

ROAD TRANSPORT BREAKTHROUGH: PRIORITY INTERNATIONAL ACTIONS FOR 2023

1. This document outlines the Priority International Actions for 2023 under the Road Transport Breakthrough, in response to the recommendations in the [Breakthrough Agenda Report 2022](#) from the IEA, IRENA and UN High Level Action Champions. These priority actions have been developed collaboratively by country signatories to the Road Transport Breakthrough and leading initiatives. They seek to build on the range of important wider work underway and planned across the international landscape, by strengthening international collaboration in specific areas where in doing so we can accelerate progress towards our shared Road Transport Breakthrough Goal to make:

‘Zero emission vehicles the new normal and accessible, affordable and sustainable in all regions by 2030’.

2. Noting that each country will have its own national pathway to decarbonise key sectors and approach to competing for future clean technology market opportunities, and with full recognition of the many excellent wider international activities and partnerships already underway, we commit to prioritise our international efforts to deliver on specific priority international actions and projects as listed below.
3. Progress on these actions in 2023 will be tracked through the next Breakthrough Agenda Report from the IEA, IRENA and UN HLAC, discussed through the Road Transport Breakthrough dialogues co-led by the UK, the US and India, reviewed at the Clean Energy Ministerial and Mission Innovation Ministerials and reported on at COP28 alongside an updated set of Priority International Actions for Road Transport in 2024.
4. In order to implement the Breakthrough Agenda commitment agreed by 45 World Leaders at COP26, set out below are the Priority International Actions that individual countries and governments will take forwards:

Priority International Action	How this will be taken forward	Coordinating initiative(s)	Collaborating governments
<p><i>Breakthrough Agenda Report Recommendation:</i> Governments should agree on a timeline by which all new road vehicle sales should be zero emission, with interim targets for countries taking into account their level of economic development and ability to scale up infrastructure, and should align policies with this target. Pathways compatible with 1.5°C indicate that a target date should be around 2035 for cars, for example. Vehicle manufacturers should commit to the same timelines for 100% zero emission vehicle production. This will send a clear signal to industry and unlock larger economies of scale and faster cost reductions, making the transition more affordable for all countries.</p>			
<p>RT1. Demand Creation / Long-term Vision / Market Structures: Work together to commit to and implement common and coordinated targets and measures that send an unequivocal</p>	<p>By countries, sub-nationals and businesses committing to join one or more of the following leading initiatives by COP27 focused on sending global ZEV market signals consistent with Paris goals, work together to implement</p>	<p>Accelerating to Zero Coalition Global MoU on ZE-M/HDVs</p>	<p>Australia Azerbaijan Cambodia Canada European Commission</p>

<p>collective global market signal in support of a Paris-aligned Zero Emission Vehicles (ZEV) transition, and review progress at COP28.</p>	<p>commitments made and grow their memberships, and review progress by COP28:</p> <ul style="list-style-type: none"> - Accelerating to Zero Coalition - Global MoU on ZE-M/HDVs - CEM Electric Vehicles Initiative - EV100 - First Movers Coalition <p>By inviting the Accelerating to Zero Coalition to provide a report for COP28 on progress in towards a global Paris-aligned ZEV transition in terms of both commitments and implementation of those commitments.</p>	<p>CEM EVI</p> <p>The Climate Group (EV100)</p> <p>First Movers Coalition</p>	<p>France Guinea Bissau India Netherlands New Zealand Norway Panama Sweden United Kingdom</p>
<p>Breakthrough Agenda Report Recommendation: Governments should exchange best practice in policy to mobilise investment and accelerate deployment of charging infrastructure, in consultation with vehicle manufacturers and infrastructure investors. This should be complemented by a broader scaling up of technical and financial assistance to developing countries at city, provincial, national and regional levels. This will help to mobilise private investment, and ensure all countries are able to access the benefits of the transition to zero emission vehicles.</p>			
<p>RT2. Finance and Investment: Launch a shared commitment, backed by a delivery plan, to significantly strengthen the overall offer of international assistance available to support the ZEV transition of Emerging Markets and Developing Economies (EMDEs), and review progress at COP28.</p>	<p>By governments launching a Global Commitment at COP27 to systematically improve the coordination, accessibility and overall availability of financial and technical assistance to support Emerging Markets and Developing Economies, and with the goal of mobilising private investment at scale for their ZEV transitions. This should include utilising opportunities to support public and private partnerships as well as provide enhanced, tailored support for those countries that want to move further and faster. Progress will be reviewed annually at COP summits, starting at COP28 with the launch of a Transition Roadmap to 2025.</p>	<p>Zero Emission Vehicle Transition Council (ZEVTC) International Assistance Taskforce</p> <p>(Taskforce members, including UNEP, World Bank, SLOCAT Partnership, FIA Foundation, ICCT, WBCSD UC Davis and the Global Fuel Economy Initiative, amongst others)</p>	<p>Cambodia Canada European Commission Finland Germany Guinea Bissau India Japan Lithuania New Zealand Norway Panama Republic of Korea Sweden United Kingdom</p>

