

WALKING + CYCLING in the NEW GENERATION of NDCS

A Global Stocktake of Active Travel actions
in the new Nationally Determined Contributions.



**UPDATED
FOR 2026**



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Nationally Determined Contributions (NDCs) are at the heart of the global strategy to combat climate change.

Established as an integral component of the 2015 Paris Agreement adopted by 197 countries¹. These national pledges outline each country's commitment and action plans to collectively limit global warming, reduce greenhouse gas emissions and adapt to the impacts of climate change.

Updated every five years, NDCs are designed to become progressively more ambitious, ensuring stronger and more coordinated global action over time.

¹ Iran and Libya have not ratified the Paris Agreement, and on 20 January 2017 the Trump administration formally withdrew the United States from the UNFCCC process. The total number of UNFCCC participating member states is now 194.



INTRODUCTION

The heart of the global strategy to combat climate change.

This report presents the analyses of the existing NDCs including 133 new NDCs submitted between 6 November 2024 and 8 January 2026². The 133 countries account for 67% of global emissions.

The focus of the report is to evaluate the NDC integration of walking and cycling from basic recognition to actionable commitment. The findings provide a crucial snapshot of current ambition levels and reveal the extent to which active mobility is leveraged not just for climate goals, but also for its co-benefits in public health, urban equity, and sustainable development.

This is an update of the report first published by PATH in November 2025 and launched at COP 30 in Brazil. At that time 71 countries had submitted, and the review included the U.S.A Biden administration NDC document, which recognised walking and cycling as a solution to climate change. This commitment was withdrawn by the Trump administration on 20 January 2026 and therefore has been excluded from this new review.



² The 133 countries include the 27 countries of the European Union individually although there is only a single document.



EXECUTIVE SUMMARY

Commitment:

- 1 Since the 2023 baseline report, more than **40 countries** have responded to PATHs call to embed their existing national transport commitments for walking and cycling into their new NDCs as a quick, affordable and reliable solution to the climate emergency.
- 2 **50%** of newly submitted NDCs (**66 of 133**) now include walking and cycling as climate solutions. This represents a marked increase, rising to include **34%** of all countries (**66 of 194**); a **12%** growth in global coverage since the 2023 baseline.
- 3 **14%** of all countries (**27**) have explicitly adopted the PATH policy template, launched in 2024, in their NDCs.
- 4 **6%** of countries (**12**) that had previously integrated active travel in their earlier NDCs have since removed these commitments despite the intention for new NDCs to be increasingly progressive.
- 5 **31%** of all countries (**61**) have not yet submitted a new NDC, which provides a timely opportunity to embed walking and cycling into these upcoming climate commitments. (Afghanistan, Albania, Algeria, Antigua and Barbuda, Argentina, Armenia, Benin, Bosnia and Herzegovina, Cameroon, Central African Republic, Chad, Comoros, Congo, Cook Islands, Democratic People's Republic of Korea (North Korea), Democratic Republic of the Congo, Dominica, Dominican Republic, Egypt, Equatorial Guinea, Eritrea, Gambia, Georgia, Ghana, Grenada, Guatemala, Guinea-Bissau, Guyana, Haiti, India, Israel, Kiribati, Kuwait, Lao People's Democratic Republic, Madagascar, Malawi, Mali, Myanmar, Namibia, Niger, North Macedonia, Oman, Palau, Papua New Guinea, Philippines, Saint Kitts and Nevis, Samoa, San Marino, Senegal, South Sudan, State of Palestine, Sudan, Syrian Arab Republic, Tajikistan, Timor-Leste, Togo, Trinidad and Tobago, Turkmenistan, Uganda, United Republic of Tanzania, and Vietnam).

Action:

- 6 There are **54 actions** listed by countries in their new NDCs that support and encourage people to walk and cycle; create safer, easier and more enjoyable places to walk and cycle; and embed walking and cycling into the policy process. This is many more than in previous NDCs and nearly all reflect the PATH NDC policy template suggestions.



EXECUTIVE SUMMARY

(Cont'd)

Action (Cont'd):

- 7 **Cambodia** stands out for a new package of actions to support people walking in their new NDC. Their emphasis is on prioritising walking, connecting destinations, providing networks and infrastructure, publishing design standards, and enabling equity.
- 8 **Cabo Verde, Kyrgyzstan, and Tuvalu** stand out in their support of people cycling in their new NDCs, with an emphasis on providing new infrastructure.

Finance:

- 9 **90%** of all walking and cycling inclusive NDCs (**60**) have a visible budget, which provides a clear roadmap for resource allocation ensuring effective implementation.

Impact:

- 10 Among the new NDCs that include walking and cycling, **65%, (66)** commit to general reporting and **30%** to a formal evaluation framework. However, specific walking and cycling indicators are still uncommon. While Uganda was the sole example in 2023, three countries now set cycling indicators in their NDCs (Colombia, Lesotho, and Kyrgyzstan) focused on increasing modal share and on providing cycling infrastructure. Walking remains the invisible mode in climate accountability.
- 11 Climate Action (**SDG 13**) and Affordable and Clean Energy (**SDG 7**) are the most common Sustainable Development Goals referenced as expected outcomes in NDCs. However there are also common references to better outcomes for **SDG 11** (Sustainable Cities and Communities), **SDG 5** (Gender Equality), **SDG 6** (Clean Water and Sanitation) and demonstrating the opportunity to create vibrant, inclusive, and equitable societies, save lives and benefit public health through their NDCs.





CONTEXT

According to IPCC transport emissions need to drop at least by 59% by 2050 compared to 2020 levels to stay within 1.5°C warming. In 2023, transport remained the second largest and fastest growing emitting sector —responsible for 15.9% of global greenhouse gas emissions and 21.9% of global CO₂ emissions and consuming 27% of global energy for end-uses, with fossil fuels accounting for 95.4% of energy used in transport³.

The Partnership for Active Travel and Health (PATH) is a coalition of leading organisations in the sustainable mobility community who collaborate to promote walking and cycling. It is coordinated by a core group consisting of the FIA Foundation —who are funding the coordination work— Walk21, the European Cyclists' Federation (ECF) and the UN Environment Programme (UNEP).

PATH is calling on governments and cities to make a real commitment to walking and cycling as a key solution to the climate, health and equity challenges which they face. Enabling more people to walk and cycle safely can play a greater role in achieving climate goals, and is a quick, affordable and reliable way to lower transport emissions while improving public health, strengthening the economy and supporting a fairer, more equitable society. **Walking and cycling deliver on more Sustainable Development Goals than any other transport mode and have enormous further potential, yet they are still under-prioritised in the transport and mobility mix and the wider climate agenda.**

The PATH coalition seeks to unlock walking and cycling's potential to accelerate the achievement of climate goals and other benefits, through spreading awareness of these benefits, providing support where possible to policymakers, and sharing best practice in the sector. We believe that this will lead to greater prioritisation and investment, including through national transport, health and environment strategies and through Nationally Determined Contributions (NDCs) and Voluntary National Reviews (VNRs).

