

WALKING + CYCLING in the NEW GENERATION of NDCS

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



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 196 countries, 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.



INTRODUCTION

The heart of the global strategy to combat climate change.

This report presents the analysis of 71 NDCs submitted between 1 January and 31 October 2025. The 71 countries account for 36% of global emissions.

At the time of writing, 125 countries were still to publish their new NDCs. These countries are responsible for 64% 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.



¹ The USA NDC (responsible for 11.16% of global emissions) was published by the Biden administration in 2024. The Trump administration has all but redacted much of it however the policy remains and, at the time of writing, active travel commitments have not visibly changed.



EXECUTIVE SUMMARY

Commitment:

- 1** It is encouraging that **44 countries** recognise walking and **46** cycling as a climate solution in their current NDC policies. This represents a **6%** increase in commitments for walking and **4%** increase in commitments for cycling since the 2023 baseline.
- 2** In the **71 new NDCs**, **83%** contain content relevant to pedestrians and cyclists. **38% (n=27)** have explicitly adopted the PATH policy template ambitions to improve conditions for people walking and cycling.
- 3** Celebration of the progress needs to be tempered by the visible regression in some commitments too. **Six countries** that had previously integrated active travel in their NDCs have removed these commitments from their NDCs 3.0 without explanation.

Action

- 4** Within the **27 new NDCs** that include walking and cycling, there are **46 actions listed (43%** more than in previous NDCs). Most of these reflect the actions within the PATH NDC policy template that suggests countries act to: 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**.
- 5** **Cambodia** stands out for a new package of actions to support walking in their NDC 3.0. Their emphasis is on prioritising walking, connecting destinations, providing networks and infrastructure, publishing design standards, and enabling equity.
- 6** **Lesotho and Monaco** stand out for a package of actions to support cycling in their NDC 3.0. Their emphasis is on including the provision of networks and infrastructure and establishing priority active mobility zones for cycling.



EXECUTIVE SUMMARY (Cont'd)

Finance:

- 7** Visible budgets for delivering on walking and cycling actions can be found in **22 out of the 27** walking and cycling inclusive NDCs (78%). This is a significant increase on the **2%** baseline recorded in 2023 and potentially a result of PATHs campaigning activities.

Impact:

- 8** Only **Uganda** included an evaluation framework for walking and cycling in the earlier generations of NDCs reviewed in 2023. In the NDC 3.0 policies evaluation frameworks are included in **12**. Credit to **Cambodia**, the only NDC that includes a specific evaluation framework for walking and to **Kyrgyzstan**, one of the leaders in evaluating cycling in their NDC 3.0.
- 9** Perhaps unsurprisingly, **Climate Action (SDG 13)** is the most common Sustainable Development Goal referenced as an expected outcome in the new NDCs. However there are also common references to better outcomes for **SDG 5 (Gender Equality)**, **SDG 3 (Good Health and Well-being)** and **SDG 11 (Sustainable Cities and Communities)** demonstrating the opportunity to create vibrant, inclusive, and equitable societies, save lives and benefit public health through walking and cycling investments.

Forecast:

- 10** PATH's 2023 baseline report highlighted the opportunity for **86 countries** to embed existing national transport commitments for walking and cycling into their new NDCs. Congratulations to **Australia, Brazil, Lebanon, Pakistan, UAE, United Kingdom, Uruguay and Vanuatu** who embraced the opportunity. If the other **78** followed their lead, informed by the PATH policy template for their NDC 3.0 policies, **62%** of countries (**n=123**) could be aligned on walking and cycling as a quick, affordable and reliable solution to the climate emergency.





CONTEXT

According to the 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, it 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 consumed 27% of global energy for end-uses, with fossil fuels accounting for 95.4% of energy used in transport.

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 Foundation, the European Cyclists' Federation and the UN Environment Programme.

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 greater prioritisation and investment, including through national transport, health and environment strategies and through Nationally Determined Contributions and Voluntary National Reviews.

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 Nationally Determined Contributions. 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.

² 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 3.0 2025

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
-----	-----	-----	----	-----	-----	------	------	------	------	------	------	------	------



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

The research methodology for the review of nationally determined contributions for walking and cycling:

- **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 NDC for people walking and cycling?
- **Outcomes:** Which SDGs are mentioned that NDCs are planning to deliver on?

These seven main questions form the framework of our research and the following pages highlight key findings from our study of the 71 submitted NDCs.

