

A ZEV Rapid Response Facility Concept Note

Background and Rational

Whilst positive progress has been made in the transition to ZEVs, EMDEs risk being left behind in the transition due to challenges such as access to resources and know-how. Recent predictions suggest a two-tier global auto market could become entrenched: on current trajectories, by 2040, over half of global Internal Combustion Engine (ICE) vehicle sales will be in emerging economies, with the share of EV cars on the road being 45% lower in EMDEs than leading markets¹.

This urgent and systemic global challenge has been recognised under the Road Transport Breakthrough, which identified a need to take urgent action on strengthening the international assistance available to EMDEs and mobilising large-scale investments into ZEV deployment across all regions. It was also recognised by the ZEV Transition Council² (ZEVTC), forming one of the Council's key pillars – 'supporting a global transition' – in their 2022 Action Plan.

Over the last year, under this Action Plan pillar, the ZEVTC established the International Assistance Taskforce (IAT)³ and ran a series of ZEV Regional Dialogues with over 40 EMDE countries. Two currently prominent gaps in international assistance for EMDEs were identified: (i) a lack of agile response to targeted, short-term and urgent EMDE asks and (ii) the inaccessibility of current international assistance owing to its typically disparate, fragmented and uncoordinated evolution.

In short, the key challenge for many EMDE governments (and their technical agencies) is how to navigate the technical assistance (TA) landscape easily, and access vital early-stage support quickly, to put the country on a ZEV transition pathway – for example, support to clarify ZEV transition options that reflect the domestic context, initial data collection and modelling, early project preparation and for bids to larger regional and multilateral programmes, advice on procurement routes, amongst other areas.

Proposal

To help respond to this challenge and support an accelerated global transition to ZEVs, we propose establishing a **ZEV Rapid Response Facility (ZEV-RRF)**. This would seek to learn from and build on aspects of the Energy Transition Council's (ETC) RRF launched in 2021. The ZEV-RRF would also seek to be a demand-led, coordination mechanism to allow EMDEs a single gateway to access a wide network of existing assistance and know-how providers, committed to working together to respond quickly and effectively to requests for assistance wherever possible.

Operating in a hub-and-spoke model, this would be achieved through a small central secretariat (the hub) docking into a network of world-leading experts and delivery partners (the spokes), which could include:

- a) Interested members of the existing IAT network; and
- b) Interested non-IAT members who provide on-the-ground support in EMDE countries (for example, regional MDBs, amongst others)

The hub would quickly match EMDE country asks with, for example, short-term technical support through the network of spokes. We would also envisage growing the number and range of spokes under the ZEV RRF over time to incorporate other relevant bilateral, regional and multilateral providers – this would also be informed by the recommendations from the IAT's Strategy and Coordination Working Group and Country Projects and Partnerships Working Group over the coming year.

The hub would provide an initial advisory function for EMDEs to help test, shape and sharpen requests for assistance, where needed, to ensure they were clear and well-sequenced as well as genuinely additive.

The aim would be for EMDEs, who wish to go faster in their own ZEV transitions, to be able to gain: (a) quick clarity on what their specific needs and requirements are and develop a plan(s) to address these, where feasible; (b) easy visibility on what support is already available to overcome the challenges; and (c) where applicable, quick access to support that enables countries to increase and implement their ZEV ambitions, including accessing larger existing support where needed (via e.g. MDBs and global funders).

¹ BloombergNEF EV Outlook, June 2022

² The [ZEVTC](#) was formed as the world's first political forum to discuss how to accelerate the pace of the global transition to zero emission vehicles.

³ The International Assistance Taskforce, mandated by ZEV Transition Council Ministers in their [2022 Action Plan](#) to address a global coordination gap, convenes key delivery partners/experts in the international assistance space – see end of concept note for list of members.

Given the potential economic, health and security opportunities, the ambition is that the ZEV-RRF enables EMDEs to realise their existing ZEV transition ambitions far faster and raise ambitions much further, including leapfrogging technological stages altogether.