In 2023, PATH developed **The Active Travel NDC Template** to assist national governments to be more ambitious and effective for walking and cycling in their NDCs. The template is for governments to use to guide and take action; from setting a vision through to the development of goals, objectives, actions and measures to achieve better active travel outcomes. .

³ SLOCAT: Transport in a Crisis Era, 2025: <https://gsr4.slocat.net/wp-content/uploads/sites/2/2025/10/Transport-in-a-Crisis-Era.pdf>



“By 2030, the goal is to expand active mobility (a 5.5% increase in the modal share of active transport), consolidate low-emission corridors, and strengthen energy efficiency and active mobility programmes.”



Colombia NDC 2025



This review of NDCs follows the template structure to help understand the current state of active travel policy, from recognition to actionable commitment.

The research methodology for the review of NDCs for walking and cycling involved the assessing each document against the following criteria:

- Status:** How many countries include walking and cycling in their NDCs?
- Objectives:** Do the NDC objectives reflect the 5 PATH NDC Policy Template recommended commitments?
- Actions:** Do the NDC actions reflect the 20 PATH NDC Policy Template recommended actions?
- Governance:** Are multisectoral governance frameworks demonstrated in the management and implementation of the NDC?
- Financing:** Did the NDC identify a specific financial budget for delivery for walking and cycling?
- Evaluation Mechanisms:** Are indicators being used to measure impact/ performance of the walking and cycling-inclusive NDC?
- Outcomes:** Which SDGs are mentioned in the NDCs?

These seven main questions form the framework of our research and the following pages highlight key findings from our study of the submitted NDCs including the 133 new ones.

The NDC policies were extracted from the UNFCCC repository (<https://unfccc.int/NDCREG>).

Limitations

The team recognises that new NDCs continue to be published and updated and that this is only a snapshot of the policies published and accessible for review by 8 January 2026.

The team apologise for any inaccuracies that may have been caused from their online research approach. PATH, and its members, would welcome any corrections and updates to the data given so that this report and the database of understanding can be kept up-to-date as a source of information and inspiration for all national governments wishing to do more to benefit the millions of people walking and cycling in the future.

ADOPT THIS NDC POLICY TEMPLATE TO MAXIMISE THE POTENTIAL OF ACTIVE TRAVEL



VISION				
We want everyone to have a safe, easy and enjoyable walking and cycling experience to mitigate climate change, support public transport, reduce pollution, save lives, benefit public health and create vibrant, inclusive and equitable societies.				
GOALS				
ACTIVITY	SAFETY AND SECURITY	ACCESSIBILITY	COMFORT	SATISFACTION
We want everyone to walk or cycle regularly.	We want all people walking and cycling to be free from risk of being hurt.	We want everyone to be able to reach public transport and other key destinations on foot or by bike.	We want all people walking and cycling to have space and facilities to support their needs.	We want everyone to perceive walking and cycling as positive experiences.
OBJECTIVES				
ACTIVITY	SAFETY AND SECURITY	ACCESSIBILITY	COMFORT	SATISFACTION
We will increase the number of mins walked and cycled per day.	We will reduce the number of people killed and seriously injured per km walked and cycled per million inhabitants.	We will increase the % of the population that has good walking and cycling access to transport, everyday services, public spaces, bike sharing and sustainable local tourism.	We will increase the percentage of urban roads that are three stars or better for pedestrians and cyclists.	We will increase the satisfaction of people walking and cycling.
ACTIONS				
Actions 1-4: We will support and encourage people to walk and cycle by delivering x4 key actions		Actions 5-14: We will create safe, easy and enjoyable places to walk and cycle by delivering x10 key actions		Actions 15-20: We will embed walking and cycling into the policy process by delivering x6 key actions
MEASURES				
ACTIVITY	SAFETY AND SECURITY	ACCESSIBILITY	COMFORT	SATISFACTION
We will measure the average mins walked / cycled per day per person.	We will measure the number of pedestrians / cyclists killed or injured in traffic and the % of people that feel safe walking alone after dark in the area where they live.	We will measure the share of the population within 500m of public transport.	We will measure the % of urban roads that are classified by IRaP as 3* or better for pedestrians and cyclists.	We will measure the share of the population that perceive walking / cycling as a positive experience.
OUTCOMES				
3.4	3.6	3.9	5c	8.9
9.1	10.2	11.2	11.3	11.6
11.7	13.2	13.3	16.1	



ACTIVE TRAVEL INCLUSION IN NDCS

This table details the status of walking and cycling inclusion across the 194 published NDCs including the 133 newly submitted as of 8 January 2026.

CATEGORY	COUNTRIES	No.
New countries with commitments for walking	Australia, Austria, Belgium, Brazil, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Latvia, Lebanon, Liberia, Lithuania, Luxembourg, Malta, Mauritius, Nauru, Netherlands, Pakistan, Peru, Poland, Portugal, Qatar, Romania, Slovakia, Slovenia, Spain, Sweden, United Arab Emirates, United Kingdom, Uruguay, Vanuatu, Venezuela and Zambia.	43 (22%)
Countries with previous commitments for walking (reaffirmed in new NDCs)	Azerbaijan, Bangladesh, Barbados, Bhutan, Cambodia, Canada, Colombia, El Salvador, Ethiopia, Lesotho, Mexico, Micronesia (Federated States of), Monaco, Nepal, Republic of Moldova, Rwanda, Sierra Leone, Singapore, Suriname, and Tonga.	20 (10%)
TOTAL: 63 (32%)		
Countries with removed commitments for walking in New NDCs	Andorra, Bahamas, Burundi, Cabo Verde, China, Costa Rica, Jordan, Nicaragua, Panama, Seychelles, and Sri Lanka.	11 (6%)
CATEGORY	COUNTRIES	No.
New countries with commitments for cycling	Belgium, Brazil, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lebanon, Lesotho, Liberia, Lithuania, Luxembourg, Malta, Mauritius, Micronesia (Federated States of), Netherlands, Pakistan, Peru, Poland, Portugal, Qatar, Romania, Slovakia, Slovenia, Spain, Sweden, United Arab Emirates, United Kingdom, Uruguay, and Zambia.	44 (23%)
Countries with previous commitments for cycling (reaffirmed in new NDCs)	Bangladesh, Barbados, Bhutan, Cabo Verde, Canada, Colombia, El Salvador, Ethiopia, Mexico, Monaco, Nauru, Nepal, Republic of Moldova, Rwanda, Sierra Leone, Singapore, Suriname, Tonga, Tuvalu, Vanuatu, and Venezuela	21 (11%)
TOTAL: 65 (34%)		
Countries with removed commitments for cycling in New NDCs	Andorra, Bahamas, Burundi, Cambodia, Chile, China, Costa Rica, Jordan, Panama, Seychelles, Sri Lanka, and Türkiye.	12 (6%)



“By 2030, cycle lanes will be operational in all metropolitan and sub-metropolitan cities, and roads made friendly for cycling and walking by 2035.”



