

# Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 1

Axis: 1. Transitioning Energy, Industry and Transport ▾

Key objective: 2. Accelerating zero and low emission technologies in hard-to-abate sectors ▾

Solution: Road Transport: Accelerating adoption and deployment of zero emission vehicles (ZEVs) across regions

Host initiative: Road Transport Breakthrough - Breakthrough Agenda (led by United Kingdom and India) in partnership with Brazil - Ministry of Transport

Participating initiatives: (alphabetical order): [Accelerating to Zero Coalition](#), [Breakthrough Agenda](#) Secretariat, [CALSTART](#), [Clean Energy Ministerial Electric Vehicle Initiative \(EVI\)](#), [Climate Group](#), [EV100](#), [Collective for Clean Transportation Finance \(CCTF\)](#), [FIA Foundation](#), [GEF E-mobility Programme](#), [Global Battery Alliance \(GBA\)](#), [Global Facility to Decarbonise Transport \(GFDT\)](#), [Global MoU on medium and heavy duty vehicles](#), [Green Grids Initiative \(CGI\)](#), [International Council on Clean Transportation \(ICCT\)](#), [International Transport Forum \(ITF\)](#), [International ZEV Alliance](#), [SLOCAT Partnership](#), [Smart Freight Centre](#), [The Global Fuel Economy Initiative \(GFEI\)](#), [Transport Decarbonisation Alliance \(TDA\)](#), [UC Davis](#), [United Nations Economic Commission for Europe \(UNECE\)](#), [United Nations Environmental Programme \(UNEP\) Used Vehicles Programme](#), [World Economic Forum First Movers Coalition](#), [World Business Council for Sustainable Development \(WBCSD\)](#), [World Resources Institute. Brazil](#), [ZEV Emerging Markets Initiative \(ZEV EMI\)](#), [ZEV Transition Council \(ZEVTC\)](#), [ZEVWISE](#) (zero emission freight corridors)



\* Non-exhaustive showcase of partner logos. There are more partners that support a wider range of activities across the ecosystem.

## Scope:

**Geographic:** A global acceleration plan to strengthen international collaboration on low-emission technologies, focusing on zero-emission vehicles (ZEVs) in the road transport sector, with an ambition to scale assistance offer to Emerging Markets and Developing Economies (EMDEs).

- **Sectoral: 2030 goal** to take forward the outcomes of the first Global Stocktake under the Paris Agreement and build on the Nationally Determined Contributions (NDCs). The goal is to make *zero-emission vehicles the new normal and accessible, affordable, and sustainable in all regions by 2030*. The global coalition of initiative partners and countries are advancing the goal through cross-cutting efforts on demand creation, scaling finance and investment, deploying accessible charging infrastructure, improving the end of life cycle for batteries and enhancing trade conditions on used vehicles and ZEVs.
- **Other aspects:** 1) Supporting and inputting to the UN Decade of Sustainable Transport 2026-2035 and 2) Transitioning away from fossil fuels in a just, orderly and equitable manner

**Levers Assessment:** The section below evaluates existing implementation levers to identify critical barriers to scaling and informs the action design for road transport decarbonisation, with a focus on zero-emission vehicles.

**Risk-informed decision-making:** High maturity ▾

**Rationale:** Strengthening global cooperation on ZEV trade and manufacturing is key to accelerating the transition. Policy uncertainty—especially around tariffs and geopolitics—risks slowing market growth. About 94% of business leaders cite supportive clean energy policies as critical to investment decisions. (References: Breakthrough Agenda Report 2024, IEA Global EV Outlook 2025, WBCSD Business Breakthrough Barometer 2025).

**Progress to date:**

- National legislation in large markets, such as CO<sub>2</sub> emissions standards for cars and trucks in the European Union, and ZEV sales targets in Canada and the United Kingdom.
- Adoption of the UNECE global decarbonisation strategy for road transport (and other inland modes) by 2050 by a broad set of countries. (References: Breakthrough Agenda Report 2024, IEA Global EV Outlook 2025)

**Challenges:**

- Higher tariffs might increase the price of cars, including electric cars, and their components; lower GDP growth could add pressure on already-strained government budgets and dampen car sales; and lower oil prices affect the fuel cost savings from the use of electric cars. (References: Breakthrough Agenda Report 2024, IEA Global EV Outlook 2025)

**Technology shifts:** High maturity ▾

**Rationale:** Commercialisation of clean technologies in heavy industry and the transport sector needs strong policies and innovation. Lower oil prices may slow EV uptake with effects varying by region. Despite progress, global charging needs for 2030–2035 remain high, with EMDEs able to adopt learnings from approaches in other regions. (Reference: IEA Global EV Outlook 2025)

**Progress to date:**

- Several high-level Paris Agreement-aligned pledges and agreements on light-duty vehicles (LDVs).
- Shared vision on heavy-duty vehicle (HDV) charging technology and standards between the European Union and the United States.
- Enhanced support for charging infrastructure in national legislation, such as knowledge sharing through initiatives-led resource guide on charging infrastructure and other such efforts.
- The Global Green Road Corridors (GGRC) initiative is decarbonising the corridors medium- and heavy-duty vehicles (MHDVs) use to move people and the world's goods from ports to hubs to cities around the globe each day.

