ROADMAP TO 2030

Enabling a Global Transiton to Zero Emission Vehicles

2025 UPDATE & 2026 PLANS

ZEV TRANSITION COUNCIL

International Assistance Taskforce

THE ZEV TRANSITION COUNCIL (ZEVTC)

Launched in 2020, the ZEVTC is a political dialogue that convenes ministers and representatives from most of the world's largest and most progressive automotive markets to collectively address some of the key challenges in the transition to ZEVs. This includes work to strengthen international support for a truly global transition.

THE ZEVTC INTERNATIONAL ASSISTANCE TASKFORCE (IAT)

Convening global technical and financial support providers and experts as well as governments, the IAT was established in 2022 to strengthen coordination of international development assistance by providing a platform for dialogue, knowledge exchange, and collaboration.

THE BREAKTHROUGH AGENDA

Launched by world leaders at COP26, the Breakthrough Agenda is an international collaboration framework for countries, businesses, and civil society to join up and strengthen their actions across key emitting sectors, including road transport.

Cover Photo: Car charging at station, Bangok, Thailand. *Image via Shutterstock.*

EXECUTIVE SUMMARY

With road transport accounting for 12%, of global greenhouse gas emissions,[1] a share that is expected to rise in coming years, the transition to zero-emission vehicles (ZEVs)[2] will be integral for meeting the goals of the Paris Agreement and keeping 1.5 °C warming within reach. At COP28, the outcome of the first Global Stocktake under the Paris Agreement also called for accelerating the reduction of emissions from road transport—the single largest oil-consuming sector today[3]—as well as a doubling of the global average rate of energy efficiency improvements by 2030.[4] With electric vehicles (EVs) being two- to four-times more efficient than current internal combustion engine vehicles,[5] the switch to EVs (taken with the switch to solar photovoltaics) could provide one-third of the emissions reductions needed to meet the Global Stocktake's energy efficiency target by 2030.[6]

Although there continues to be strong progress in the ZEV transition across regions, many countries, particularly emerging markets and developing economies (EMDEs),[7] remain at risk of being left behind in the transition and missing out on the benefits that an accelerated transition to ZEVs can bring—from improved air quality to job creation and economic growth.[8]

Recognising the risk that a multi-tiered global auto market could become entrenched this decade unless urgent action is taken,[9] the ZEV Transition Council (ZEVTC) launched the Global ZEV Transition Roadmap to 2030 at COP28,[10] which set out the totality of existing international support for EMDEs as well as collective actions to help make ZEVs the most affordable, accessible, and attractive option in all regions by 2030.[11] This is the second annual update of that Roadmap, with the first launched at COP29.[12]

The global ZEV transition continues to evolve rapidly, with challenges varying across regions. This year's Roadmap therefore specifically spotlights and celebrates the current efforts underway across regions, providing a non-exhaustive list of global- and regional-level initiatives that, as of 2025, are actively supporting EMDEs in their transitions to ZEVs and electric mobility. The list summarises recent activities as well as plans for 2026, with efforts to identify opportunities to further strengthen support and enhance coordination across the international landscape also continuing in 2026 and beyond.

Overview of Existing Initiatives and Their Plans for 2026

The following presents a non-exhaustive list of global- and regional-level initiatives that, as of 2025, are actively supporting EMDEs in their transitions to ZEVs and electric mobility, including support related to charging infrastructure and supply chains. The list also summarizes the recent activities of the initiatives and plans for the coming year. We intend to continue identifying opportunities through the ZEVTC's International Assistance Taskforce to further strengthen support and enhance coordination across the international landscape in 2026 and beyond.

Accelerating to Zero (A2Z) Coalition

Launched at COP26 by a leadership group of more than 100 countries, businesses, and organisations, the Zero Emission Vehicles Declaration (ZEV Declaration) commits to working towards all sales of new cars and vans being zero-emission globally by 2040, and by no later than 2035 in leading markets. At COP27, the Accelerating to Zero (A2Z) Coalition was launched to host the ZEV Declaration and provide a platform for the growing number of signatories—now over 230—to showcase their commitments, provide access to support and resources (including an international community of best practice), and track progress. EMDE countries that have signed the ZEV Declaration have access to additional bespoke support, including via the ZEV Rapid Response Facility (discussed below).

Asian Infrastructure Investment Bank (AIIB)

The AIIB, a multilateral development bank comprising 110 approved Members, continues to advance sustainable, resilient, and technology-driven infrastructure to support a low-carbon future. Within the transport sector, AIIB's strategic focus lies in reducing carbon emissions, accelerating fleet electrification, and fostering the adoption of green and smart transport technologies across its portfolio. For example, in India, the AIIB is financing projects related to electric bus procurement, operations, maintenance, and charging infrastructure in Maharashtra, and lending for energy-efficient and low-carbon vehicles. Another example is in China, where the AIIB has enabled the leasing of thousands of electric logistics vehicles and helped develop net-zero transition plans, whilst also funding the replacement of diesel buses with battery electric buses and digitalising public transport management in several cities. The AIIB has also deepened its commitment to technology-driven decarbonisation through investments in climate transition and innovation funds, such as the NIO Capital Eve ONE Fund II and Actis Asia Climate Transition Fund, to advance sustainable transportation and catalyse investment across emerging Asian economies. Its activities will continue in 2026.