Nepal NDC 2025



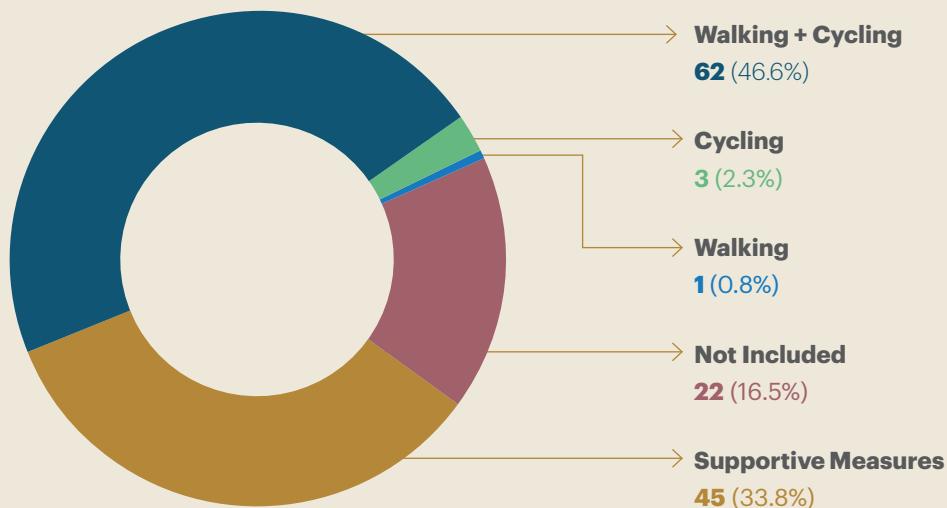
WALKING + CYCLING IN THE NEW NDCS

The new NDCs demonstrate substantial, though often indirect, support for walking and cycling. A combined **83% of the 133 new submissions contain content relevant to pedestrians and cyclists.**

Explicit integration of walking and cycling is found in 49% of the new NDCs (66), including one NDC that mentions only walking (Cambodia) and three that only mention cycling (Cabo Verde, Kyrgyzstan and Tuvalu). A further 34% the new NDCs (45) advance active mobility indirectly through enabling or supportive measures, such as improving access to public transport or enhancing the quality of urban environments, which would inherently improve the conditions and experience of pedestrians and cyclists if implemented. Only 22 of the new NDCs (17%) do not mention walking, cycling or any related supportive measures.

A comparison with the 2023 baseline reveals that active mobility support is gaining national momentum with 43 new countries incorporating walking and 44 incorporating cycling in their latest NDCs. However, this progress is tempered by a concerning regression, as 11 countries that had previously integrated walking and 12 cycling have now omitted them from their new NDCs.

Walking + Cycling | NDCs, 2024 - 2025 (n = 133)

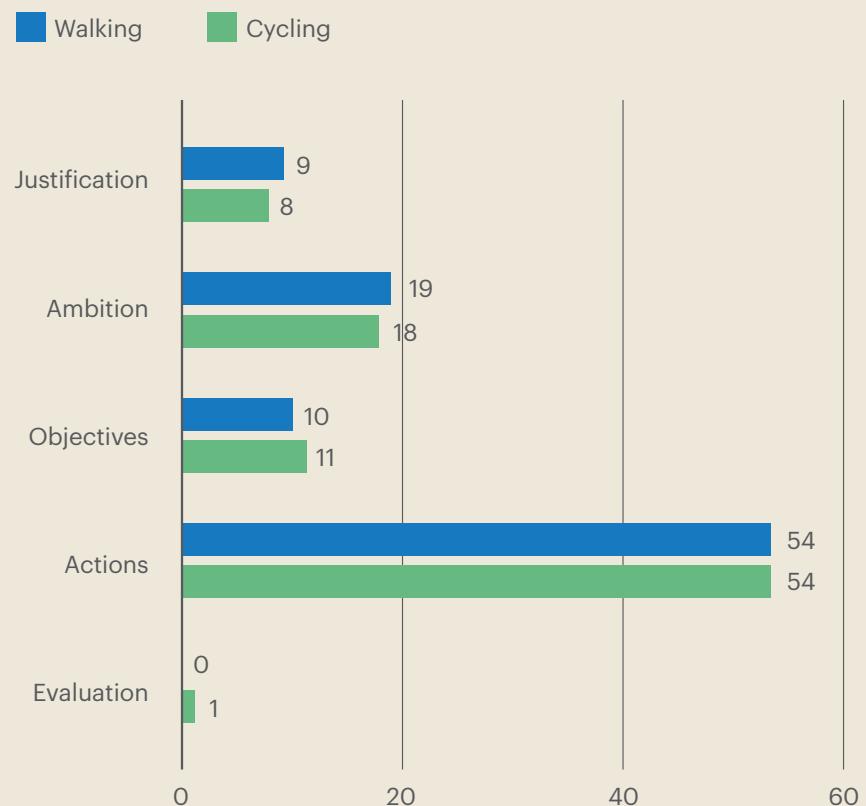




WALKING + CYCLING IN THE NEW NDCS

Walking and cycling are most frequently addressed in the Actions sections of NDCs, a positive indicator of a commitment to tangible measures. However, a critical accountability gap is revealed by their underrepresentation in the Evaluation sections. While walking and cycling are mentioned in 54 actions, their inclusion drops to zero for walking and one for cycling in the Evaluation Sections, highlighting a contrast between making a commitment and ensuring a measurable impact.

In which policy sections are walking and cycling included?