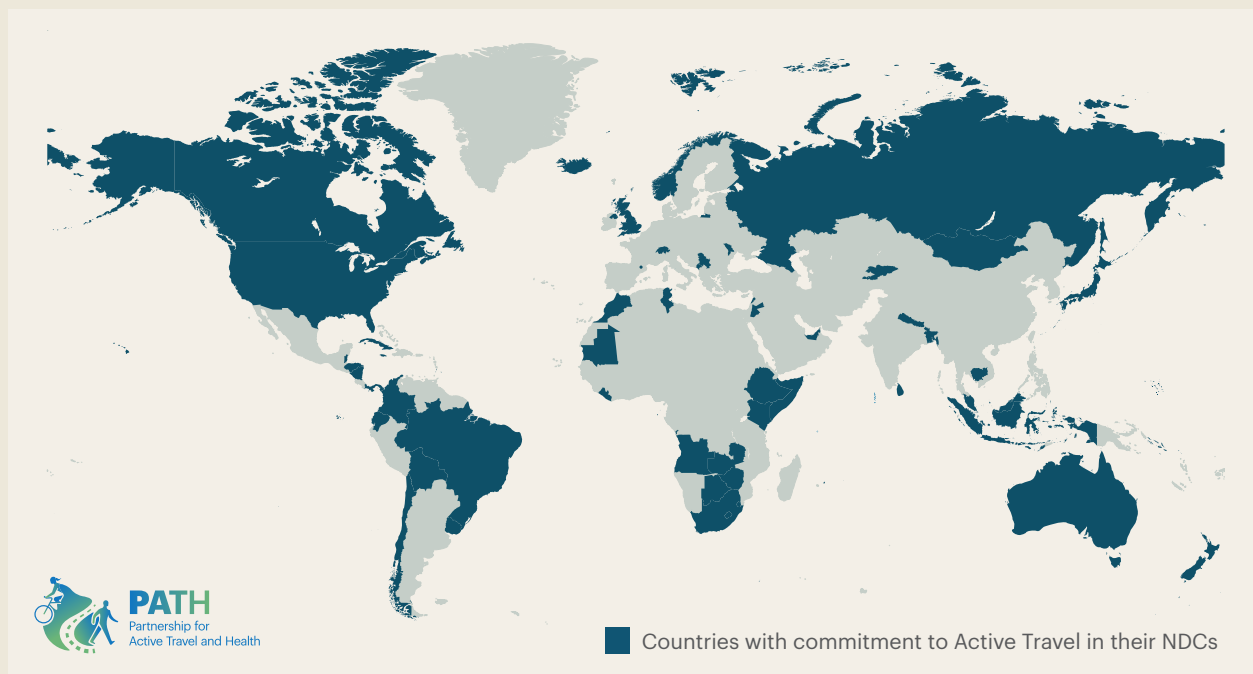
NDC policies were extracted from the UNFCCC repository (<https://unfccc.int/NDCREG>).

Limitations

- **The team recognise 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 31 October 2025.**
- 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.

NDCS 3.0

Status of NDC submissions as of 31 October 2025. It encompasses the full set of 71 new NDCs submitted after the formal September 2025 deadline.



CATEGORY	COUNTRIES	NO.
New countries with commitments for walking in their NDCs	Australia, Bangladesh, Brazil, Canada, Ethiopia, Lebanon, Liberia, Mauritius, Pakistan, Singapore, Tonga, UAE, UK, Uruguay, Vanuatu, Zambia	16
Countries with previous commitments for walking (reaffirmed in new NDCs)	Barbados, Cambodia, Colombia, Federation of Micronesia, Lesotho, Moldova, Monaco, Nepal, USA	9
Countries with previous commitments for walking (now pending updates)	Azerbaijan, Bahamas, Bhutan, Burundi, Cabo Verde, China, Costa Rica, Dominica, Dominican Republic, Egypt, El Salvador, Malawi, Mexico, Myanmar, Palestine, Sierra Leone, Suriname, Tajikistan, Uganda	19
TOTAL: (22%)		44

Countries with removed commitments for walking in NDC 3.0	Jordan, Nicaragua, Seychelles, Sri Lanka	4
---	--	---

CATEGORY	COUNTRIES	NO.
New countries with commitments for cycling in their NDCs	Australia, Brazil, Federation of Micronesia, Kyrgyzstan, Lebanon, Lesotho, Liberia, Mauritius, Pakistan, Singapore, UAE, UK, Uruguay, Zambia	14
Countries with previous commitments for cycling (reaffirmed in new NDCs)	Bangladesh, Barbados, Canada, Colombia, Ethiopia, Moldova, Monaco, Nepal, Tonga, Tuvalu, Vanuatu, USA	12
Countries with previous commitments for cycling (now pending updates)	Albania, Bahamas, Bhutan, Burundi, Cabo Verde, China, Costa Rica, Democratic Republic of Congo, Dominica, Dominican Republic, Egypt, El Salvador, Kiribati, Myanmar, Nauru, Sierra Leone, Tajikistan, Türkiye, Uganda, Venezuela	20
TOTAL: (23%)		46

Countries with removed commitments for cycling in NDC 3.0	Cambodia, Panama, Seychelles, Sri Lanka	4
---	---	---