(References: Breakthrough Agenda Report 2024, IEA Global EV Outlook 2025)

**Challenges:**

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 3

- Slow action on global pledges that can enable regional ZEV policies slows the transition and impacts market sentiments. This leads to slower adoption of clean technologies such as EVs.
- Lack of aligned global policies that create demand and supply, such as lower emissions standards and ZEV sales requirements. Substantial knowledge gaps for small fleets and owner-operators.
- Charging infrastructure coordination gaps in global charging equipment standards and interoperability requirements pose a challenge to higher adoption of ZEVs.
- High upfront costs of battery electric MHDVs is two to three times that of a diesel variant. Heavy segments also require the buildout of new, relatively expensive infrastructure, which adds to the cost. While some advanced markets have been able to reach cost parity with higher utilisation of charging infrastructure, route rationalisation and supportive policies, the uptick in EMDEs is slower.

(References: Breakthrough Agenda Report 2024, IEA Global EV Outlook 2025, WBCSD Business Breakthrough Barometer 2025)

### Knowledge & capacity building: Medium maturity ▾

**Rationale:** To accelerate global ZEV adoption, stakeholders should align on shared policies, support EMDEs with financing and standards, and focus on decarbonising trucks, buses, and vans. Capacity building, knowledge sharing, and tracking pilot progress are key to long-term planning. (Breakthrough Agenda Report, 2024)

#### Progress to date:

- Learnings and scaling of ZEV pilot projects in EMDEs with starting of business operations and expanding to more countries.
- A governance framework for delivering the ZEV Transition Council Roadmap was launched at COP29.

(Reference: Breakthrough Agenda Report 2024)

#### Challenges:

- Lack of mature data collection mechanisms on available funds and information on ongoing pilots to track progress and share learnings publicly.
- Limited technical expertise in EMDEs to design long-term policies, advance bankable and high-impact projects, and implement target-oriented pledges/commitments.

(Reference: Breakthrough Agenda Report 2024)

### Inclusive decision-making governance & design: High maturity ▾

**Rationale:** The road transport sector is at a pivotal moment of raising ambition and commitment towards a zero-emission future. Coalitions such as the Breakthrough Agenda, including Road Transport Breakthrough, [launched at the UN Climate Change Conference in 2021 \(COP26\)](#), comprising 25+ international partners and 33 endorsing countries, are working towards a global ambition to make 'zero-emission vehicles the new normal and accessible, affordable, and sustainable in all regions by 2030'. The Breakthrough Agenda secretariat is providing neutral support to all co-lead countries, endorsing countries, and initiative partners to coordinate these efforts through quarterly roundtables, all-country meetings, and stock taking or progress on ground. Breakthrough Agenda has established an annual process to track developments towards 2030 goals, and tracks progress and recommendations to accelerate action through strengthened international collaboration.

# Plan to Accelerate Road Transport Decarbonisation

## *Progress to date:*

- The secretariat and the facilitator have been able to provide support for collective efforts by coalitions of international initiatives to advance a progressive ZEV shift.
- Coordination efforts have led to a future-focused agenda driven by partners and initiatives on promoting innovation, equity, and economic opportunities for all.

## *Challenges:*

- Without a gear-shift practical collaboration, climate goals will be hard to achieve.  
(Reference: Breakthrough Agenda Report 2024)

## **Standards & taxonomies:** Medium maturity ▾

**Rationale:** Global collaboration on used vehicle trade standards, especially for enforcing quality at export, needs to be strengthened. Strong collaboration is needed to set standards for used internal combustion engine (ICE) vehicles and electric vehicles (EVs), as the second-hand EV market grows rapidly. Charging infrastructure standards—especially for hardware and software—are key to attracting investment and ensuring compatibility. Fragmentation remains for LDVs, while HDVs show progress with MCS and ChaoJi. Open protocols like OCPI and OSCP can facilitate access and smart charging. (Reference: Breakthrough Agenda Report 2024)