Asia-Pacific Initiative on Electric Mobility

Launched in 2022 and coordinated by the UN Economic and Social Commission for Asia and the Pacific (ESCAP), the Asia-Pacific Initiative on Electric Mobility aims to help accelerate the transition to electric mobility across the region. With a focus on public transport fleets, activities include enhancing regional and multi-sectoral collaboration, as well as strengthening countries' capacity to formulate national policies and strategies. Since its launch, the Initiative has convened regional and sub-regional knowledge exchange meetings and delivered training and capacity-building sessions, including in collaboration with research and academic institutions. Key outputs include national policy frameworks on electric vehicles for Cambodia, Fiji, Georgia, Mongolia, Nepal, Lao People's Democratic Republic (Lao PDR), and Thailand.

Implementation of the 2023-launched *Electric Mobility in Public Transport: A Guidebook for Asia-Pacific Countries* also got underway with principles to guide the development and implementation of electric mobility in public transport policies in Asian countries. ESCAP is currently supporting four pilot countries—Lao PDR, the Philippines, Sri Lanka, and Tajikistan—as part of an electric bus project. The creation of an electric vehicle readiness index for public transport for South-East Asia is underway, while an electric vehicle accelerator programme for South-East Asian countries is being developed, with Cambodia, Indonesia, Malaysia, and Thailand selected as pilot countries.

Climate Compatible Growth (CCG) Programme

The CCG Programme, funded by the UK Government, supports investment in sustainable energy and transport systems to meet development priorities in EMDE countries. It undertakes a range of research and capacity-building activities to help countries develop economic strategies, plans, and policies that attract investment in low-carbon growth. This is achieved by convening research organisations, local experts, governments, and multilateral development banks (MDBs) and other international institutions to identify appropriate low-carbon development pathways.

In 2025, CCG engaged in several country-level projects—including in Ghana, Kenya, Zambia, Lao PDR, and Vietnam—as well as regional partnerships, such as with the Asian Development Bank on decarbonisation pathways for Asian countries. In June 2025, the UK's Foreign, Commonwealth & Development Office (FCDO) signed an MoU with the Asian Development Bank to pilot the Data to Deal approach in four Asian countries, aiming to accelerate climate finance for low-carbon transport investments in 2026. CCG is also part of the Transport Data Commons Initiative (TDCI), which aims to improve open access to transport data to support better decision-making and investment planning across regions as a contribution to the upcoming UN Decade of Sustainable Transport.

Climate Group Transport Initiatives

Climate Group unites businesses and subnational governments to drive the transition to ZEVs. This includes the EV100 network, which is mobilising over 120 corporate members committed to electrifying light-duty fleets by 2030/2035 and medium- and heavy-duty fleets by 2035/2040. In 2025, Climate Group relaunched EV100 with updated commitment criteria to reflect differing market and policy contexts in advanced markets and EMDEs. It introduced the EV Pledge Network "pre-commitment" tier to support an increased network of businesses interested in fleet decarbonisation. Membership expanded to include Suzlon, Inspiration Mobility and Arcadis, alongside growth into six emerging markets—Mexico, Chile, Brazil, Kenya, South Africa and Indonesia—supported by local partnerships and new in-market teams. Climate Group also continued to advance policy engagement on fleet decarbonisation by raising the voice of ambitious fleets at international platforms. It influenced CO_2 standards and the EU initiative on Greening Corporate Fleets and continues to advocate for ambitious fuel efficiency policies in India, coordinate ministry engagement in Japan, and support policy development in new markets like Brazil. EV100 also hosted a range of technical workshops and flagship events, including at Climate Week NYC and through EV100-hosted conferences in India and Japan.

Looking ahead to 2026, Climate Group will scale activities to drive the EV transition, implementing regional delivery programmes with partners, launching knowledge-sharing activities for members across EMDEs, activating members in key policy debates, and expanding the EV Pledge Network. Climate Group will also provide practical tools and platforms for EV100 members aligned around core themes, including grid readiness and charging infrastructure, financing, and supply side regulation—ensuring that the EV transition delivers both environmental and economic benefits across emerging markets.

Clean Technology Fund (CTF)

The CTF, a sub-fund of the Climate Investment Funds (CIF), is scaling its support for cleaner transportation in EMDEs, including through improving public transit, vehicle efficiencies, and grid systems, as well as supporting modal shifts to help countries adopt cleaner technologies. Currently active projects are accelerating the shift to electric mobility in Colombia and Costa Rica as well as financing sustainable electric transport solutions in Ecuador and Peru.

Climate Technology Centre and Network (CTCN)

Hosted by the UN Environment Programme (UNEP), the CTCN is the implementation arm of the Technology Mechanism of the UN Framework Convention on Climate Change (UNFCCC). The

Electric three-wheelers parked in Gujarat, India. *Photo via Shutterstock.*

CTCN, which celebrated its 11-year anniversary in 2025, helps to accelerate the transfer of environmentally sound technologies for low carbon and climate resilient development at the request of countries. By leveraging a global network of 900 technology companies and institutions, the CTCN provides countries with technology solutions, capacity building, and advice on policy, legal, and regulatory frameworks. Recent activities include the development of a national framework for e-mobility in Tanzania to promote cleaner transport and boost the participation of women in the sector. This project was complimented by a CTCN-led US$5.45 million Green Climate Fund application for an e-mobility bus depot in Tanzania. Projects on sustainable mobility will continue to be implemented in 2026, as aligned with the CTCN's 2023–2027 Work Programme.