<p>Breakthrough Agenda Report Recommendation: Governments should work together and with industry to agree harmonised standards to ensure sustainability and social responsibility along the electric vehicle battery supply chain, including the extraction and processing of minerals and the recyclability of battery modules. As a priority, these standards should minimise batteries’ lifecycle emissions and the adverse social and environmental impacts associated with their production, seek to extend their durability and promote reuse, repurposing and recycling of their components. Similar standards on fuel cell value chains, including information on platinum and other catalyst materials’ content and origin, should be put in place. Harmonised standards will send a clearer signal to the global market, and facilitate compliance by battery and vehicle manufacturers that sell to multiple markets.</p>			
<p>RT3. Supply Chains: Accelerate work to improve the sustainability of ZEV battery supply chains globally, by working together to establish a mechanism for countries and businesses to share best practice and knowledge, support implementation and explore opportunities for harmonising standards by COP28.</p>	<p>By countries and committing to work with, leading expert organisations and initiatives, to coordinate and lead in setting up a global ‘community of best practice’, supported by a ‘centre of excellence’, on ZEV battery sustainability across the public and private sector. ¹</p>	<p>Global Battery Alliance (GBA)</p> <p>World Economic Forums (WEF) Circular Cars Initiative (CCI)</p> <p>United Nations Environment Programme (UNEP)</p> <p>The Environmental Collaboratory at Drexel University, amongst others as/where relevant</p>	<p>Australia</p> <p>Cambodia</p> <p>Canada</p> <p>European Commission</p> <p>Finland</p> <p>France</p> <p>Germany</p> <p>Guinea Bissau</p> <p>India</p> <p>Ireland</p> <p>Japan</p> <p>Netherlands</p> <p>New Zealand</p> <p>Norway</p> <p>Panama</p> <p>Republic of Korea</p> <p>Sweden</p> <p>United Kingdom</p>
<p>Breakthrough Agenda Report Recommendation: Governments should exchange best practice in policy to mobilise investment and accelerate deployment of charging infrastructure, in consultation with vehicle manufacturers and infrastructure investors. This should be complemented by a broader scaling up of technical and financial assistance to developing countries at city, provincial, national and regional levels. This will help mobilise private investment, and ensure all countries are able to access the benefits of the transition to zero emission vehicles.</p>			
<p>Breakthrough Agenda Report Recommendation: Governments should work together and with industry to avoid further divergence of standards for charging infrastructure. There are already several competing charging standards for light-duty vehicles; for heavy-duty vehicles, avoiding further</p>			

¹ For relevant member states: a negotiation in the EU of a new Batteries Regulation is on-going. All initiatives need to be in line with the new regulation to avoid parallel processes.