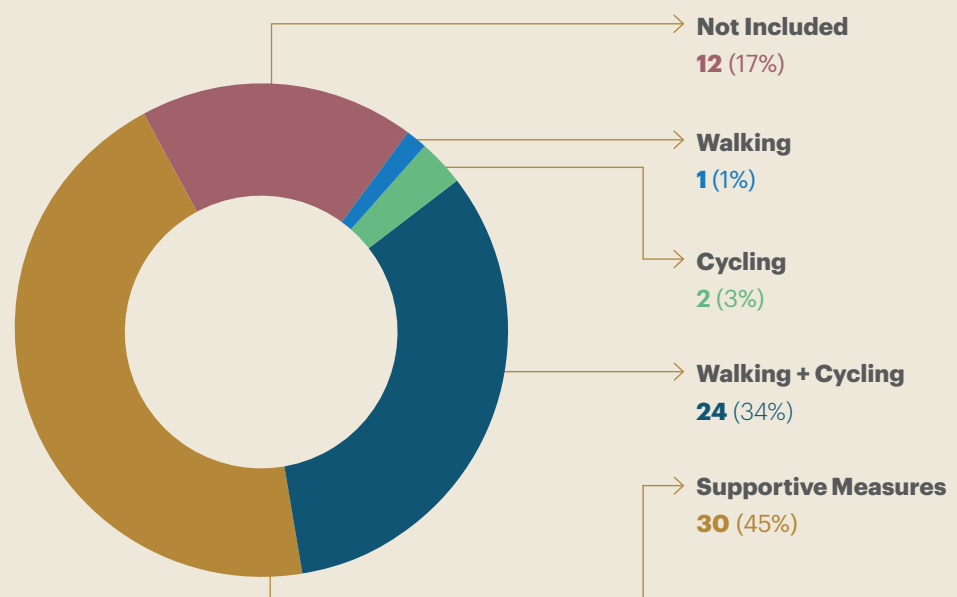
WALKING + CYCLING IN THE NEW **NDCS**

The new NDCs demonstrate substantial, though often indirect, support for walking and cycling. A combined 83% of the 71 submissions contain content relevant to pedestrians and cyclists. Only 12 (17%) don't mention walking or cycling at all.

Explicit integration of walking and cycling is found in 27 NDCs (38%), including one that mentions only walking (Cambodia) and two that mention only cycling (Kyrgyzstan and Tuvalu). However, 45% of submissions (32 NDCs) advance these modes indirectly through supportive measures such as improving public transport and enhancing urban environments.

A comparison with the 2023 baseline reveals that active mobility is gaining new adherents, with 16 new countries incorporating walking and 14 incorporating cycling in their latest NDCs. However, this progress is tempered by a concerning regression, as six countries that had previously integrated both modes have now omitted them from their new NDCs (Walking: Jordan, Nicaragua; Cycling: Cambodia, Panama; Walking and Cycling: Seychelles, Sri Lanka) .

Walking + Cycling | 2024 - 2025 (n = 71)

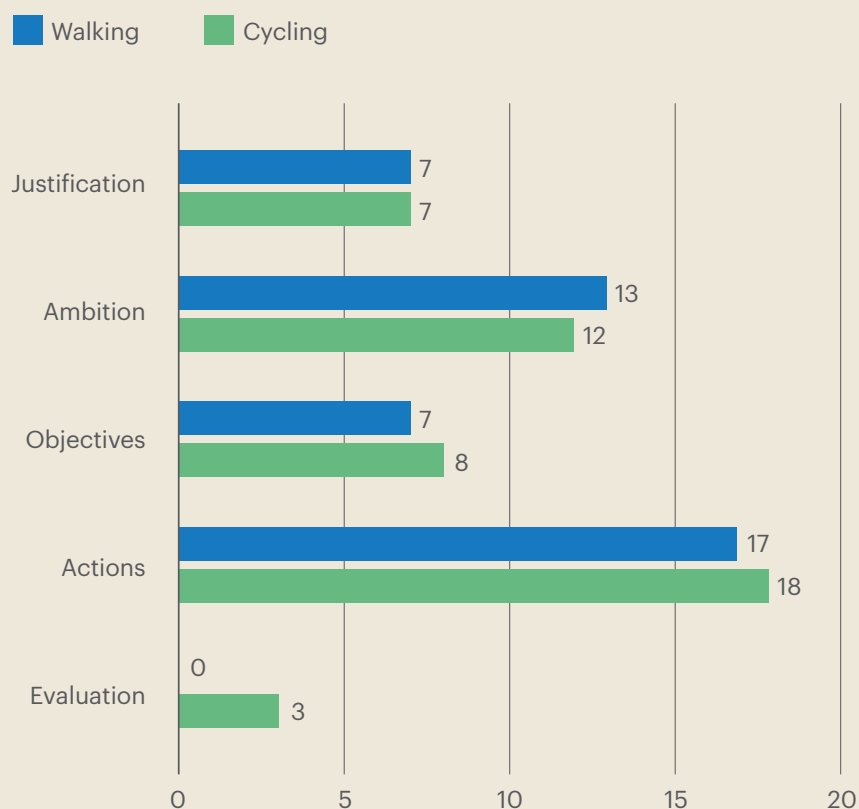




WALKING + CYCLING IN NDCS 3.0

Within NDCs, walking and cycling are most frequently addressed in the Actions sections, a positive indicator of a commitment to tangible measures. However, a critical accountability gap is revealed by their underrepresentation in Evaluation sections. While walking is mentioned in 17 actions and cycling in 18, their inclusion drops to zero and three in the evaluation sections, respectively, highlighting a contrast between making a commitment and ensuring a measurable impact.