Collective for Clean Transport Finance (CCTF)

Launched at COP27, the CCTF convenes the public sector (authorities, policymakers, market regulators, and governments), strategic finance groups (asset owners and managers, banks, and development finance institutions), and relevant industry leaders (original equipment manufacturers and industry networks) to collaborate on zero-emission transport projects. In 2025 and 2026, the CCTF, co-convened by Smart Freight Centre (SFC) and the World Business Council for Sustainable Development (WBCSD), has continued work to scale investments in zero-emission technologies. This includes mobilising public and private finance institutions in regional and global dialogues for the creation of de-risking mechanisms for investment across regional ZEV and charging infrastructure deployment opportunities. The update of the Bloomberg- and SFC-led factbook for investors provided strong data points on the rapid market developments for zero-emission trucks as a viable asset class.

Digital Transport for Africa (DT4A)

Established in 2017 by World Resources Institute (WRI), the French Development Agency (AFD), Columbia University, and the Massachusetts Institute of Technology, DT4A is a community initiative dedicated to improving African urban transport through digital data. Open to individuals and organisations committed to ethical data collection principles, including the Digital Principles for Development, DT4A prioritises end-user value, open standards, innovation, and peer-to-peer learning. The initiative promotes transit mapping with a gender lens and emissions focus, emphasising collaboration and community building across African cities. It encourages and curates standardized paratransit datasets in General Transit Feed Specification (GTFS) format.

To date, DT4A has mapped and curated about 20 datasets, all available in an open GitLab repository. Many mapping efforts involve local participation, such as students and local professionals, and provide training for city officials and technical staff. The initiative also runs the DT4A Innovation Challenge, supporting innovative local open data projects for sustainable and equitable transport outcomes. In 2026, DT4A will continue work to further enable paratransit data creation, stewardship, and dissemination through its network.

Decarbonising Transport Initiative

Coordinated by the International Transport Forum (ITF), the Decarbonising Transport Initiative (DTI) promoted carbon-neutral mobility by providing decision-makers with tools to select CO2 mitigation measures that deliver on their climate commitments, thereby helping governments and industry—including in EMDE countries—to translate climate ambitions into actions. It did so through continually building its catalogue of effective CO2 mitigation measures on the Transport

Climate Action Directory (TCAD), providing targeted analytical assistance for countries and partners, gathering and sharing evidence of best practice, as well as building a global policy dialogue. In 2024, the DTI supported countries by tracking progress, providing in-depth sectoral and focal studies, assessing policy levers to support national pathways, and organising global dialogues through high-level roundtables, policy briefings, and technical workshops. As part of this workstream, the ITF also launched a biennial Transport Outlook report that looked at global projections for transport demand and CO2 emissions under different policy scenarios. It concluded in 2024 with the launch of the Guide to Integrating Transport into Nationally Determined Contributions (NDCs), which supports national governments with developing their next round of NDCs in 2025.

E-mobility Program for Sustainable Cities in Latin America and the Caribbean

Led by the Inter-American Development Bank, the E-mobility Program continues to support the shift to low-emission and resilient transportation systems across the region. Over its lifetime (2022–2030), the Program will provide US$450 million in concessional loans and grants to nine countries (Barbados, Chile, Colombia, Costa Rica, Dominican Republic, Jamaica, Panama, Paraguay, Uruguay), including US$200 million in concessional finance from the Green Climate Fund (US$145 million in loans and US$55 million in grants). In 2024-25, the Program undertook outreach activities and missions to initiate the identification, preparation, and consolidation of projects, with implementation of some projects starting in 2025. The Program also developed EMOVILAC, a regional digital platform to connect electromobility stakeholders, promote technical training, foster knowledge sharing, and establish multi-sectoral communities of practice. In 2026, work across these areas will continue with new projects also starting their implementation across the region.

Energy Sector Management Assistance Programme (ESMAP)

ESMAP is a global partnership between the World Bank and over 20 donors that helps low- and middle-income countries achieve universal access to affordable, reliable, and modern energy services by 2030; accelerate the transition to sustainable, just, and decarbonised energy systems; and strengthen the resilience of energy sectors to climate change and other shocks. ESMAP's work on e-mobility focuses on key energy dimensions, including charging tariffs, infrastructure deployment, integrated power system planning, the battery value chain, and the role of utilities. Under its previous business plan, it supported over 20 countries, for example by contributing to an assessment of the technical, regulatory, and financial readiness for integrating e-mobility into Rwanda's energy system. Building on this, ESMAP is scaling up support across EMDEs, including a new global study on e-mobility and mini-grids to evaluate impacts on mini-grid performance, and will continue exploring opportunities to leverage e-mobility to expand energy access and accelerate sustainable transport transitions.

The UNEP Global Electric Mobility Programme

UNEP's Global Electric Mobility Programme supports the transition to zero-emission electric mobility in the Global South. It is supporting close to 60 countries, four regional support and investment platforms, and several global thematic Working Groups. The programme is implemented in close cooperation with the International Energy Agency, the Asian Development Bank, the African Development Bank, the European Bank for Reconstruction and Development, the World Bank, GIZ Germany, and the Centro de Movilidad Sostenible. In 2025, the programme started the implementation of a new GEF8 support project, adding additional country projects and regional activities. The programme includes special components on EV batteries end-of-life; gender; financing; and a global knowledge platform.