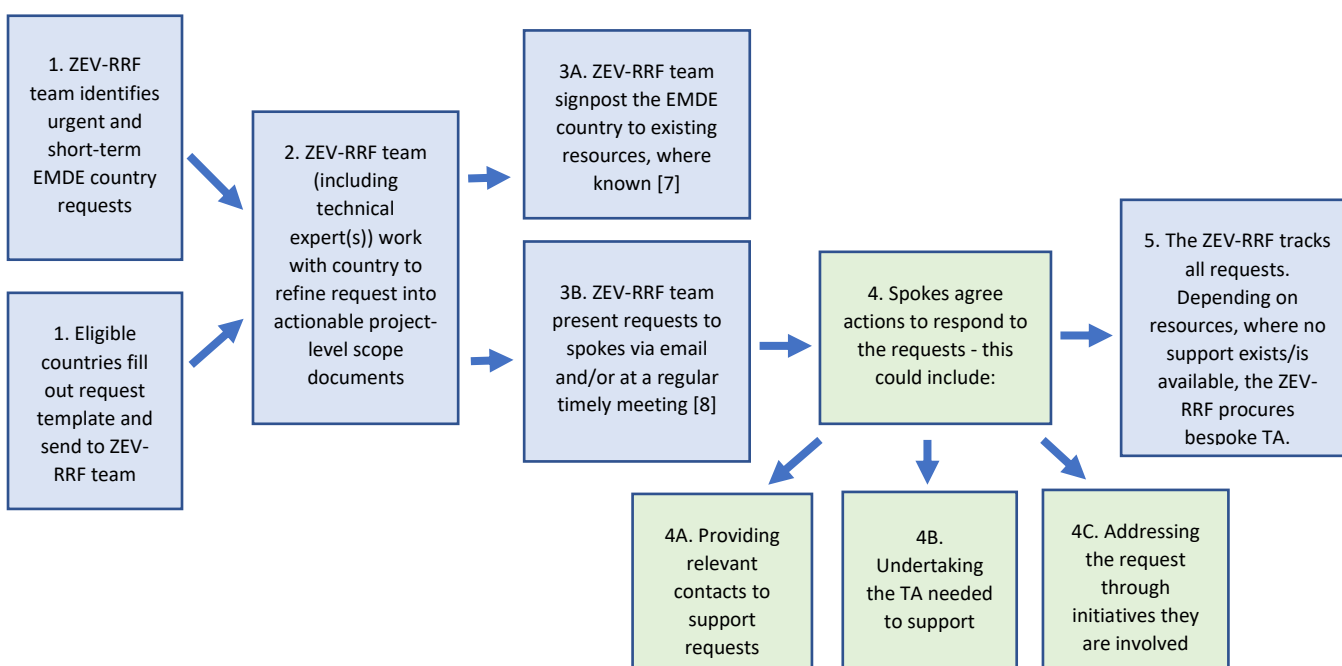
The ambition for the ZEV-RRF is to support EMDEs – with the ambition being this also encompasses sub-nationals - with equal access to the Facility’s resources and broader network.

We will continue to explore opportunities for the ZEV-RRF to strongly link to and support a) the new flagships initiative⁴ being developed for launch at COP27 and b) wider international and regional initiatives and activities, such as the Global Electric Mobility Programme, TUMI Mission and the Global Facility to Decarbonise Transport, amongst others.

Set-up and Process

The ZEV-RRF hub, comprising of a small but scalable number of specialist staff, would for example:

1. By remaining up to date on the current landscape of international assistance for ZEVs, the team could collect and coordinate urgent and short-term country requests for TA. The ZEV-RRF team would be both proactive and reactive – with the balance of these being dependant on team capacity – in the collation and drafting of requests.
2. Use technical expertise to test and refine the ask with the lead officials from the recipient country to ensure it is developed into a clear and actionable project-level scope request.
3. The ZEV-RRF would then, for example:
 - a) Signpost the EMDE country to existing resources where known and available⁵; and/or
 - b) Share these requests with spoke organisations⁶, with members either: providing contacts; agreeing to undertake the TA; and/or, addressing the request(s) through existing initiatives they are involved or oversee.
4. The ZEV-RRF team would track all requests to ensure timely responses are made to EMDE countries. Depending on resources, where there is no existing initiative and/or capacity to support, the ZEV-RRF could itself procure bespoke TA using a dedicated ZEV-RRF funding pot.