## *Progress to date:*

- Ongoing dialogue and efforts under the UNECE Working Party 29 on ‘Safer and Cleaner New and Used Vehicles’, co-led by a group of key governments.
- 24 additional countries have introduced “good” or “very good” policies for used LDV imports as of mid-2024 compared to 2021, to reach a total of 71 countries with such policies of 146 countries under review by UNEP.
- More than 30 country projects have included an end-of-life component in their national electric mobility programmes.
- UNEP and the International Transport Forum (ITF) are aggregating publicly available information and data as part of a global overview and the used vehicles dashboard.
- UNEP’s new ‘Programme on Used EVs and Battery End-of-Life’ aims to equip low- and middle-income countries with robust policies, regulations, and institutions to manage end-of-life EVs and their batteries responsibly. UNEP is working with over 36 countries to develop national frameworks.
- Increased harmonisation around, and interoperability between, MCS and ChaoJi standards for HDV charging.  
(Reference: Breakthrough Agenda Report, 2024)

## *Challenges:*

- Slow progress on exporting and importing countries agreeing to minimum cross-border used vehicle trade standards.
- Limited sources, discrepancies, and absence of disaggregated data (such as used ICE vehicles versus used EVs), as well as a lack of traceability of trade in used vehicles remain.

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 5

- Setting up compliance and enforcement mechanisms (e.g. inspection, testing, verification) remains challenging and costly for importing EMDEs.
- Limited progress on governments and companies committing to support the international trade of second-hand ZEVs. (Reference: Breakthrough Agenda Report, 2024)
- Substantial existing stock of chargers with outdated standards (CHAdeMO, CCS1) and slow adoption of open software protocols.

### Supply: Medium maturity ▾

**Rationale:** (*Battery and Material Supply*) Securing sustainable battery supply chains by 2030 requires stronger global collaboration—scaling battery passport pilots, setting sustainability standards, and improving end-of-life management, especially in EMDEs. (Reference: Breakthrough Agenda Report, 2024)

#### **Progress to date:**

- Consensus at the highest level and the beginning of legislation relating to battery supply chains.
- G7 communiqués in 2023 and 2024 show governments increased commitments for developing secure and sustainable supply chains for batteries and critical minerals, with explicit mentions of ESG standards and digital product passports.
- Significant progress on pilot projects for digital battery passports. (Reference: Breakthrough Agenda Report, 2024)

#### **Challenges:**

- Slow progress on international collaboration to further address EV battery end-of-life.
- Lack of standardisation/high risk of various standards across different markets due to lack of coordination in major markets on battery recycling/reusing regulatory requirements. (Reference: Breakthrough Agenda Report, 2024)

### Demand: Medium maturity ▾

**Rationale:** To meet Paris-aligned goals, governments must align on ZEV sales targets across vehicle segments, with emphasis on trucks, buses, and vans. Pilots in freight and logistics can inform business models. To ensure grid development and ZEV deployment are taken forward simultaneously, governments can implement coordinated policies and share learnings related to power distribution and charging infrastructure. (Reference: Breakthrough Agenda Report 2024)

#### **Progress to date:**

- Several high-level Paris Agreement-aligned pledges and agreements that solidify a long-term vision for electrification.

#### **Challenges:**

- Slower transition by signatories (countries and private sector) on actioning global pledges, specifically related to LDVs and ZE-M/HDVs. (Reference: Breakthrough Agenda Report 2024)

### Public/private finance: Medium maturity ▾

**Rationale:** Decarbonising transport in EMDEs is capital intensive, with limited financial and technical support. In 2022-2023, EMDEs saw just USD 2 billion in EV investment—far below the global USD 115 billion. Private finance remains low for transport, but opportunities exist to scale ZEV funding. (Reference: Breakthrough Agenda Report 2024)

#### **Progress to date:**

- Up to 20% of targeted funds have been raised under the Global Facility to Decarbonise Transport to date, with aims to leverage USD 1.2 billion in World Bank financing by mid 2025.
- UNEP's Global Electric Mobility Programme was scaled to 10 additional country projects (bringing the total to 60) and US\$31 million of additional funding (bringing the total to more than US\$100 million GEF support to the programme) from 2025.
- 28 EMDEs are eligible for technical support under the ZEV Transition Council's ZEV Rapid Response Facility, with this figure expected to grow in the coming years.  
(Reference: Breakthrough Agenda Report 2024)

#### **Challenges:**

- Public and private investments for road transport electrification in EMDEs at present are much lower than global figures. (Reference: Breakthrough Agenda Report 2024)
- Lack of awareness among EMDEs about available funding; shortage of quality projects in EMDEs ready to receive funding for implementation.
- Several EMDEs do not have specific policy frameworks enabling financial assistance which results in long lead times.  
(Reference: Breakthrough Agenda Report 2024)

### Partnerships and collaboration: High maturity ▾

**Rationale:** The global commitment to decarbonise road transport by 2050, backed by multilateral initiatives and voluntary pledges from various countries, is encouraging. Advancing shared commitments with clear targets under collaborative platforms/initiatives can speed up the transition and boost early investment in ZEV technologies through strategic public-private partnerships. This would lead to lower costs and greater economies of scale. (Reference: Breakthrough Agenda Report 2024)

#### **Progress to date:**

- Significant new policies were implemented in large vehicle markets, indicating an important move from non-binding shared commitments to binding legislation.
- Enhanced efforts by initiatives and countries on advancing the 2030 goal through learnings exchange.