The programme is being supported by The Global Environment Facility, the Drive Electric Campaign of the ClimateWorks Foundation, Germany's IKI programme, the FIA Foundation, and other donors. Its overall technical assistance budget is US$150 million.

Global Facility to Decarbonize Transport (GFDT)

The Global Facility to Decarbonize Transport (GFDT) is a multi-donor trust fund managed by the World Bank that provides funding and technical assistance to promote low-carbon and climate-resilient mobility in low- and middle-income countries (LMICs). Guided by the Avoid-Shift-Improve-Resilience framework, GFDT supports sustainable transport systems that cut greenhouse gas emissions and strengthen resilience to climate impacts. As reported in the last Annual Report, GFDT has allocated US$6.36 million in grants, catalysing over US$400 million in approved World Bank financing for green mobility projects, and is expected to mobilize up to US$950 million more—demonstrating an exceptional leverage ratio of US$1 to US$212.

To date, the GFDT has selected more than 43 projects and studies across all regions and continents, including in Angola, Brazil, the Philippines, South Africa, Tunisia, Ukraine, and Uzbekistan. These projects promote decarbonised and resilient transport, inclusive mobility, and competitive logistics across urban, road, maritime, and other modes, accelerating the transition through electrification, new energy vehicles, and strengthened policymaking and institutional frameworks. In 2026, beyond the existing priority areas, the GFDT aims to deepen its impact by supporting initiatives that foster economic growth and job creation, develop green transport value chains, and enhance EMDE participation in EV manufacturing and battery supply chains, reinforcing transport decarbonisation as a driver of sustainable and inclusive economic and social development.

Global Fuel Economy Initiative (GFEI)

The GFEI is a partnership of organisations (including the FIA Foundation, the International Council on Clean Transportation, UNEP, International Energy Agency, International Transport Forum, and the University of California, Davis) that supports transport decarbonisation at the global, regional, country, and sub-national levels. In addition to data development and analysis of fuel economy potentials, the initiative provides support for national and regional policy-making efforts as well as outreach to stakeholders. In 2025, the GFEI focused on the issue of vehicle size, working with partners to publish work on the implications of the growth of SUVs in vehicle markets, resource use, and safety. It also supported country-based support and continued to provide expert input into the ZEV Transition Council and International Assistance Taskforce—work that will continue in 2026.

Global Green Road Corridors Initiative

The Global Green Road Corridors (GGRC) Initiative—which is being spearheaded by CALSTART's Drive to Zero Program—provides a framework to coordinate technical support and expertise on medium- and heavy-duty vehicles as well as charging infrastructure. In 2024, the former ZEVWISE coalition focused on moving from knowledge sharing to tangible project implementation, announcing the shared goal to advance at least 10 autonomous zero-emission freight corridors across EMDE and non-EMDE countries by 2026. CALSTART's Drive to Zero has expanded the initiative's network, facilitated knowledge sharing and creative capacity-building activities focused on implementation learnings, and delivered webinars highlighting the progress of various corridor efforts. It has also hosted sessions at major international events on financing the transition to zero-emission transport and advancing charging infrastructure and produced knowledge papers on corridor development.

The initiative now supports 14 corridors worldwide and has built strong momentum, enabling CALSTART's Drive to Zero to establish new efforts such as the E-Dutra Corridor in Brazil and the Sydney–Melbourne Powered by Renewables Corridor in Australia.

Partners include the Government of the Netherlands, CALSTART's Drive to Zero program, International Council on Clean Transportation, the Smart Freight Centre, the Electric Vehicles Initiative, the World Bank, WBCSD, the International Transport Forum, the UN Environment Programme and governments.

In 2026, GGRC will continue the support toward the delivery of the proposed corridors, expand the resources on corridor knowledge, and identify additional opportunities to accelerate implementation across EMDEs, including exploring how and where support could be enhanced on these vehicle segments.

Global Memorandum of Understanding on Zero Emission Medium- and Heavy-Duty Vehicles (Global MOU)

CALSTART's Drive to Zero, in close partnership with the government of Colombia, leads the Global MOU on Zero-Emission Medium- and Heavy-Duty Vehicles (Global MOU). Under the Global MOU, leading countries commit to working together to enable 100% zero-emission new truck and bus sales by 2040 with an interim goal of 30% zero-emission vehicle sales by 2030, to facilitate achievement of net-zero carbon emissions by 2050. Drive to Zero serves as the convening and coordinating platform, facilitating collaboration, knowledge sharing, and alignment of policies and investments across the global network.

In 2025, Drive to Zero expanded the Global MOU network with five new country signatories and over 48 new private-sector endorsers, growing the coalition to 43 countries and 275 endorsers. The program provided targeted technical assistance and policy support, including briefings, workshops, and public-private dialogues to advance national ZE-MHDV strategies. It launched the Global Green Road Corridors (GGRC) initiative with ZEVWISE partners, announcing twelve zero-emission freight corridors to accelerate decarbonisation of global logistics. Drive to Zero also advanced supply-side regulation efforts, creating a tool to quantify benefits and support adoption, while updating the Zero-Emission Technology Inventory (ZETI) with new languages and data for Australia, Brazil, and Mexico, and preparing to expand into Africa. To address financing barriers, Drive to Zero and the Green Finance Institute published a Residual Value Guarantee Blueprint, introducing key de-risking mechanisms to reduce costs, encourage private investment, and minimize public expenditure.