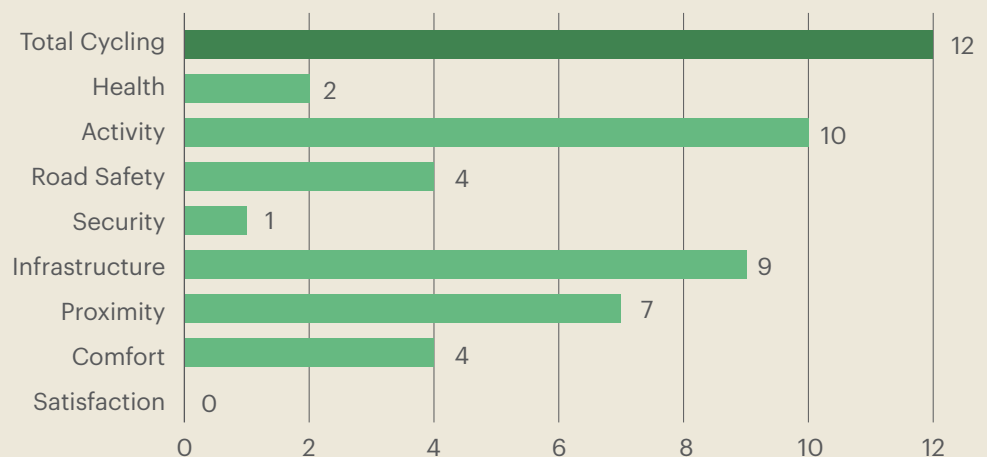
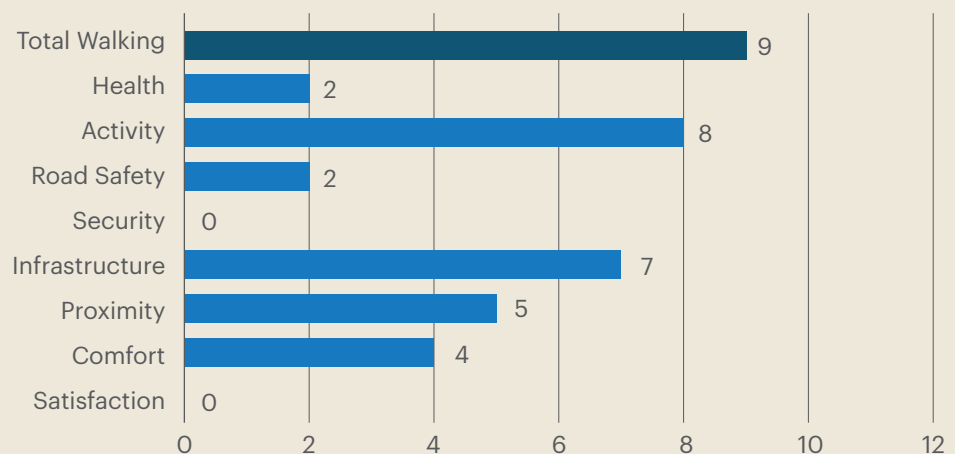
In which policy sections are walking and cycling included?





WALKING + CYCLING OBJECTIVES

Nine NDCs include objectives for walking, and 12 for cycling, with both modes prioritising quantitative, infrastructure outcomes. This focus comes at the expense of qualitative aspects of the overall experience for pedestrians and cyclists. While only one NDC includes an objective on cycling security, none address walking security, and no NDCs for either mode include objectives related to user satisfaction, indicating that current climate commitments are mostly designed to initiate trips but lack the objectives necessary to sustain them by ensuring journeys are safe, secure, and enjoyable.