#### **Challenges:**

- Changing geo-political landscape impacts medium- and long-term partnerships.
- Limited resources within governments threatens consistent collaboration and long-term health of partnerships.

## Policy & regulatory: Medium maturity ▾

**Rationale:** ZEV adoption demands new infrastructure, industrial investment, and policy alignment with climate goals. Governments must coordinate transport, energy, and trade strategies, ensuring clear direction and secure critical mineral supply chains to scale key technologies by 2030. (Reference: Breakthrough Agenda Report 2024, WBCSD Business Breakthrough Barometer 2025)

### Progress to date:

- Increased alignment behind ZEVs as the long-term decarbonisation pathway for road transport (e.g., ZEV Declaration on cars and vans, Global MOU on buses and trucks, commitments in NDCs).
- Leading governments are increasingly setting battery durability and transparency standards (e.g., in Euro 7 and the EU Battery Regulation), which will facilitate used ZEV trade and battery reuse and recycling. (Reference: Breakthrough Agenda Report 2024)

### Challenges:

- Policy tools associated with ZEV adoption (e.g. subsidies, supply-side measures, public procurement, compliance requirements) can be complex and are not always common practice in EMDEs.
- Change of government leadership and wavering on agreed legislation in mature markets can slow down the EV transition. (Reference: Breakthrough Agenda Report 2024)

## Public opinion: Medium maturity ▾

**Rationale:** Public attitudes towards ZEVs are increasingly positive where consumers are driven by environmental concerns and supportive government policies. However, a Global Automotive Consumer Study, conducted in 2025, highlights that consumers in some global markets continue to steer away from battery electric vehicles in favor of ICE and hybrids, which could be due, in part, to lingering affordability concerns.

### Challenges:

- Lack of a clear picture on public support due to insufficient data in different geographies.
- Consumers surveyed remain concerned about charging duration, range anxiety, upfront cost, lack of public charging infrastructure, and battery safety. (Reference: 2025 Global Automotive Consumer Study by Deloitte)

Overall references: [Breakthrough Agenda Report 2024](#), [IEA Global EV Outlook 2025](#), [WBCSD Business Breakthrough Barometer 2025](#), [2025 Global Automotive Consumer Study by Deloitte](#), updates shared by Road Transport Breakthrough partners and countries, wider road transport community.

---

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 8

**Expected impact of this plan on the 2030 targets:** High ▾

This section outlines the vision of success and high impact of the Plan supported by collective action on the highlighted initiatives. It details the potential significant impacts on reducing global transport emissions, fostering investment, enabling climate-smart infrastructure, and promoting trade in line with significant multilateral objectives and frameworks. The results/outcomes are aligned to the 2030 climate solutions thereby advancing the Road Transport Breakthrough 2030 goal of making **zero emission vehicles the new normal and accessible, affordable and sustainable in all regions by 2030**.

The Plan to Accelerate Solution builds on and replaces the Priority International Actions developed collaboratively by Road Transport Breakthrough initiative partners and countries, advancing the Road Transport Breakthrough 2030 goal. The overall plan aims to outline international collaboration and on-the-ground implementation by partners and countries on all key actions: Demand creation/long-term vision, finance and investment, supply chains, infrastructure, and trade conditions. The Priority International Actions seek to build on the range of important wider work underway and planned across the international landscape, including outcomes of the 28th and 29th UN Climate Change Conferences (COP28 and COP29), to build on the processes to develop, communicate, and implement Nationally Determined Contributions, and to take forward the outcomes of the first Global Stocktake under the Paris Agreement.

Highlighted below (Table 1) are four significant outputs/outcomes critical to achieving the 2030 goal, as per findings of the Breakthrough Agenda 2025 report (yet to be published) by independent authors. These four key outputs highlight the 2030 success statement backed by quantitative indicators to support the global community in driving tangible outcomes, track progress, and strengthen collaborative efforts.