In 2026, Drive to Zero will build on these achievements by working to expand capacity in emerging markets, advance investment de-risking tools, and scale infrastructure and corridor development under the GGRC framework. A major focus will be supporting regulatory alignment and adoption to stimulate ZE-MHDV supply and reduce costs, creating conditions for sustained market growth. Drive to Zero will continue strengthening global collaboration among governments, financial institutions, and the private sector to ensure progress toward the 2030 and 2040 Global MOU targets, accelerating the global shift to a zero-emission, sustainable transport system.

Global Platform for Sustainable Cities (GPSC)

Funded by the Global Environment Facility (GEF) as part of a broader Sustainable Cities Impact Program, the GPSC is a knowledge platform that supports cities and local governments in undertaking integrated urban planning, implementing policies, and investing in nature-positive, climate-resilient, and carbon-neutral urban development. Led by the World Bank in partnership with several international and regional organisations, a key focus of the GPSC is the development and delivery of multiple learning activities on nature-positive urban development, including sessions on greening cities and urban heat. In 2025, the GPSC has been focusing on supporting integrated and inclusive urban planning, multilevel action policy development, and municipal finance. The latest programme phase (GEF-8) has just started implementation, with an official launch event to take place during the COP30 Local Leaders Forum and C40 World Mayors Summit in Rio de Janeiro, Brazil, in early November. In 2026, GPSC will continue its knowledge activities focusing on topics such as urban nature, built environment, and circular economy. A flagship global meeting will be convened, bringing together financial institutions, cities, partners, and experts to share experiences around urban sustainability and discuss how to scale up impact globally. In total, the GEF's Sustainable Cities program works with over 90 cities across 33 countries, through US$480 million in GEF grants, leveraging around US$5 billion in co-financing.

Global Sustainable Mobility Partnership (GSMP)

GSMP is a network of independent, not-for-profit organisations with decades of practical, real-world experience implementing zero-emission mobility. Current partners include Cenex in Europe and the United Kingdom, Forth from the United States, electric MISSION and uYilio from South Africa, and working in association with TERI based in India. GSMP provides trusted expertise, strategic advice, tools and knowledge, and capacity building to support cities, regions, and countries rapidly move to zero-emission electric transport. Its work helps creates the conditions for successful investment from public and private institutions in electric vehicles and charging infrastructure.

GSMP's expertise covers the technical aspects of electric vehicles and the associated energy infrastructure alongside the skills to enable a just and equitable transition to zero-emission transport services. GSMP partners are an active and successful delivery spoke of the ZEVTC's ZEV Rapid Response Facility, whose recent projects include enabling Kenya Power and Light to model the future

A VinFast charging station in Ho Chi Minh City, Vietnam. *Photo via Shutterstock.*

grid impacts of transport electrification and supporting the Government of the Seychelles develop supply-side regulations suitable for a small island state.

In 2026, GSMP will focus on opportunities to help bring together expertise in electric mobility from the Global North and South and share tools, knowledge, and lessons learned to enable local partner agencies to support a rapid, effective, just, and equitable transition to zero-emission transport for all.

Green Cities, Infrastructure and Energy Programme (GCIEP)

GCIEP is an FCDO-led £70 million technical assistance programme that provides comprehensive support on infrastructure and cities along with transport, energy, and water. GCIEP aims to strengthen the enabling environment and leverage finance to support climate-resilient and inclusive infrastructure and urban development to facilitate economic growth. GCIEP's offer combines UK private sector expertise (including PwC, Adam Smith International, and Engineers Against Poverty) with the deep public-sector experience of 8 UK agencies: NISTA, Crossrail, Transport for London, Connected Places Catapult, British Standards Institution, Ordnance Survey, British Geological Survey and Ofgem. Its activities will continue in 2026.

Green Climate Fund (GCF)

The GCF aims to accelerate transformative climate action in EMDEs through a country-owned partnership approach that uses flexible financing and climate investment expertise. To date, the GCF has 29 projects with a focus on transport with a total of $1.5 billion in co-financing. For example, in July 2024, the GCF approved a US$215.6 million loan for the Small Industries Development Bank of India's (SIDBI) Financing Mitigation and Adaptation Projects (FMAP), the goal being to help Indian micro, small, and medium enterprises (MSMEs) adopt climate-resilient and low-emission technologies. Electric Mobility is one of the core areas of this initiative. In July 2025, the GCF approved US$226 million in equity through the initiative's fund to support mitigation projects across 10 participating countries in Africa, Asia-Pacific, and Latin America and the Caribbean. The project will prioritise small-scale, low-carbon energy systems and create investment opportunities in hard-to-abate sectors such as transport, helping to channel private capital toward national decarbonisation efforts. In 2026, the GCF will continue funding a range of projects related to transport and electric mobility as one of the priorities areas of its strategic plan.