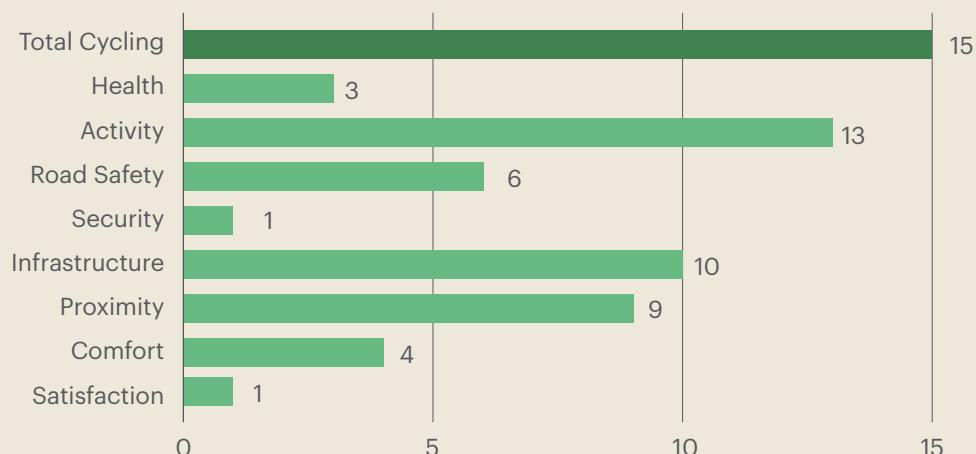
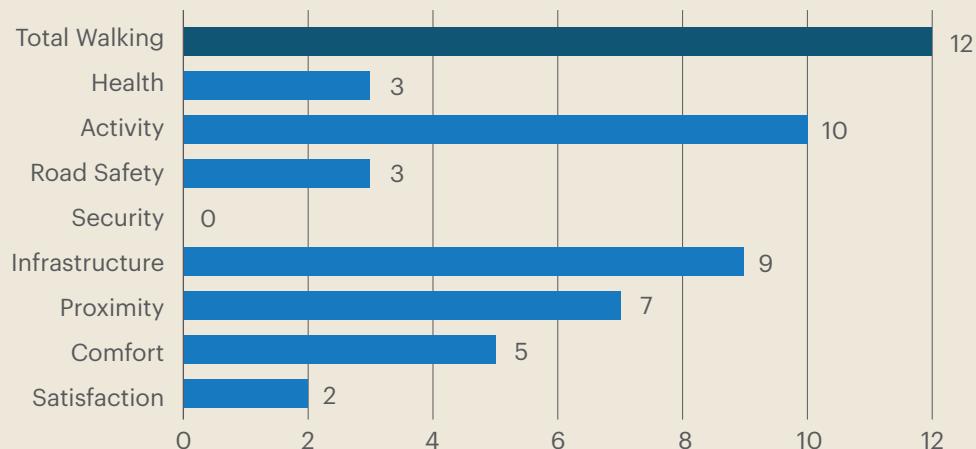




WALKING + CYCLING OBJECTIVES

Explicit objectives for walking and cycling are scarce, appearing in just 10 and 11 of the 133 new NDCs, respectively. However, these are often compound statements which, when disaggregated into their specific intended outcomes, result in 12 distinct objectives for walking and 15 for cycling, which mainly prioritise modal share and infrastructure outcomes.

This focus comes at the expense of qualitative aspects of the overall experience for pedestrians and cyclists. Only one objective mentions cycling security, none address walking security, and just three objectives mention user satisfaction (two for walking and one for cycling), indicating that current climate commitments are mostly designed to initiate active travel trips but lack the objectives necessary to sustain them by ensuring journeys are safe, secure, and enjoyable.

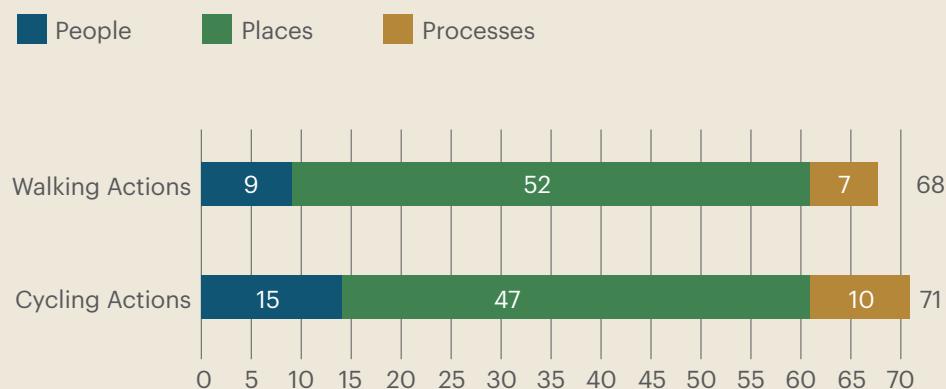




WALKING + CYCLING ACTIONS

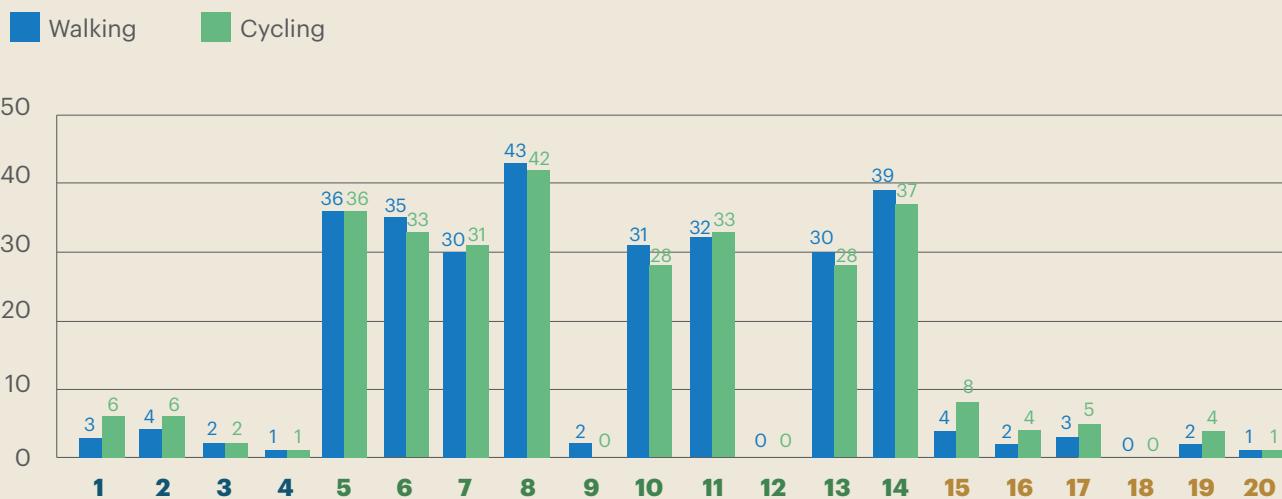
While 54 countries list actions for walking and cycling, our dimensional categorisation revealed 68 walking-related actions and 71 cycling-related actions, indicating that countries frequently propose multi-dimensional action; single commitments that address several themes. The strong majority of walking and cycling actions are focused on the **Places** dimension (creating safe, easy and enjoyable places to walk and cycle) with 76% for walking and 66% for cycling. 13% of the walking actions and 20% of the cycling actions are focused on the **People** dimension (supporting and encouraging people to walk and cycle). The **Process** dimension (embedding walking and cycling into the policy process), which includes the need for essential governance, regulatory, and financial support, remains the most underdeveloped dimension for both modes with 10% for walking and 14% for cycling.

Walking & Cycling Actions by Dimension

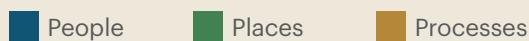


PATH ACTIONS INCLUDED IN WALKING + CYCLING INCLUSIVE NDCS

A detailed mapping of the walking and cycling actions included in NDCs against the 20 recommended actions in the PATH template reveals that a single given NDC action often encompasses multiple specific PATH measures. Consequently, the 54 stated actions correspond to 300 walking measures and 305 cycling measures as defined by the PATH Active Travel Policy template.