***The detailed plan (Table 2) outlining collaborative efforts for each of the existing Road Transport Breakthrough Priority International Actions and wider partnerships with targeted actions/deliverables follows in the exhaustive table after the high priority outputs.***

## Plan to Accelerate Road Transport Decarbonisation

Table 1: Four significant outputs/outcomes to achieving the 2030 goal, per findings of Breakthrough Agenda 2025 report.

PAS Outcome: High priorities	2030 Impact Success Statement	Why is it important to achieve the success statement?	Quantitative Indicator(s)	Qualitative examples of collaboration
Demand creation for heavy-duty segments	Zero-emission light-duty vehicle pledges are translated into binding policies, and more key markets join heavy-duty vehicle pledges.	<p>While significant, recent growth in EV sales is uneven across geographies and segments. Governments play an important role in accelerating ZEV adoption by setting high-level targets and adopting related regulations. By working together, countries can amplify the signal for greater ZEV adoption.</p> <p>The LDV segment is the furthest along, though more effort is needed in translating voluntary targets into deployment policies. Around 20% of the global LDV market is now covered by binding policies to achieve 100% ZEV sales on a timeline aligned with the 2015 Paris Agreement. A further 10% of the market has voluntary commitments in place.</p> <p>Heavier segments, especially trucks, are at an earlier stage of the transition, with a ZEV sales share of less than 15% for MHDVs. This highlights the need for stronger policy focus on heavier segments and more collaboration between countries on relevant ZEV targets. Only 20% of the heavy-duty vehicle (HDV) market is covered by ZEV targets.</p>	<p>Share of new LDV sales covered by ZEV enabling policies aligned with the 2015 Paris Agreement.</p> <p>Share of global MHDV markets that have joined ZEV MHDV pledges.</p>	<p>Two new trucking sector members joined the First Movers Coalition, where truck owners and operators commit to making at least 30% of their purchases of new heavy-duty trucks zero-emission by 2030, as well as 100% of new medium-duty truck purchases.</p> <p>At COP 29, Costa Rica signed the ZEV Declaration, which targets 100% ZEV sales of new cars and vans by 2035.</p> <p>In April 2025, a green corridor aimed at supporting zero-emissions MHDVs was announced as a part of the Global Green Road Corridor Initiative. In phase 1, the Mediterranean Corridor will run 1000 km from Algeciras in Spain to Avignon in France.</p> <p>In April 2025, Montenegro and Peru became signatories of the Global Memorandum of Understanding on zero-emission MHDVs, which now has 40 signatories, representing around 21% of the global MHDV market.</p>

## Plan to Accelerate Road Transport Decarbonisation

<p>Scaling finance and investment assistance for EMDEs</p>	<p>International public and private finance is scaled up in EMDEs to support road transport decarbonisation initiatives.</p>	<p>At 4%, the share of EVs in new car sales remains lower in EMDEs other than China, compared with that in advanced economies (10%). Imports of relatively affordable EVs from Chinese car-makers is supporting an increase in the sales share in EMDEs, but decarbonisation of road transport remains capital intensive, especially as the cost of capital in EMDEs is higher than in advanced economies.</p> <p>Alongside access to finance, EMDEs can benefit from assistance to build capacity for policy design and implementation.</p>	<p>International public financing for road transport electrification or charging infrastructure in EMDEs, excluding China.</p>	<p>The Global Facility to Decarbonise Transport (GFDT) is a multi-donor trust fund established at COP 26 to provide financial and technical assistance to EMDEs for transport decarbonisation. In 2025, the GFDT selected over 20 projects to receive a total of nearly USD 4.4 million.</p> <p>At COP 27, governments, corporates and financial institutions created the Collective for Clean Transport Finance (CCTF). In 2024, CCTF started designing a potential pilot project with Brazil on demand aggregation for electric buses, which could provide a framework to be replicated in other countries. In 2025, CCTF is working to secure funding to operationalise its flagship projects.</p> <p>At COP 29, companies under the Zero Emission Vehicles Emerging Markets Initiative (ZEV-EM-I) announced a demand signal for approximately 9000 EVs in Mexico by 2027; and more than 17000 EVs by 2030, including freight and passenger vehicles.</p>
<p>Charging Infrastructure</p>	<p>Global interoperability enables EVs to charge seamlessly anywhere in the world.</p>	<p>International discussions on charging technology, equipment and standards are important to enable medium-term ZEV deployment, particularly in cases where new or used ZEVs are exported to EMDEs.</p> <p>Adopting different charging standards in different regions of the world could slow down ZEV adoption in importing countries, whereas agreeing on interoperable equipment could foster faster deployment.</p>	<p>Number of connector types.</p>	<p>The European Union and the United States issued a joint statement recognising the Megawatt Charging System (MCS) as adopted by international standardisation bodies.</p> <p>The Global Green Road Corridor Initiative announced the Mediterranean Corridor, a new effort aimed at supporting ZEV transportation in Spain and Southern France. The corridor, led by Iberdrola, will be</p>