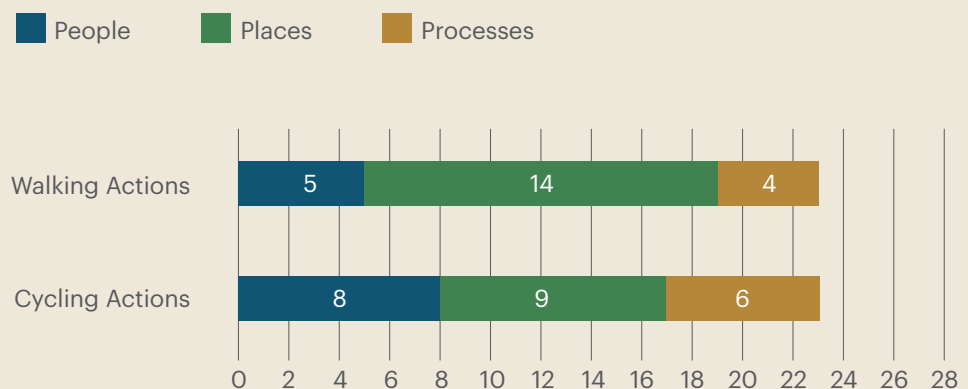




WALKING + CYCLING ACTIONS

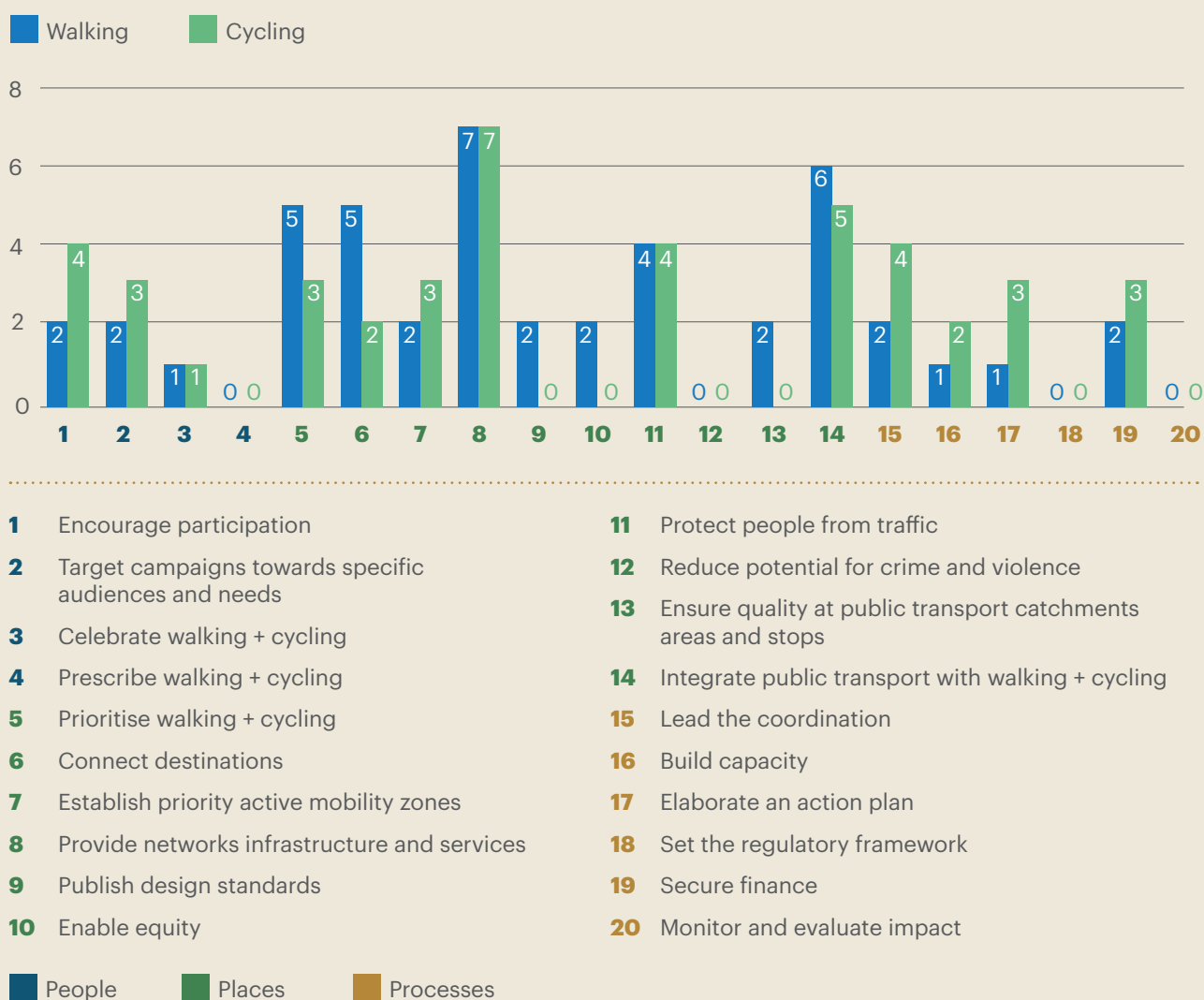
Analysis of specific actions within NDCs reveals a gap in effective processes. 15 countries include 23 walking actions, with a strong majority (61%) focused on the Places dimension (creating safe, easy and enjoyable places to walk and cycle). 16 countries include 23 cycling actions, which show a more balanced allocation between supporting and encouraging people to walk and cycle (35%), and the Places dimension (39%). The Process dimension, which includes the need for essential governance, regulatory, and financial support, remains the most underdeveloped dimension for both modes.

Walking & Cycling Actions by Dimension



PATH ACTIONS INCLUDED IN WALKING + CYCLING INCLUSIVE NDCS

A detailed mapping of NDC actions against the 20 PATH recommendations reveals that a single NDC action often encompasses multiple PATH actions. 46 PATH actions for walking and 44 for cycling were found within the new NDCs.



Analysis of the action commitments against the PATH recommendations demonstrates a concentration on infrastructure provision (Action 8) with 7 mentions for both modes and integrating walking and cycling with public transport (Action 14) with 6 mentions for walking and 5 for cycling. Cycling shows a better integration of actions in the Process dimension with 12 actions mentioned vs 6 mentions for walking.

Most critically, the mapping exposes some blind spots as no NDC action addresses reducing crime and violence (Action 12) or setting a regulatory framework (Action 18), nor monitoring and evaluation impact (Action 20) for either mode. This shows that countries are consistently omitting the accountability, safety, and regulatory pillars that are essential to keep people walking and cycling and to create equitable systems.



ANALYSIS PER DIMENSION

Supporting and encouraging people to walk and cycle:

The new NDCs focus on promotional campaigns and participation (eight actions mentioned for cycling and five for walking). Both modes show similar emphasis on Action 1 (Encouraging participation), which was mentioned four times for cycling and two for walking.

New NDCs that highlight the importance of actions to support and encourage people to walk and cycle include: Australia, Bangladesh, Canada, Kenya, Lesotho, Monaco, Tuvalu, Uruguay, and Vanuatu.

Creating safe, easy and enjoyable places to walk and cycle:

The new NDCs focus on establishing safe, accessible, and pleasant environments for walking and cycling (35 actions mentioned for walking and 24 for cycling). Infrastructure provision (Action 8) is the dominant action commitment for both modes, followed by integrating public transport and active mobility, and protecting people from traffic (Action 11) with four mentions each).

Critically, no NDC actions address reducing crime and violence (Action 12).

New NDCs that highlight the importance of actions to create safe, easy and enjoyable places to walk and cycle include: Australia, Bangladesh, Barbados, Cambodia, Kyrgyzstan, Lesotho, Liberia, The Federated States of Micronesia, Monaco, Tonga, United Arab Emirates, Uruguay and Vanuatu.