<i>divergence could limit wasteful investments in multiple charging types, and accelerate the adoption of zero emission trucks. Aligning standards for hydrogen refuelling stations can reap similar benefits. Doing so will decrease costs and facilitate the transition in vehicle importing countries.</i>			
RT4. Infrastructure: Accelerate the development and deployment of ZEV infrastructure globally by working together to establish a mechanism for sharing best practice, knowledge and supporting implementation by countries and businesses at national and regional levels by COP28.	<p>By countries working with the ICCT, (through the ZEVTC work and in partnership with CALSTART, GGI, WBCSD, TDA, TCG) to lead in establishing a specialist best practice sharing and coordination mechanism on ZEV infrastructure by COP28. This should include launching a long-term vision for ZEV infrastructure needs and exploring the development of new standardised tools and products to support ZEV infrastructure planning and modelling at different levels.</p> <p>Additionally, countries should continue to engage actively in ongoing international discussions, support vehicles manufacturer discussions on the alignment of charging types and invite ICCT as part of the above to review progress in the development of international standards for vehicle charging types by COP28.</p>	<p>ICCT</p> <p>CALSTART / TDA / EV100 (HDVs)</p> <p>(Green Grids Initiative (GGI), WBCSD, EVI)</p>	<p>Australia</p> <p>Azerbaijan</p> <p>Cambodia</p> <p>Canada</p> <p>European Commission</p> <p>Finland</p> <p>Germany</p> <p>Guinea Bissau</p> <p>India</p> <p>Ireland</p> <p>Japan</p> <p>Lithuania</p> <p>New Zealand</p> <p>Norway</p> <p>Panama</p> <p>Republic of Korea</p> <p>Sweden</p> <p>United Kingdom</p>
Breakthrough Agenda Report Recommendation: <i>Vehicle importer and exporter countries should agree on harmonised regulations on vehicle trade to improve vehicle efficiency and safety in international trade in used vehicles. These rules should govern trade in zero emission vehicles as well as internal combustion engine vehicles, supported by strong mechanisms to enforce compliance. This will help prevent ‘vehicle dumping’ locking developing countries into higher emitting vehicles.</i>			
RT5. Trade Conditions: By COP28, initiate a dialogue with a coalition of importer and exporter countries to seek to develop harmonised quality standards for used Internal Combustion Engine (ICE) vehicles and commitments to support the international trade of second-hand ZEVs, and publish forward plans.	By countries working with existing multilateral organisations and initiatives, such as those led by the WRI and UNEP (amongst others) to identify a relevant host forum, launch a dialogue and publish a Roadmap and/or Action Plan for future delivery by COP28.	<p>UNEP and WEF CCI, amongst others as/where relevant</p>	<p>Azerbaijan</p> <p>Cambodia</p> <p>Canada</p> <p>European Commission</p> <p>Finland</p> <p>Germany</p> <p>Guinea Bissau</p> <p>India</p> <p>Japan</p>

			Lithuania Netherlands New Zealand Norway Panama Republic of Korea Sweden United Kingdom
RT6. Landscape Coordination Enhance the coordination and transparency of international collaboration on zero emission vehicles.	By utilising the Breakthrough Agenda annual cycle to embed a process for regularly reviewing and updating a detailed map of the landscape of international collaboration, using key zero emission vehicles fora to identify gaps and overlaps and explore solutions and to inform recommendations on new priority actions for strengthened collaboration.	Breakthrough Agenda team in close partnership with other initiatives.	Australia Azerbaijan Cambodia Canada European Commission Finland Germany Guinea Bissau India Ireland Japan Netherlands New Zealand Norway Panama Republic of Korea Sweden United Kingdom

5. We note also the recommendation of the Breakthrough Agenda Report 2022 on technology options that are consistent with the goal of zero emission road transport (recommendation 2). We judge that the coordination under all the Priority Actions should take a technology neutral approach, recognising there are different pathways to achieve decarbonised road transport. We invite relevant multilateral fora and international initiatives to take note of this recommendation.