## Plan to Accelerate Road Transport Decarbonisation

				the first private corridor to be included in the initiative.
Resilient ZEV battery supply chain	Battery end-of-life management discussions are translated into national policies and capacity-building initiatives, particularly in EMDEs.	<p>Growing demand for EVs is in turn increasing demand for the critical minerals used in batteries. Battery recycling and end-of-life management can provide a significant secondary source of critical minerals supply that is more sustainable and less geographically concentrated than primary supply. EV batteries could retain up to 70-80% of their capacity after their first use, and therefore offer opportunities for second-life applications, as well as serving markets for used EVs.</p> <p>Industry players are already positioning themselves to capture a share of this market, with many announcements for new recycling capacity by 2030. This means that there is a pressing need to develop battery end-of-life strategies, which could call for either new recycling capacity in EMDEs (where imports of used EVs are expected to rise in the coming decade); or plans to send end-of-life vehicles back to recycling centres, such as to the battery or vehicle manufacturer.</p> <p>Collaboration between countries that export EVs and countries where EVs reach end-of-life and collaboration on regulatory frameworks and standards will be crucial for managing the recycling and reuse of EV batteries. Exploratory workshops remain at an early stage and will need to scale up to translate into sizeable impact.</p>	<p>Global battery recycling capacity and share in EMDEs.</p> <p>Share of battery demand covered by recycled material.</p>	<p>Progress is underway toward a second release of the Battery Passport indicator framework, data exchange and assurance rulebook, as well as supporting materials, to allow early adoption in support of regulatory requirements, and pave the way for large-scale uptake of Battery Passport certification.</p> <p>According to the United Nations Environment Programme, more than 30 country projects have now included an end-of-life component in their national electric mobility programmes.</p>

## Plan to Accelerate Road Transport Decarbonisation

**Table 2: Detailed plan outlining collaborative efforts for each of the Road Transport Breakthrough Priority International Actions and wider partnerships with targeted actions/deliverables.**

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
<b>Implemented/ing targets and advancing long-term support for ZEV transition.</b>	Strengthening shared, ambitious global commitments for scaling up ZEVs across vehicle segments by more countries and organisations joining global coalitions consistent with the Paris Agreement's goals.	Ten new signatories (governments and businesses) to the Zero Emission Vehicles Declaration. Target regions for recruitment include Africa and SE Asia	Existi... ▾	Demand ▾	Accelerating to Zero (A2Z) Coalition  International Council on Clean Transportation (ICCT)	Nov... ▾	Countr... ▾ Comp... ▾	Ministry of Transport, Brazil  [add country name]  Road Transport Breakthrough
		Three new country signatories to Global MOU on ZE-MHDVs. Expand Global MOU countries to represent 45% of the overall MHDV market.	Existi... ▾	Demand ▾	Drive to Zero/CALSTAR	Nov... ▾ Nov... ▾	Countr... ▾ Comp... ▾	Ministry of Transport, Brazil  [add country/company name]  Road Transport Breakthrough
		Scale EV100 signatories beyond the current 120 members.	Existi... ▾	Demand ▾	Climate Group	Nov... ▾	Comp... ▾	Ministry of Transport, Brazil  [add country/company name]  Road Transport Breakthrough
		Scale ZEV Emerging Markets	Existi... ▾	Demand ▾	World	Nov... ▾	Countr... ▾	Ministry of Transport,

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ **13**

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
		Initiative (ZEV-EMI) with a larger set of stakeholders, including countries and companies. As of 2025: 60+ companies, 10+ partners, and 3 EMDE countries are collaborating in ZEV-EMI across regions.			Business Council for Sustainable Development (WBCSD)		Comp... ▾	Brazil  [add country name]  Road Transport Breakthrough
		Demand aggregation in specific countries and use cases (E-fast India, Mexico, Brazil) and shippers and carriers demand bundling in corridors (India, Mexico, East Africa, Brasil, Poland).  Scale zero-emission truck deployment based on viable business cases and leveraged investments.	Existi... ▾	Demand ▾	Smart Freight Centre (SFC)  WBCSD  World Resources Institute (WRI), Brazil	Nov... ▾	Comp... ▾	Ministry of Transport, Brazil  [add country name]  Road Transport Breakthrough
		Launch of underpinning analysis to showcase growing demand for ZEVs. These include a robust strategic annual COP30 progress report on achievements of key partners and initiatives; annual Global EV Outlook report, and Global EV and Data Explorers.	Existi... ▾	Demand ▾	A2Z Coalition  International Energy Agency (IEA)	Nov... ▾ Nov... ▾ Nov... ▾ Nov... ▾	Comp... ▾	Clean Energy Ministerial Electric Vehicle Initiative (CEM-EVI)  Ministry of Transport, Brazil  [add country name]