1 Encourage participation	11 Protect people from traffic
2 Target campaigns towards specific audiences and needs	12 Reduce potential for crime and violence
3 Celebrate walking + cycling	13 Ensure quality at public transport catchments areas and stops
4 Prescribe walking + cycling	14 Integrate public transport with walking + cycling
5 Prioritise walking + cycling	15 Lead the coordination
6 Connect destinations	16 Build capacity
7 Establish priority active mobility zones	17 Elaborate an action plan
8 Provide networks infrastructure and services	18 Set the regulatory framework
9 Publish design standards	19 Secure finance
10 Enable equity	20 Monitor and evaluate impact



The top three actions in the new NDCs are focused on providing infrastructure (Action 8), integrating walking and cycling with public transport (Action 14) and prioritising walking and cycling (Action 5).

The three actions receiving least attention in the new NDCs include reducing crime and violence (Action 12), setting a regulatory framework (Action 18), and monitoring and evaluating impact (Action 20). More actions are needed by all countries to ensure the full effectiveness of their active travel ambitions.



ANALYSIS PER DIMENSION

People:

The analysis of the 133 new NDCs has identified 10 PATH actions for walking and 15 for cycling to enable people to walk and cycle (the people dimension). The most popular actions are to target campaigns towards specific audiences and needs (Action 2) and to encourage participation (Action 1).

Notable Examples of the NDCs that highlight the importance of actions to support and encourage people to walk and cycle include: Australia, Bangladesh, Bhutan, Canada, Kenya, Lesotho, México, Monaco, Nauru, Tuvalu, Uruguay, Vanuatu and Venezuela.

Places:

The analysis also identified 278 PATH actions for walking and 268 for cycling to create safe, easy and enjoyable places for walking and cycling (the place dimension). The most popular actions are Infrastructure provision (Action 8), integrating public transport and active mobility (Action 14), and prioritising walking and cycling (Action 5). Critically, there are no NDC actions addressing reducing crime and violence (Action 12).

The notable NDCs that include actions to create safe, easy and enjoyable places to walk and cycle include: Australia, Bangladesh, Barbados, Cambodia, Colombia, the European Union (27 countries), Kyrgyzstan, Lesotho, Liberia, The Federated States of Micronesia, Monaco, México, Nauru, Peru, Tonga, Qatar, Republic of Moldova, Rwanda, Sri Lanka, United Arab Emirates, Uruguay, Vanuatu and Venezuela.

Process:

In terms of process, 12 PATH actions for walking and 22 for cycling were found aiming to embed active travel into the policy process (the process dimension). The most common actions mentioned for walking and cycling are leading coordination (Action 15) and elaborating an action plan (Action 17). There are no records of actions aimed to set regulatory frameworks (Action 18) and only 2 commitments to monitor and evaluate impact (Action 20).

The notable NDCs that include actions to embed active travel into the policy process include Australia, Canada, Colombia, the United Arab Emirates, Vanuatu and Zambia.

“Mauritius will come up with a 20-year Master Plan to provide a strategic orientation for the land transport sector. It will include walkability into the country’s mobility strategy to connect public, private transport and cycling infrastructure.”

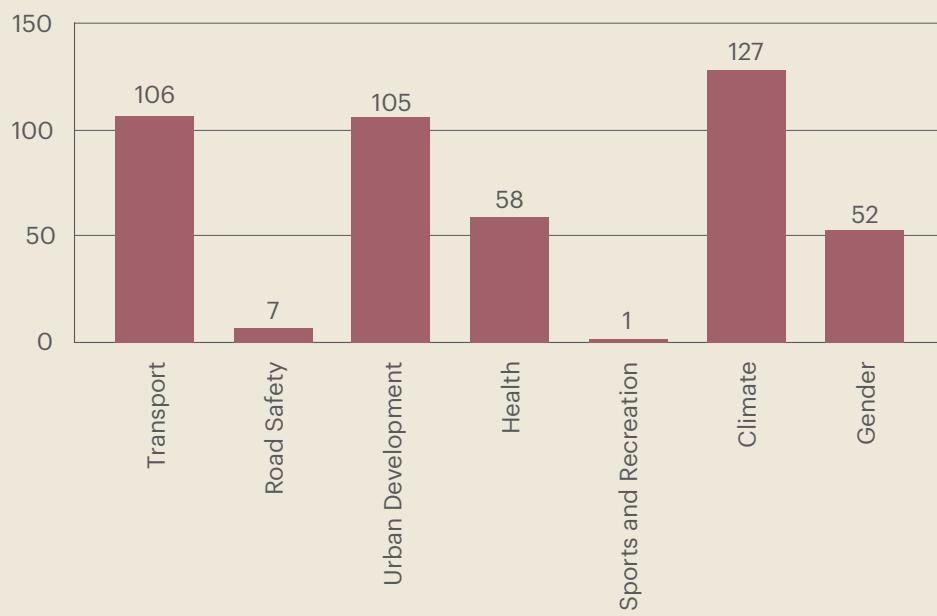
 **Mauritius** NDC 2025



POLICY COHERENCE

The analysis also reveals that NDCs are strongly aligned with policies on climate (95%), transport (80%) and urban development (79%). However, many of the NDCs critically underutilise the opportunity to align with gender policies (39%)—despite the disproportionate vulnerability of women to climate impacts—or road safety (5%)—despite safety being a critical enabler and prerequisite for a shift to active mobility.

Most referenced policies within the NDCs

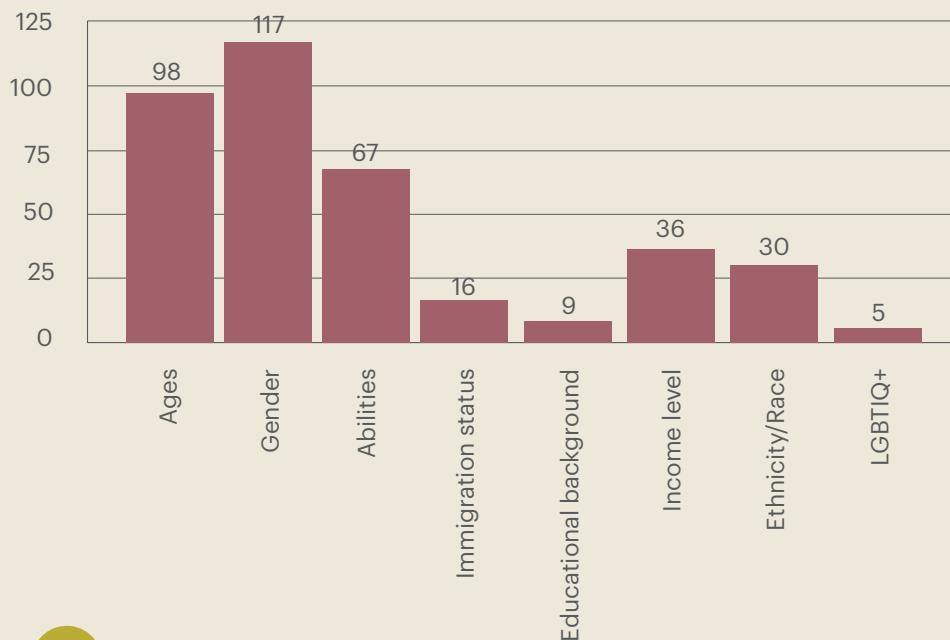




DIFFERENTIAL APPROACH

Further analysis of the 133 new NDCs has revealed an increase in adopting a differential approach —the inclusion of distinct social dimensions (gender, age, income, and ability, etc.). Gender is widely recognised in 88% of the new NDCs however it is only supported by a reference to a gender policy in 39% of cases. Other critical dimension recognition is lower. Different age groups are mentioned in 74% of NDCs, 50% mention different abilities, and only 27% mention income levels.