High Volume Transport (HVT) Applied Research Programme

The HVT Programme, funded by the FCDO, closed in January 2025 after 10 years of applied research on sustainable transport focused on making transport safer, greener, and more affordable, accessible, and inclusive in low-income countries. HVT research has looked into mitigation methods that align with the specific transport conditions, resources, and passenger needs in LMICs. This has resulted in a large variety of mitigation insights, including the need to recognise the role of active mobility; the complexities of electromobility; and the need to work with existing transport systems like paratransit. HVT, partnering with Sustainable Mobility for All (SUM4ALL), produced two studies on the current and future role of electric vehicles in LMICS, which were launched at COP27—before which the attention on electric vehicles as part of a global decarbonisation strategy had a strong bias towards passenger cars, mirroring market and policy developments in the Global North. These studies emphasised the need for different pathways in LMICs focusing on two and three wheelers, informal transport and buses, and meeting people's needs for better and sustainable transport. These findings directly fed into the Global ZEVTC Roadmap launched at COP29. HVT's research continues to inform UK-funded interventions in sustainable transport.

KPMG's country work

KPMG member firms have supported the financing and implementation of several projects on electric vehicles and road transport across the world. This includes supporting Kenya in the development of a framework for assessing investments in sustainable mass modes of urban transportation; India with various national and sub-national e-mobility projects; Tunisia with its electric bus strategy; Malaysia with its electric bus transition roadmap; and various projects in the UK supporting private sector and regional authorities in the funding and financing of electric buses, electric trucks, and EV charging infrastructure. KPMG has also played a key facilitation and operational role in the ZEV Emerging Markets Initiative, including its activities in India and Mexico. In 2026, KPMG will continue working with public and private sector organisations across the world on ZEV transition strategies and commercialisation and further support efforts to implement the Global ZEV Transition Roadmap.

Mitigation Action Facility (MAF)

The MAF, previously called the Nationally Appropriate Mitigation Actions (NAMA) Facility, enables EMDE countries to reduce their emissions through sectoral decarbonisation projects as building blocks of NDC implementation. The MAF awards grant funding through competitive annual Calls for Projects in which applicants, in partnership with governments, can request up to approximately £20 million (€25 million) over 4–7 years to develop implementation-ready project proposals. It is currently supporting several ZEV transition projects with a focus on public fleets, including active projects on sustainable transport in Cabo Verde, Kenya, Nepal, Pakistan and Rwanda. The Call for Projects 2024 resulted in a further tranche of projects on energy, industry, and transport to be developed in 2025. Another Call for Projects will be launched at COP30 in November 2025 to support new projects in 2026.

NDC Partnership

The NDC Partnership is a global coalition, bringing together more than 250 members, including 140 countries and more than 110 institutions to deliver on ambitious climate action that helps achieve the Paris Agreement and drive sustainable development. Governments identify their NDC implementation priorities and the type of support that is needed to translate them into actionable policies and programs. Based on these requests, the membership offers a tailored package of expertise, technical assistance, and funding. This collaborative response provides developing countries with efficient access to a wide range of resources to adapt to and mitigate climate change and foster more equitable and sustainable development. The Partnership's approach is flexible and country driven; a number of member countries have used its matchmaking mechanism to access ZEV-related support.

NDC Transport Initiative for Asia

The Initiative aims to facilitate a paradigm shift to zero-emission transport across Asia by supporting countries—with a focus on China, India, and Vietnam—to develop and implement comprehensive decarbonisation strategies. At the regional and global level, the Initiative facilitates the sharing of experiences across countries and promotes multi-stakeholder coordination between the public and private sectors. In 2024, activities included developing and delivering capacity building and technical support, facilitating international peer learning, convening focus groups, and conducting analysis. This included projects such as supporting Guangdong Province to develop a greenhouse gas and air pollutant peaking roadmap for transport, working with India to identify contributions of the transport sector to its 2030 NDC, and offering technical support for long-term planning in Vietnam and Thailand. These activities will continue in 2026 under the 2nd phase of the project.

The Initiative is funded by the German Ministry of Economic Affairs and Climate Action through the International Climate Initiative, with projects jointly implemented by GIZ, International Council on Clean Transportation, International Transport Forum, Agora Verkehrswende, SLOCAT Partnership, REN 21, and World Resources Institute.

Research on Infrastructure in Developing Economies (RIDE) Platform

The RIDE Platform—funded by the UK Government's FCDO and Department for Energy Security and Net Zero (DESNZ) as well as the Canadian International Development Research Centre (IDRC) and Shell Foundation—will deliver a high-profile, high-impact platform in partnership with other leaders within the sector. RIDE aims to transform the global transport sector into an evidence-based, innovative, and data-rich sector working at scale on freight and logistics, urban transport, decarbonisation, resilience, and finance across marine, rail, and road. It will be demand-led and work in partnership with EMDE country governments, multilaterals, academics, and other development partners. RIDE will have a specific research theme on mobilisation of private finance and will focus on both sustainable transport for economic growth and climate compatibility. The RIDE Platform will support policy, engineering, and technical and political economy research, and has a Transport Innovation Hub specifically to engage in technology innovations and scale. The RIDE Platform, which commenced in late 2025, is informed by earlier FCDO and other transport research programmes.

Smart Freight Centre Activities

The Smart Freight Centre, with its flagship Fleet Electrification Coalition (FEC), is accelerating the shift to electric trucks by building a compelling economic case for their adoption. In 2025, the FEC showcased how pooling demand in key transport corridors—in India (with WRI e-Fast), Europe, the United States (ZETSCALE with CALSTART), and Brazil (E-Dutra with CALSTART and C40 lane shift)—can lower the risks associated with switching to electric trucks and pave the way for concrete conversion plans.

