Roadmap

on the Transition Away from Fossil Fuels in a Just, Orderly and Equitable Manner

on behalf of :

**the Institut du Développement Durable et des Relations Internationales (IDDRI) and
the Deep Decarbonization Pathways initiative (DDP)**

with the support of **SLoCaT, UIC and Kuehne Climate Center**

Title : “Avoid and Shift” strategies to support the transition away from fossil fuels in freight transport

Contact: Henri Waisman, henri.waisman@iddri.org

Key recommendation:

The COP 30 Presidency Roadmap should include a focus on the freight transport sector, an often overlooked yet crucial sector for industrial development as well as an important and fast growing source of fossil fuel demand, notably oil products.

The COP 30 Presidency Roadmap should highlight the importance of organizational transformations supporting “Avoid & Shift” strategies as key levers to reduce fossil fuel use consistently with sustained economic activity: producing and consuming sustainably, producing goods closer to consumers, developing more and better infrastructure for low-energy modes and changing consumption patterns.

The COP 30 Presidency Roadmap should notably foster the establishment of an international cooperation agenda supporting these drivers of “Avoid & Shift” strategies.

The Transport sector is one of the major sources of emissions, with continuous growth since 1990 at an annual average of 2%, increasing faster than any other end-use sector. The sector accounted for roughly 27% of global final energy consumption in 2023, making it one of the fastest-growing sources of energy demand, while over 95% of transport energy still comes from fossil fuels. This is mainly due to accelerating demand, greater distances travelled, a road-dependent transport system, and a strong fossil fuel dependency, notably on oil products.



The global transition away from fossil fuels therefore depends critically on the adoption of dedicated measures supporting a decoupling of transport activity from fossil fuel uses. This is notably recognized in the conclusions of the first Global Stocktake (GST) which calls for “accelerating the reduction of emissions from road transport through a range of pathways, including the development of infrastructure and the rapid deployment of zero- and low-emission vehicles” (paragraph 28g of the outcome document of the first GST)

This is notably true for the freight transport sector, which is often overlooked as compared to passenger transport despite representing about 40% of global transport emissions and playing a vital role for industrial development

The transitioning away from fossil fuels in freight transport critically depends on the adoption of systemic transformations articulating [avoid, shift and improve strategies](#) (IDDRI, 2024). Conventionally, measures focus on “Improve” strategies which assume a continuity in freight demand and logistics organizations and promote the deployment of new technologies for road vehicles, such as advanced biofuels, electric vehicles and new digital technologies, aiming at improving energy efficiency and moving away from carbon-intensive fuels.

But detailed analyses stress the critical importance of “Avoid and Shift” strategies focusing on the reduction of unnecessary or unwanted tonnes and kilometers, and the development of efficient multimodal logistics with more rail, inland-waterways and coastal shipping than road freight logistics. Beyond their direct effect on fossil fuel needs, these strategies also provide [significant co-benefits for material demand, human well-being](#) and, more generally, for the achievement of Sustainable Development Goals (SDGs), by fostering for example less battery demand, less road congestion, less road fatalities and injuries, more sustainable cities and more responsible consumption and production.

According to research conducted by the Deep Decarbonization Pathways network (DDP, 2023), these “Avoid & Shift” strategies on freight rely on the articulation and implementation of four key organizational transformations :

1. producing and consuming sustainably (reduce, repair, reuse, recycle) to lower unnecessary freight volume;
2. producing goods closer to consumers to reduce kilometers travelled;
3. integrating more and better inland waterways and coastal (IWWC) freight, rail freight, cargo biking, storage and logistics infrastructures and services with the industrial organizations;
4. changing consumption, production and logistics patterns and organizations in terms of costs, time and quality to reinforce the attractiveness of efficient multimodal logistics services.

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The COP 30 Presidency Roadmap on the transition away from fossil fuels should therefore promote the implementation of these four organizational transformations in strategies to support the transition away from fossil fuels at national, regional and global scales.

The international dimension is particularly important because the effective implementation of the four abovementioned key organizational transformations largely depends on an enhanced international cooperation around (i) experience-sharing on national policies, (ii) international technical assistance and capacity building programs, (iii) international financing conditions and (iv) other international legal instruments related to production, trade or transport.

The COP 30 Presidency Roadmap should therefore foster the establishment of an international cooperation agenda on the “Avoid & Shift” strategies, structured around the above mentioned key transformations, with involvement of a diversity of stakeholders and experts, and with an explicit consideration of country-driven and regional specificities. This integration of the core issues for freight transport in the agenda supporting the transitioning away from fossil fuels could echo the efforts led by the [Climate Champions](#) in support of the implementation of “Avoid & Shift” strategies for freight and help guide global conversations to be conducted in the context of the [UN Decade of Sustainable Transport 2026-35](#) and the sectoral systems’ change in the upcoming [UNFCCC’s Global Stocktake](#).