Differential Approach





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“The housing planned for the smart village includes... the walkability and new urbanist design principles to cater to the needs of women and vulnerable communities by enhancing accessibility to public services, schools, and green spaces.”

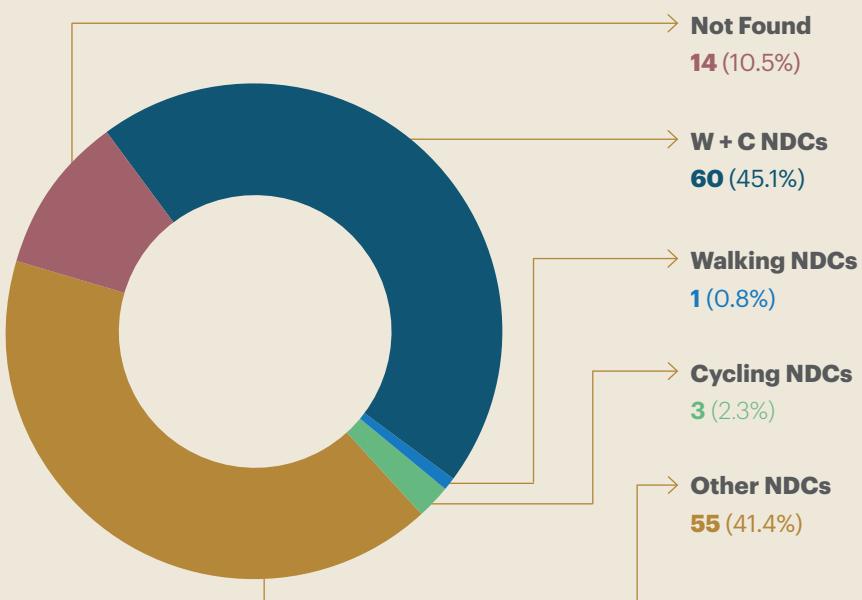
 **Republic of Nauru** NDC 2025



GOVERNANCE, FINANCE + EVALUATION MECHANISMS

A multisectoral governance framework for the NDCs has been found in 89% of the new policies (119). This commitment to coordinated implementation is nearly universal for those that include active mobility (64 of the 66 NDCs that integrate walking and/or cycling).

Multisectoral Governance

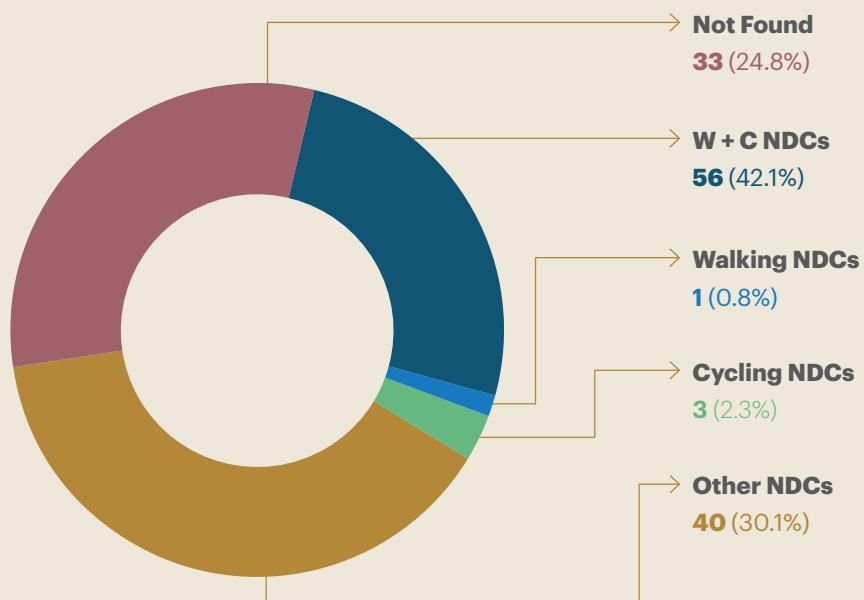




GOVERNANCE, FINANCE + EVALUATION MECHANISMS

In terms of funding, 76% of the new NDCs (101 out of 133) have allocated funds. This financial commitment is particularly strong among those that integrate walking and/or cycling with 62 out of the 66.

Visible Budget



“Starting in 2026-27, the Canada Public Transport Fund will contribute an average of \$3 billion per year with the aim of providing stable and predictable funding to address active transportation and long-term public transit goals.”

 **Canada** NDC 2025

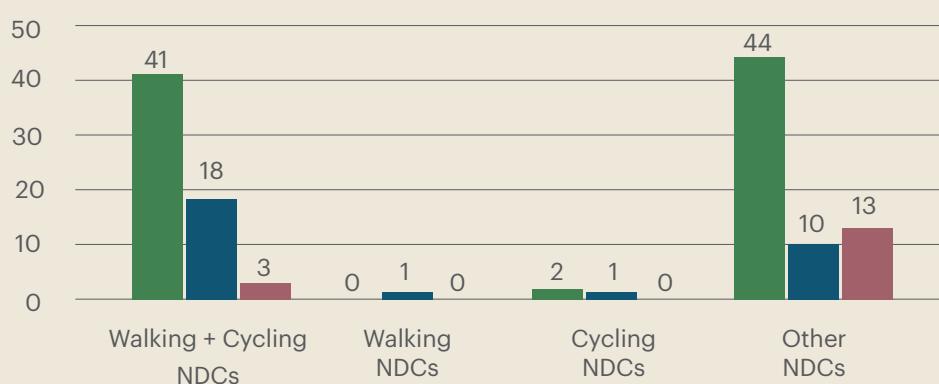


GOVERNANCE, FINANCE + EVALUATION MECHANISMS

Although 88% of the new NDCs (117) have evaluation mechanisms, only three countries have specific, measurable indicators for walking and cycling. Colombia sets a target to increase the active mobility share in cities by 5.5%. Kyrgyzstan commits to developing 20 km of cycling infrastructure annually, directly linking this to a mitigation outcome of reducing emissions by 11.04 kt CO₂e by 2030. Similarly, Lesotho aims to build 15–30 km of new bicycle lanes, projecting an annual reduction of 10–20 kt CO₂e. Walking remains the invisible mode in climate accountability. No equivalent quantified indicator was found specifically for walking in any of the NDCs reviewed.