Embed walking and cycling into the policy process:

The new NDCs are less committed to the foundational work for systemic change to ensure the implemented actions are effective. The most common actions mentioned for walking and cycling are leading coordination (Action 15) and securing financing (Action 19) both mentioned twice for walking and four and three times for cycling respectively.

There are no records of actions aimed to set regulatory frameworks (Action 18) or to monitor and evaluate impact (Action 20).

Promoting active transport funds and leading urban master planning strategies for active travel are just two examples of the actions reported by countries like Australia, Canada, Colombia, the United Arab Emirates, Vanuatu and Zambia in their new NDCs.

“ 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”

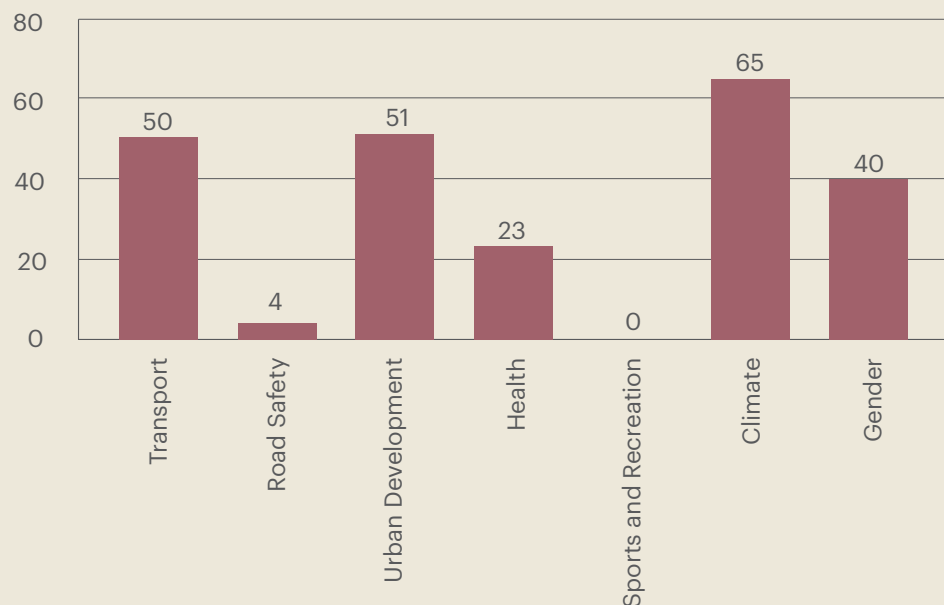
 **Mauritius NDC 3.0 2025**



POLICY COHERENCE

The analysis of policy coherence reveals that NDCs are strongly aligned with climate, urban development, and transport policies (referenced in 92%, 73%, and 70% of NDCs, respectively). However, they critically underutilise key sectors that are fundamental to building equitable and effective climate resilience. For example, gender policies are only referenced in 56% of NDCs despite the disproportionate vulnerability of women to climate impacts. More strikingly, NDCs largely overlook road safety policies (6%) despite their role as critical enabler and prerequisite for a shift to active mobility.

Most referenced policies within the NDCs



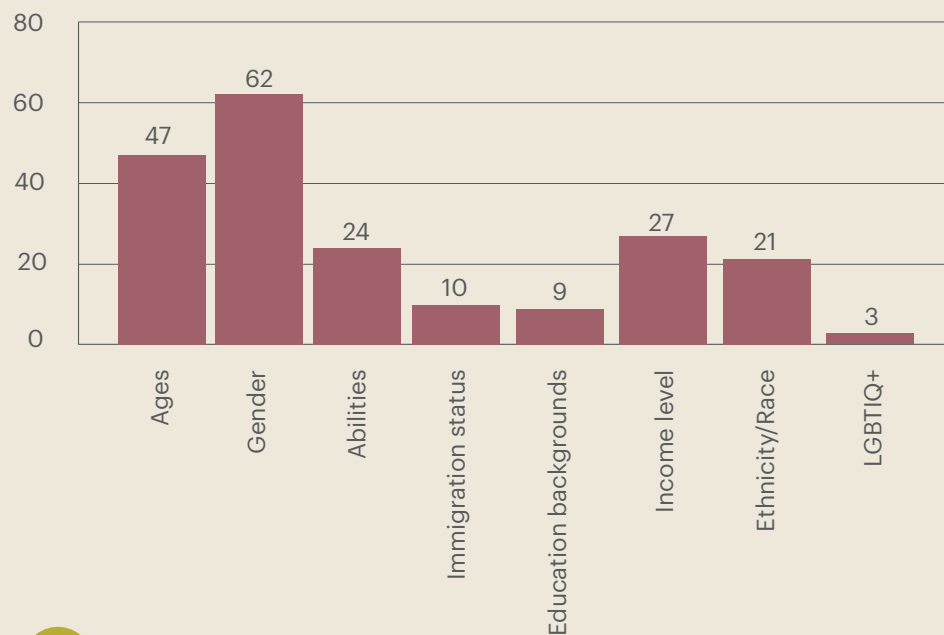


DIFFERENTIAL APPROACH

Analysis of the differential approach reveals that gender is widely recognised (mentioned in 87% of the new NDCs) however, this recognition is only supported by a reference to a gender policy in 56% of cases.