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 14

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
								Road Transport Breakthrough
		Scaling targets, regulations, policies, standards advancing the goal of the Manifesto for intermodal, low-carbon, efficient and resilient freight transport and logistics.	Existi... ▾	Demand ▾	SLOCAT	Nov... ▾	Countr... ▾ Comp... ▾	Alliance for Logistics Innovation through Collaboration in Europe (ALICE), CONCITO, IDDRI, International Transport Workers Federation; UIC International Union of Railways, Road Transport Breakthrough  Ministry of Transport, Brazil  [add country name]
		Recruitment of new signatories to First Movers Coalition: Trucking Commitment to create demand signal.	Existi... ▾	Demand ▾	FMC - World Economic Forum	Nov... ▾	Countr... ▾ Comp... ▾	[add company/country name]  Road Transport Breakthrough
		Recruitment of new signatories to the Sustainable Freight Buyers Alliance/Fleet Electrification Coalition. Expansion of Port Drayage Alliance.	Existi... ▾	Demand ▾	SFC	Nov... ▾	Comp... ▾	[add company name]  Road Transport Breakthrough

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 15

Outcome	Action Scope	Action/deliverable	Type of Action	Implementatio n Lever	Responsible/c oordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
<b>Mobilised multilateral global action via transformative initiatives on finance and investment</b> to boost ZEV ambitions in EMDEs.	Consolidated and enhanced package of international assistance to strengthen coordination to accelerate ZEV transition in EMDEs.	Shaping public-private partnerships to accelerate private investments and enabling policies as part of ZEV-EMI (India, Mexico, Brazil) in 2025, expanding to new countries by 2028.	Existi... ▾	Public/p... ▾	Zero-Emission Vehicle Transition Council (ZEVTC) International Assistance Taskforce (IAT)	Nov... ▾ Nov... ▾	Countr... ▾	UNEP, World Bank, SFC, FIA Foundation, CALSTART ICCT, WBCSD,ZEV-EMI, Collective for Clean Transportation Finance (CCTF), University of California, UC Davis, EV100, Global Fuel Economy Initiative (GFEI), Fleet Electrification Coalition  Road Transport Breakthrough  Ministry of Transport, Brazil [add country name]
		Launch of WBCSD’s Future Urban Mobility workstream, shaping city-industry partnerships and finance for mobility decarbonisation.	New ... ▾	Public/p... ▾ Partners... ▾	WBCSD	Nov... ▾	Multi-s... ▾	
		ZEVEMI developed tools in 2025: e-truck Leasing model and TCO calculation tool.	Existi... ▾	Public/p... ▾ Knowle... ▾	WBCSD ZEVTC IAT	Nov... ▾	Countr... ▾ Comp... ▾	Ministry of Transport, Brazil  [add country name]
		Launch of tools for accessible finance to support EMDEs; industrial pivot fund	Existi... ▾	Public/p... ▾ Knowle... ▾	ZEVTC IAT	Nov... ▾	Countr... ▾	Ministry of Transport, Brazil

## Plan to Accelerate Road Transport Decarbonisation

Outcome	Action Scope	Action/deliverable	Type of Action	Implementatio n Lever	Responsible/c oordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
		for zero-emission trucks uptick. The GFDT grants to continue focus on ZEVs and e-mobility.						[add country name]
		ZEV finance taskforce to develop new finance mechanisms and facilitate mobilising private and blended finance support.	Existi... ▾	Public/p... ▾	WBCSD ZEVTC IAT	Nov... ▾	Countr... ▾	Ministry of Transport, Brazil [add country name]
		New guide: <i>Cut Electrification Risk &amp; Costs: The Residual Value Guarantee Blueprint</i> , for governments and development banks to support the zero-emission truck transition.	Existi... ▾	Public/p... ▾ Knowle... ▾	CALSTART	Nov... ▾	Countr... ▾	Green Finance Institute, Climate Group, European Clean Trucking Alliance  Ministry of Transport, Brazil  [add country name]
	Effective and concrete knowledge sharing with key stakeholders to enable and accelerate investment and adoption of technologies	Interventions such as market-based measures, climate finance for transport, shifting funding away from fossil-fuel dependent activities, and access to finance for the informal sector advancing the goal of the Manifesto.	Existi... ▾	Public/p... ▾ Knowle... ▾	SLOCAT	Nov... ▾	Multi-s... ▾	Alliance for Logistics Innovation through Collaboration in Europe (ALICE), CONCITO, IDDRI, International Transport Workers Federation; UIC International Union of Railways,  Ministry of Transport, Brazil