Evaluation Mechanisms

■ General Report ■ Framework ■ None



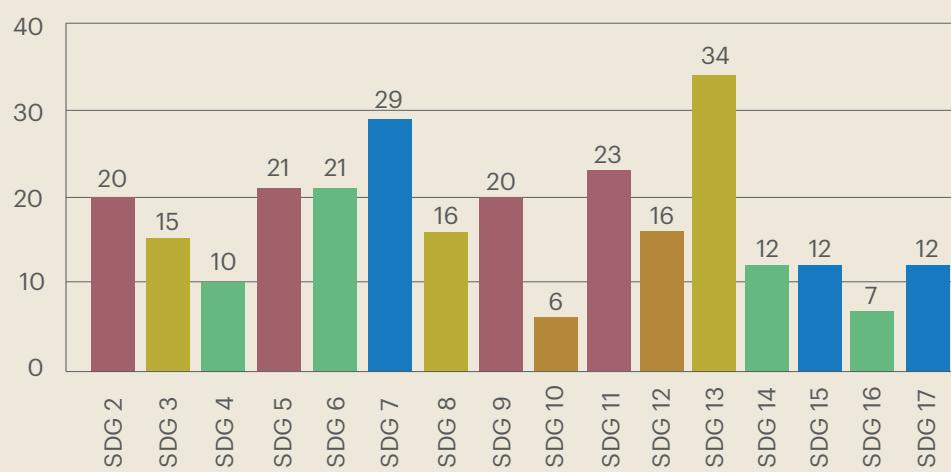


OUTCOMES

While the Paris Agreement and the 2030 Agenda are intrinsically linked in principle, only 22% (43) of the 133 new NDCs incorporate at least one Sustainable Development Goal. SDG 13 (Climate Action), SDG 7 (Affordable and Clean Energy), and SDG 11 (Sustainable Cities and Communities) are the most mentioned.

The least cited outcomes from the PATH Policy Template include SDG 10 (Reduced Inequalities), SDG 16 (Peace, Justice, and Strong Institutions) and SDGs 3 (Good Health and Well-being). Investment in walking and cycling directly underpins outcomes for saving lives and benefiting public health through reduced air pollution and safer roads as well as helping improve equity and reducing personal security concerns.

SDGs



“Vanuatu seeks to invest in active transport and healthy lifestyle options of walking and cycling to meet triple goals of climate mitigation, healthy adaptation and financial efficiency, all while ensuring that infrastructure and transport climate action is inclusive, equitable, and people-focused, benefiting both communities and the workforce.”

 **Vanuatu** NDC 2025



CASE STUDIES



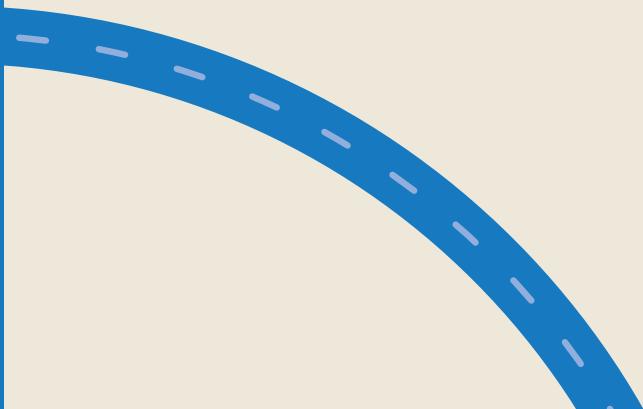
ID 60234264 © Sunflowerey | Dreamstime.com



Australia

Australia embraces the Avoid/Shift/improve approach to transport decarbonisation as promoted by SLOCaT.

Their **Avoid** approach includes creation of low- and zero-emission zones; their **Shift** includes promoting active mobility and public transportation; and their **Improve** includes a commitment to more efficient vehicles. A new **Active Transport Fund** will **support local governments in building new infrastructure and upgrading existing infrastructure to benefit cyclists and pedestrians.**





CASE STUDIES



ID 164238785 © Jonathan Wilson | Dreamstime.com



Bangladesh

Bangladesh integrates electromobility with walking and cycling.

Bangladesh's action strategy advances sustainable transport by expanding mass transit and integrating walking and cycling networks through new multimodal hubs. Implementation will focus on strengthening institutional capacity and deploying fiscal incentives and targeted infrastructure investments, with the goal of improving overall system efficiency, accessibility, comfort, and air quality.





CASE STUDIES



ID 272947851 | Cambodia © Neil Bussey | Dreamstime.com



Cambodia

Cambodia is the only country with NDC referring exclusively to walking.

The new NDC has a visible budget and allocated funds, includes a multisectoral governance framework and an evaluation framework. It also employs a climate change approach, where green infrastructure is designed to reduce emissions and promote accessibility.



CASE STUDIES



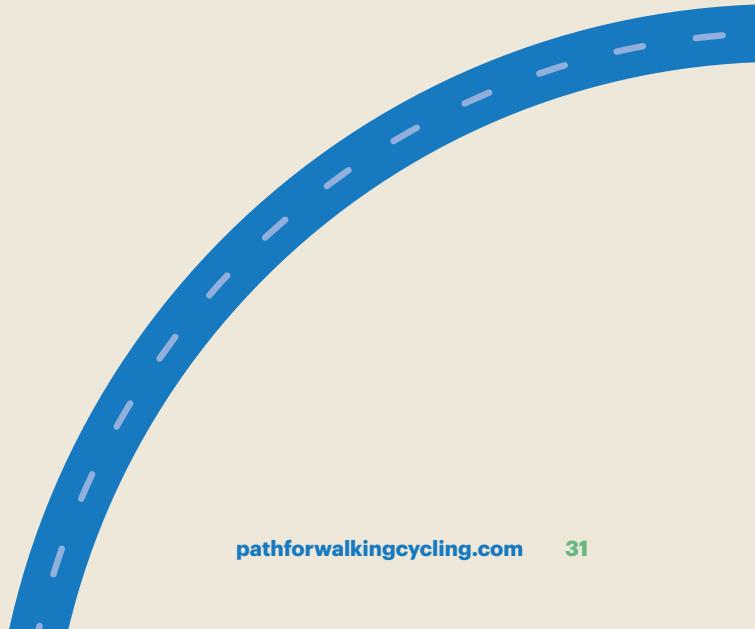
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Lesotho

Lesotho is one of the countries with a KPI for cycling in its NDC.