For other critical dimensions of social vulnerability, the level of recognition is lower. Different age groups are mentioned in 66% of NDCs, while income levels (38%) and different abilities (34%) are less referenced, indicating that the consideration of vulnerable populations remains inconsistent within national climate commitments.

Differential Approach



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.

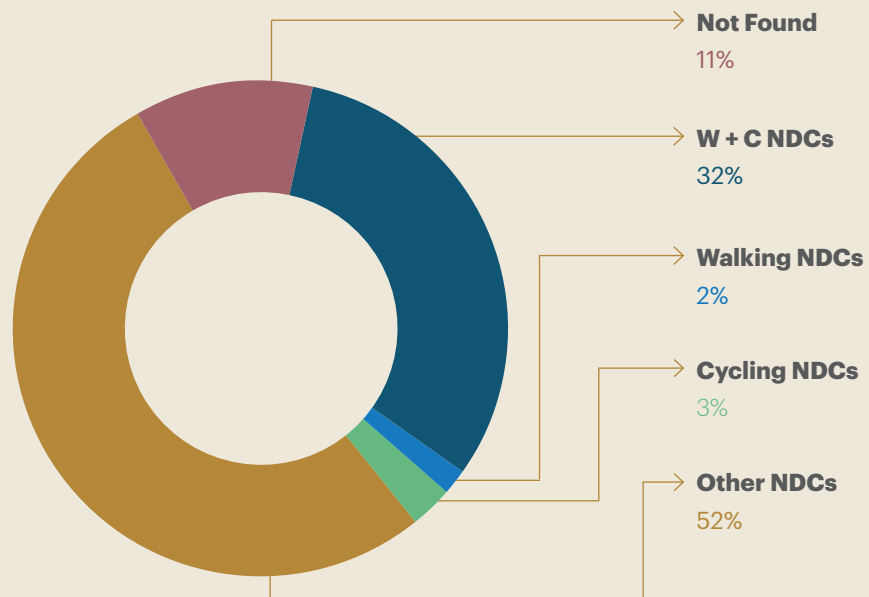
 Australia NDC 3.0 2025



GOVERNANCE, FINANCE + EVALUATION MECHANISMS

Out of the 71 new NDCs, 63 (89%) demonstrate multisectoral governance frameworks. This commitment to coordinated implementation is nearly universal for those that include active mobility, applying to 26 of the 27 NDCs that integrate walking and/or cycling.

Multisectoral Governance



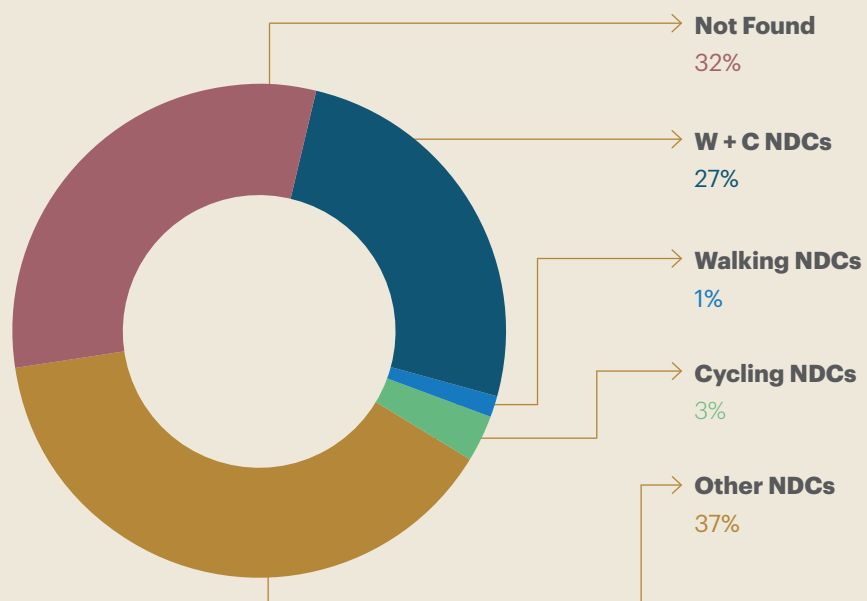


GOVERNANCE, FINANCE + EVALUATION MECHANISMS

In terms of funding, 64% of the NDCs (46 out of 71) have allocated funds. This financial commitment is particularly strong among NDCs that integrate walking and/or cycling; 23 out of 25 walking and cycling inclusive NDCs have allocated funds with Liberia and the United States being the exceptions. Furthermore, 20 of these 25 NDCs have a visible budget, providing an additional level of transparency.

The five countries with NDCs that include walking and cycling but do not have a visible budget are Monaco, the United Arab Emirates, the United Kingdom, the United States and Uruguay.

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.”