⁴ These would be support mechanisms (covering e-buses, freight, 2&3-wheelers, existing fleets and active mobility), with each acting as a centre of gravity for identifying/understanding issues, coordinating stakeholders and activities as well as providing a means to offer targeted support.

⁵ This action may come sooner in the process in the event it is both clear what the TA requirements of a country are and there is prior knowledge that this support already exists.

⁶ Whether the ZEV-RRF and spoke organisations establish a standalone meeting and/or look to utilise the existing IAT meetings is TBD. Regardless, there would be timely follow-up, including via email/virtual means.

Operations and Resourcing

The ZEV-RRF Secretariat team would oversee implementation, track progress and requests, and assess impact – this includes ensuring requests are being responded to and in a timely manner. Spoke institutions would have the primary responsibility for undertaking requests under the ZEV-RRF, as/where they have agreed to. This will aim to avoid duplication, promote a more joined up international offer, and build on existing capacity, partnerships, and delivery channels where available.

Decisions on spokes for each request (i.e. 'lead spokes') will be made in a transparent and collaborative way both at the RRF meetings – in which all spokes would be invited – and/or via email with all parties. The frequency of meetings with spokes, where requests are actioned, would be reviewed regularly to ensure appropriate time and resources are being given. When agreed, spokes who have agreed to take TA forward would then go through any relevant processes, including procurement if/where required, in response to a country's request(s).

A review by the Secretariat team would take place annually, and potentially more regularly, to update the list of spokes in the ZEV-RRF network – the duration of membership and extend of support provided to countries via the ZEV-RRF would be fully up to the individual spoke organisation to decide, based on factors such as their existing capacity and resources.

The ZEV-RRF Secretariat team would sit within the broader Secretariat for the ZEVTC and be supported by the same team servicing the IAT and potential ZEV Governments International Assistance Coordination Group (name TBD), ensuring strong coordination and join-up. The ZEV-RRF team would provide regular reports into the IAT and a consolidated annual report to the Coordination Group and the ZEVTC on any major gaps identified in the landscape of assistance, lessons learned, progress achieved and future plans.

The ZEV-RRF will be funded and resourced through a range of means, including via interested donor governments, international institutions, and philanthropy. This could be in the form of funding (for the pot of money to provide bespoke TA) and/or a secondee(s). With the latter, there would also be flexibility with contributing part of 1 FTE.

Potential spokes

The following, which includes the full list of current IAT members, are who we would be looking to invite – in the first instance – to become a spoke of the ZEV-RRF. Not all organisations may agree to do so, e.g. because of capacity. We will therefore look to refine this list as conversations take place, including with wider non-IAT organisations in the coming year (such as regional MDBs). Further suggestions to this non-exhaustive current list are welcome:

- Country Governments, such as those in the ZEVTC and IAT
- Climate Compatible Growth (CCG)
- Climate Investment Funds (CIF)
- ClimateWorks Foundation
- FIA Foundation
- Gesellschaft für Internationale Zusammenarbeit (GIZ)
- Global Environment Fund (GEF)
- Green Climate Fund (GCF)
- Greening Grids Initiative (GGI)
- High Level Climate Action Champions Team
- International Council on Clean Transportation (ICCT)
- International Energy Agency (IEA)
- International Renewable Energy Agency (IRENA)
- International Transport Forum (ITF)
- SLOCAT Partnership
- Sustainable Mobility for All (SuM4All)
- UC Davis
- United Nations Environment Programme (UNEP)
- United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)
- World Bank, World Business Council for Sustainable Development (WBCSD)
- World Resources Institute (WRI)