Continuing this momentum, the FEC launched the Electric Drayage Alliance, a targeted initiative driving electrification across six major global ports. To further support the transition, the FEC released its second factbook with Bloomberg New Energy Finance, focusing on battery residual value. Additionally, it developed a set of operating guidelines in collaboration with Maersk and published a policy white paper advocating for demand-side measures across industries and regions. These efforts are complemented by the expanded Smart Freight Centre Academy, which offers courses on emissions accounting, sustainable logistics, and decarbonisation strategies.

Looking ahead to 2026, the FEC will prioritise turning zero-emission truck conversion plans into reality and will continue to bring together industry and the public sector to drive faster adoption of zero-emission technologies.

Transformative Urban Mobility Initiative (TUMI) E-bus Mission

The TUMI E-Bus Mission has supported over 120 cities across Africa, Asia, and Latin America in advancing electric bus deployment and building the foundations for zero-emission public transport systems globally. Over three years, the E-Bus Mission helped cities prepare for the procurement of 100,000 e-buses, with 27,833 already procured, avoiding over 45,000 tonnes of CO_2 annually and benefiting 1.8 million people through cleaner, quieter commutes.

By fostering global and city-level coalitions, providing technical and policy support, and integrating gender equity, workforce wellbeing, and circular economy principles, the Mission has created lasting impact. Although concluded in May 2025, its legacy continues through a thriving network of 100+ cities and an open-access knowledge hub that will keep advancing electric bus adoption worldwide. Building on this foundation, the EU-funded Global Gateway project TUE-Mobility now continues TUMI's e-bus work in Costa Rica, focusing on advancing electric bus deployment and supporting the transition toward a modern, zero-emission public transport system in the Greater Metropolitan Area.

Transforming Energy Access (TEA)

TEA, a flagship research and innovation platform led by FCDO, supports early-stage testing and scale-up of innovative technologies and business models—all to accelerate access to affordable, clean energy for poor households, enterprises, and social institutions in EMDE countries across sub-Saharan Africa, South Asia, and the Indo-Pacific. Since 2016, TEA has stimulated UK-led research and development of 872 new clean energy innovations, improving clean energy access for 30 million people in EMDE countries and preventing 4.6 million tonnes of carbon dioxide emissions. This includes clean transport innovations such as electric motorcycles, battery swapping infrastructure, and affordable electric vehicle financing. To date, TEA has supported a range of clean transport innovators with R&D funding, including Ampersand in Rwanda, KOFA in Ghana, Zembo in Uganda, and Roam and EcoBodaa in Kenya, among others. These innovations are helping to reduce emissions, lower transport costs, and expand access to sustainable mobility for underserved communities. In October 2025, TEA launched a new report at the Africa E-Mobility Week through its Powering Renewable Energy Opportunities (PREO) initiative examining how shared infrastructure and interoperability, like battery swap stations and open charging networks, can help make electric mobility more efficient, affordable, and accessible in sub-Saharan Africa. Its activities will continue in 2026.

People board an electric bus in Jakarta, Indonesia. *Photo via Shutterstock.*

UK Partnering for Accelerated Climate Transitions (UK PACT)

UK PACT is a UK Government-funded official development assistance programme that supports EMDE countries with high mitigation potential to increase their climate ambition and implement related policies more rapidly, effectively, and equitably. The programme, which explicitly focuses on partner government's needs and priorities, supports projects related to electric mobility in several partner countries, including through the programme's funds in Colombia, Mexico, Indonesia, India, Thailand, and in the UK PACT ASEAN Regional Fund. In 2026, the programme has plans to launch new activities on transport in South Africa and the Philippines.

UrbanShift

Funded by the GEF as part of a broader Sustainable Cities Impact Program, UrbanShift is supporting 23 cities across nine countries with integrated urban planning, low-carbon infrastructure, sustainable waste management, and nature-based solutions for urban sustainability. Led by UN Environment Programme (with implementing partners including World Resources Institute, C40 Cities, ICLEI, the World Bank, and the Asian Development Bank), UrbanShift develops and delivers technical resources, training (including via UrbanShift's City Academy) and facilitates knowledge exchange opportunities. Since 2023, the initiative has undertaken project implementation across focus countries, launched a new online city academy for sustainable urban planning, published several key reports, and hosted a range of events, including its first Asia Forum that convened public and private sector stakeholders to exchange knowledge on regional urban challenges and solutions. In 2025, UrbanShift has continued its capacity-building activities for countries, and showcasing the important role of cities at global forums. The programme will be represented at an investors' roundtable at COP30, as well as at the UNEA-7 Cities and Regions Summit. In total, the GEF's Sustainable Cities program works with over 90 cities across 33 countries, through US$480 million in GEF grants, leveraging around US$5 billion in co-financing.