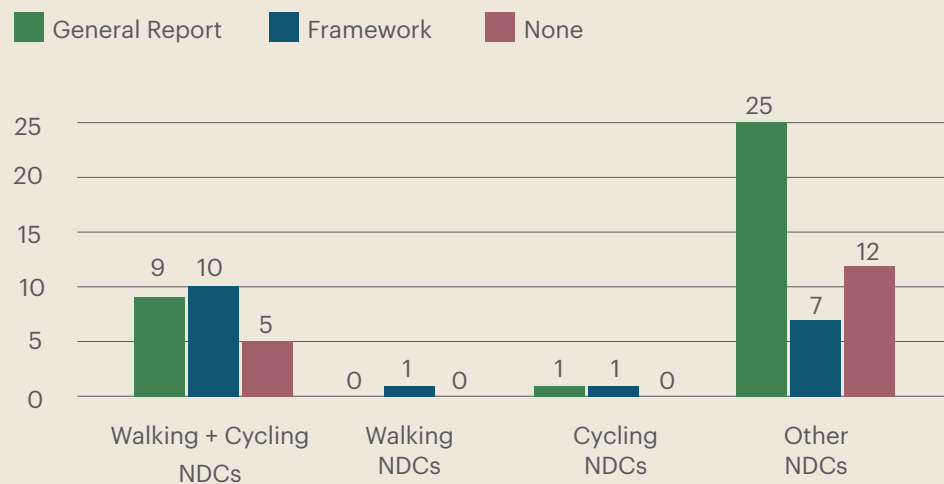
 **Canada NDC 3.0 2025**



GOVERNANCE, FINANCE + EVALUATION MECHANISMS

Out of the 71 new NDCs, 76% have evaluation mechanisms. This proportion is higher for NDCs that include walking and/or cycling, with 19 out of 27 (70%) new NDCs that include walking and cycling incorporating an evaluation component. However, the quality of these mechanisms varies. Only 12 walking and cycling inclusive NDCs adhere to best practice by establishing a dedicated evaluation framework and the remaining 10 rely on a general report, which often lacks specific indicators, making it difficult to isolate and measure progress on active mobility goals.

Evaluation Mechanisms



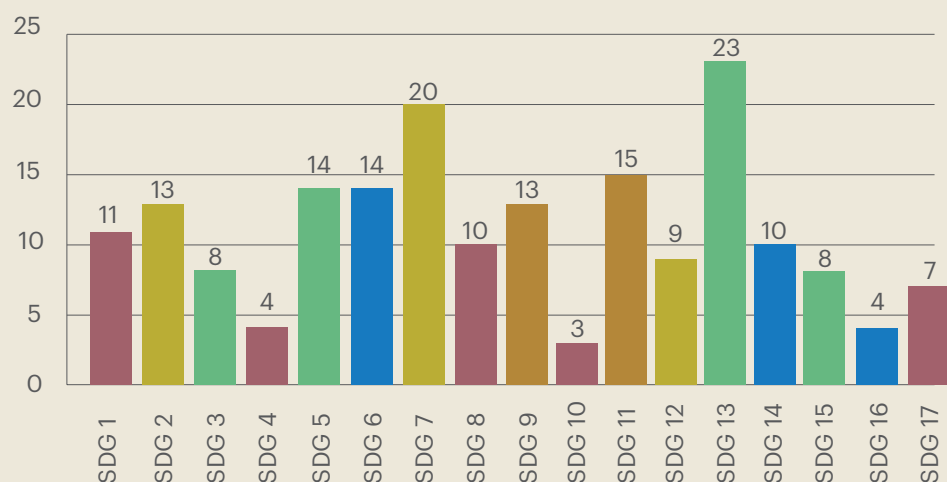


OUTCOMES

The intrinsic link between the Paris Agreement and the 2030 Agenda for Sustainable Development is reflected in the design of the new NDCs. The analysis found that 26 of the 71 new NDCs are connected to at least one specific SDG. As anticipated, SDG 13 (Climate Action) is the most frequently cited, referenced by 23 countries. This is followed by SDG 7 (Affordable and Clean Energy), cited by 20 countries, reflecting the strong focus on energy transition, and SDG 5 (Gender Equality), referenced by 14 countries. In contrast, the least cited goals are SDG 10 (Reduced Inequalities), mentioned by only 3 countries, and SDGs 4 (Quality Education) and 16 (Peace, Justice, and Strong Institutions), each cited by 4.

SDGs 3 and 11 are central to delivering the broader co-benefits of climate action, yet they are cited in only 8 and 15 NDCs respectively. SDG 3 (Good Health and Well-being) directly underpins outcomes for saving lives and benefiting public health through reduced air pollution and safer roads, and SDG 11 (Sustainable Cities and Communities) is the foundational framework for creating vibrant, inclusive, and equitable societies by supporting public transport, improving urban accessibility, and mitigating climate change at the local level. The analysis highlights a significant gap in leveraging climate policy for maximum health and urban development impact.

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 3.0 2025



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



© Copyright 2012-2025 BIKEPACKING.com



Lesotho

Lesotho is the only country 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 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”.

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.

Thank you to the team

Led by Walk21 Foundation. Special thanks to Natalia Lleras, Fredy Bustos and Michel Zuluaga who led the research, and to the PATH steering group members: Sheila Watson, Deputy Director, FIA Foundation, Bronwen Thornton, CEO, Walk21, Lauriane Krid, CEO, European Cyclists' Federation and Carly Gilbert Patrick, Team Leader - Active Mobility, Digitalization & Mode Integration, UNEP.

Designed by: [TrishFoxDesign.com](https://www.TrishFoxDesign.com)

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.

© FIA Foundation

Any part of this publication may be copied, translated into other languages or adapted to meet local needs without prior permission from the FIA Foundation, provided the work is appropriately cited.



PATH

Partnership for
Active Travel and Health

PathForWalkingCycling.com