The Lesotho KPI focuses on the creation of secure and attractive urban bicycle lanes. The country has committed to constructing 15 km of new lanes by 2030 under its unconditional contribution, with an expected greenhouse gas reduction of 10 kt CO₂ eq per year by 2030.





CASE STUDIES



ID 364318155 © Michal Wozniak | Dreamstime.com



Federated States of Micronesia

In the Federated States of Micronesia, active travel is associated with community well-being.

The action strategy involves increasing electromobility infrastructure to reduce dependence on fossil fuels. In this regard, the transportation strategy includes prioritising opportunities connected to public transportation, where growth in cycling and pedestrian infrastructure is projected.



CASE STUDIES



ID 94479458 | Uae © Silvapinto | Dreamstime.com



The United Arab Emirates

UAE envisions pedestrianisation as a direct emissions mitigation strategy.

The United Arab Emirates has set a goal of reducing emissions from the transportation sector by 20% by 2035. This includes a transition strategy towards electric vehicles and is underpinned by a second strategy for “large-scale pedestrianisation”.



CASE STUDIES



File: Nauru July 2007 (10709038046).jpg



Republic of Nauru

Nauru's 'Smart Villages' concept aims to reduce emissions via a sustainable, inclusive urban model centered on active mobility and social welfare.

Through its urban development plan, the country is promoting walkable neighbourhoods, footpath networks, and bicycle lanes. The initiative aims to integrate gender equality and social inclusion, by improving access to city services for women and vulnerable groups, the main users of the walking infrastructure, and ensuring their equitable access to public services and social protection.



CONCLUSIONS

The momentum is growing in national governments around the world to recognise walking and cycling as a quick, affordable and reliable solution to the climate emergency.

More than a third of countries are now committed to walking and cycling actions with half of the 133 new NDC policies adopting many of the recommendations that are included in the PATH NDC policy template.

This marks a 12% increase since 2023 and credit should be given to the consistency of messages being promoted by many of the PATH supporters and partners who are continuing to encourage adoption of PATH NDC Active Travel Policy Template.

At the same time there is a worrying slippage in some countries who appear to be reducing their active travel commitments in their NDCs despite the agreement that NDCs are designed to become progressively more ambitious, ensuring stronger and more coordinated global action over time. This requires more investigation.

The main focus of many of the new NDCs committed to walking and cycling are on physical infrastructure for creating more walkable and cyclable places. This is a strong foundation step which is most effective when supported by additional actions that engage and enable people to use and benefit from these places and when walking and cycling are embedded into more of the policy processes too.

Since 2023, it is good to see many more countries committing money to support these positive actions but the almost universal lack of credible evaluation frameworks for active travel risks the full impact of the active travel investment being under-valued. This is a priority for PATH to provide further guidance.

Overall, it's very encouraging to see the rapid scale up around the world of the PATH vision of enabling safe, easy, and enjoyable experiences that mitigate climate change, support public transport, benefit public health, and create vibrant, inclusive, and equitable societies. The PATH team, as well as many of its partners and supporters, remain ever-ready and keen to support national governments everywhere with the development and implementation of their NDCs to ensure these important policies are as effective as possible.

NEW NDCS

Status of NDC submissions as of 15 January 2026 including the 133 new NDCs submitted up to 8 January 2026.

1. Andorra	35. Ecuador	68. Malaysia	101. Saint Lucia
2. Angola	36. El Salvador	69. Maldives	102. Saint Vincent + the Grenadines
3. Australia	37. Estonia	70. Malta	103. Sao Tome + Principe
4. Austria	38. Eswatini	71. Marshall Islands	104. Saudi Arabia
5. Azerbaijan	39. Ethiopia	72. Mauritania	105. Serbia
6. Bahamas	40. Fiji	73. Mauritius	106. Seychelles
7. Bahrain	41. Finland	74. Mexico	107. Sierra Leone
8. Bangladesh	42. France	75. Micronesia (Federated States of)	108. Singapore
9. Barbados	43. Gabon	76. Monaco	109. Slovakia
10. Belarus	44. Germany	77. Mongolia	110. Slovenia
11. Belgium	45. Greece	78. Montenegro	111. Solomon Islands
12. Belize	46. Guinea	79. Morocco	112. Somalia
13. Bhutan	47. Holy See (Vatican City State)	80. Mozambique	113. South Africa
14. Bolivia	48. Honduras	81. Nauru	114. Spain
15. Botswana	49. Hungary	82. Nepal	115. Sri Lanka
16. Brazil	50. Iceland	83. Netherlands	116. Suriname
17. Brunei	51. Indonesia	84. New Zealand	117. Sweden
18. Bulgaria	52. Iraq	85. Nicaragua	118. Switzerland
19. Burkina Faso	53. Ireland	86. Nigeria	119. Thailand
20. Burundi	54. Italy	87. Niue	120. Tonga
21. Cabo Verde	55. Jamaica	88. Norway	121. Tunisia
22. Cambodia	56. Japan	89. Pakistan	122. Türkiye
23. Canada	57. Jordan	90. Panama	123. Tuvalu
24. Chile	58. Kazakhstan	91. Paraguay	124. Ukraine
25. China	59. Kenya	92. Peru	125. United Arab Emirates
26. Colombia	60. Kyrgyzstan	93. Poland	126. United Kingdom
27. Costa Rica	61. Latvia	94. Portugal	127. Uruguay
28. Côte d'Ivoire	62. Lebanon	95. Qatar	128. Uzbekistan
29. Croatia	63. Lesotho	96. Rep. of Korea	129. Vanuatu
30. Cuba	64. Liberia	97. Rep. of Moldova	130. Venezuela
31. Cyprus	65. Liechtenstein	98. Romania	131. Yemen
32. Czechia	66. Lithuania	99. Russian Federation	132. Zambia
33. Denmark	67. Luxembourg	100. Rwanda	133. Zimbabwe
34. Djibouti			

PATH is a coalition calling on governments and cities to make a real commitment to walking and cycling as a key solution to the climate, health and equity challenges which we face.

The PATH coalition seeks to unlock walking and cycling's potential to accelerate the achievement of climate goals and other sustainability benefits, through greater prioritisation and investment, including through national transport, health and environment strategies and through Nationally Determined Contributions and Voluntary National Reviews.

PATH is composed of more than 400 leading organisations in the sustainable mobility community who collaborate to promote walking and cycling. It is coordinated by a core group consisting of the FIA Foundation – who are funding the coordination work – Walk21, the European Cyclists' Federation and the UN Environment Programme.

This report was supported by the generous funding of The FIA Foundation. The FIA Foundation is an independent UK-registered charity, working closely with grant partners to shape projects and advocate to secure change in policy and practice.

Our objective is safe and healthy journeys for all. Through partners with global reach, we are supporting safer vehicles and highways, clean air and electric cars and greater mobility access and inclusivity.

The PATH team remains ready and keen to support national governments everywhere with the development and implementation of their NDCs to ensure these important policies are as effective as possible.

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Thank you to the team

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