Zero Emission Area Programme

The Zero Emission Area Programme aims to accelerate the adoption of zero-emission areas (ZEAs), C40's most ambitious policy for transport decarbonisation. The Programme primarily supports signatory cities and partners of the Green and Healthy Streets Accelerator who have committed to implementing a ZEA by 2030. Recognising that not all cities are ready, it also provides support for establishing clean air zones (CAZs)—an umbrella term for people-friendly street interventions—as crucial stepping stones toward ZEAs. This assistance includes on-request support for measures like low emission zones (LEZs), zero-emission delivery zones (ZEDZs), and congestion charging. By providing mayors with proven transport solutions, technical assistance, and peer-to-peer exchanges, the Programme demonstrates that prioritising walking, cycling, and public transport over private cars delivers better outcomes for everyone. In 2025, support efforts included regional research, engagement, and capacity building, featuring webinars, trainings, in-person workshops, and city dialogues focused on zero-emission transport policies, communication and equity.

Zero Emission Bus Rapid-deployment Accelerator (ZEBRA) Initiative

The Zero Emission Bus Rapid-deployment Accelerator (ZEBRA), a partnership co-led by the C40 Cities Climate Leadership Group (C40) and the International Council on Clean Transportation, was established in 2019 to accelerate the deployment of zero-emission bus fleets in Latin America by generating a market environment in which transformative zero-emission technologies can take hold. Since 2023 it has also been active in South Africa and India.

Over almost 6 years, ZEBRA has worked to overcome the multiple barriers holding back cities' transition to electric buses by addressing challenges in three areas: the demand signal (i.e., political commitment and the execution of existing commitments, plus fleets' willingness to accept a new technology), the supply signal (i.e., product availability), and access to finance. Increasingly, ZEBRA's approach is to support cities to inform the national government of the necessary policies to promote similar actions in more cities. Similarly, ZEBRA is developing and implementing strategies to collaborate with national governments to ensure policies are complied with and to overcome structural barriers that cities alone are not able to tackle. This is already underway in all of the programme's key countries, such as Brazil, Chile, Colombia, and Mexico in Latin America, as well as South Africa.

ZEV Emerging Markets Initiative (ZEV-EMI)

Launched at COP27 under the ZEV Transition Council in partnership with WBCSD, the ZEV-EMI fosters focused dialogues across businesses and governments in EMDEs to help forge partnerships that can expedite private investments and bolster supportive public policies to enable a faster transition to ZEVs. Since 2023, the ZEV-EMI has helped shape collective action to craft public private sector agreements in EMDEs and convened business leaders along the ZEV value chain to create transport decarbonisation strategies and inform charging infrastructure roadmaps. In 2026, the initiative will continue to mobilize demand and supply-side investments across established regional coalitions—including ZEV Country Partnerships with India, Mexico, and Brazil—with a further focus on mobilising investments to close demand-supply gaps (including in infrastructure), creating investment de-risking mechanisms, and continuous government partnership on policy.

ZEV Rapid Response Facility (ZEV-RRF)

The ZEV-RRF, a program of the ZEV Transition Council, provides agile technical support to EMDE countries that have signed the ZEV Declaration and/or Global MOU. It aims to help countries fulfil their ambitions by implementing short-term (18 months or less) tangible projects and providing countries with a single point to access a broad network of support providers and world-leading experts. In 2025, the ZEV-RRF's expert network was expanded, the list of countries eligible for ZEV-RRF support was expanded, and bespoke projects were taken forward in countries.

ENDNOTES

[1] WRI, 2024: https://www.wri.org/insights/4-charts-explain-greenhouse-gas-emissions-countries-and-sectors.

[2] Zero emission refers to emissions at the tailpipe and includes battery electric and fuel-cell electric vehicles. In this Roadmap, electric vehicles refer to battery electric and plug-in hybrid electric vehicles.

[3] International Energy Agency, Net Zero Roadmap: A Global Pathway to Keep the 1.5 °C Goal in Reach (September 2023), https://www.iea.org/reports/net-zero-roadmap-a-global-pathway-to-keep-the-15-c-goal-in-reach.

[4] Paragraph 28 (a) and (g) of the Outcome of the First Global Stocktake, December 13, 2023, https://unfccc.int/sites/default/files/resource/cma2023_L17_adv.pdf.

[5] International Energy Agency, *Net Zero Roadmap*.

[6] International Energy Agency, *Net Zero Roadmap*.

[7] EMDEs include upper-middle income countries, lower-middle income countries, low income countries, and least developed countries according to the Organisation of Economic Co-operation and Development's Development Assistance Committee List, https://www.oecd.org/en/topics/sub-issues/oda-eligibility-and-conditions/dac-list-of-oda-recipients.html.

[8] International Energy Agency, Breakthrough Agenda Report, 2022, 2023, 2024 and 2025. https://www.iea.org/reports/breakthrough-agenda-report-2025.

[9] BloombergNEF, Electric Vehicle Outlook for 2022, 2023 and 2024. https://www.iea.org/reports/global-ev-outlook-2024.

[10] ZEVTC, Roadmap to 2030: Enabling a Global Transition to Zero Emission Vehicles (2023), https://zevtc.org/wp-content/uploads/2023/11/Global-Roadmap_Nov-2023.pdf.

[11] "Road Transport," Breakthrough Agenda, https://breakthroughagenda.org/road-transport/.

[12] ZEVTC, Roadmap to 2030: Enabling a Global Transition to Zero Emission Vehicles (2024 Update) (2024), https://zevtc.org/wp-content/uploads/2024/11/Global-ZEV-Roadmap_2024.pdf.

ZEV TRANSITION COUNCIL

International Assistance Taskforce

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