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 17

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
								[add country name] Road Transport Breakthrough
<b>Improved ZEV battery's life cycle efficiency and sustainability.</b>	First ever globally harmonised sustainability indicator framework on batteries and scaling of existing projects on EV battery end-of-life management.	Present the Battery Passport as a first ever, globally harmonised sustainability indicator framework on batteries at COP30 and Battery Passport product certification scheme to be launched in 2027.	Existi... ▾	Supply ▾	Global Battery Alliance (GBA)	Nov... ▾ Nov... ▾	Countr... ▾ Comp... ▾	[add country name] Road Transport Breakthrough
		Deploy digital product passport framework for batteries as part of the UN Transparency Protocol (UNTP) and the Responsible Business Transparency Protocol.	Existi... ▾	Supply ▾ Policy &... ▾	UNECE	Nov... ▾	Countr... ▾	[add country name] Road Transport Breakthrough
		Scale Global End-of-Life EV batteries programme.	Existi... ▾	Supply ▾	UNEP	Nov... ▾	Countr... ▾	[add country name] Road Transport Breakthrough
<b>Accelerated development and deployment of ZEV infrastructure globally</b>	Enhance technical assistance to EMDEs and large scale infrastructure projects.	Launch of ZEV Transition Council's global infrastructure policy sequencing report.	Existi... ▾	Technol... ▾ Partners... ▾	ICCT and partners	Nov... ▾	Countr... ▾	ZEVTC IAT Ministry of Transport, Brazil [add country name] Road Transport

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 18

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
								Breakthrough
		Launch of updates to the <i>Charging Infrastructure Resource Guide</i> , a tool that offers countries strategies on developing charging infrastructure	Existi... ▾	Technol... ▾ Knowle... ▾ Partners... ▾	ICCT and partners	Nov... ▾	Countr... ▾	CALSTART, WBCSD Road Transport Breakthrough [add country name] Road Transport Breakthrough
	Accelerating infrastructure roll out, optimising planning, deployment and investment through collaborative global initiatives.	Facilitate mapping and channel private sector investments under ZEV-EMI, along selected freight corridors (India, Mexico, Brazil, Europe, with ZEVWISE, E-FAST and GGRC) and urban areas (cars and buses), including: (a) Policy, standards and energy sector alignment; (b) Data collection/modeling; (c) Mobilising finance; (d) Recommendations and best practices under UNECE Working Group.	Existi... ▾	Technol... ▾	ZEV-EMI UNECE Working Group	Nov... ▾	Countr... ▾ Comp... ▾	CALSTART, SFC, GGI, , WBCSD, CEM EVI, United Nations Economic Commission for Europe (UNECE) Ministry of Transport, Brazil [add country name] Road Transport Breakthrough
		Announcement of new corridors and existing corridor implementation progress under the GGRC Initiative; showcase progress on existing corridors as part	Existi... ▾	Technol... ▾ Partners... ▾	ZEVWISE partners	Nov... ▾	Countr... ▾ Comp... ▾	CALSTART, SFC, GGI, WBCSD, CEM-EVI, UNECE Ministry of Transport, Brazil

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ **19**

Outcome	Action Scope	Action/deliverable	Type of Action	Implementatio n Lever	Responsible/c oordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
		of efforts to launch at least ten transboundary corridors by 2026.						[add country name] Road Transport Breakthrough
		Support the creation of partnerships for the development of public battery-electric truck and fuel cell electric vehicle infrastructure on main corridors.	Existi... ▾	Technol... ▾ Partners... ▾	ZEVWISE partners	Nov... ▾	Countr... ▾ Comp... ▾	CALSTART, SFC, GGI, WBCSD, CEM-EVI, UNECE  Ministry of Transport, Brazil  [add country name] Road Transport Breakthrough
	Mechanisms to interconnect and leverage investment planning and coordination in relation to grid development, optimal use of data and digital technologies, infrastructure deployment, and enhanced energy efficiency.	Launch of a new workstream to address physical risk and infrastructure resilience, and develop guidance for avoided emissions measurement.	New ... ▾	Technol... ▾ Risk-inf... ▾	ZEVWISE partners	Nov... ▾	Countr... ▾ Comp... ▾	CALSTART, SFC, GGI, WBCSD, CEM-EVI, UNECE
		International ZEV Alliance “Accelerating utility planning and permitting for ZEV infrastructure” research report focusing on grid upgrades for heavy-duty charging.	Existi... ▾	Technol... ▾ Knowle... ▾	International ZEV Alliance	June... ▾		ICCT  [add country name] Road Transport Breakthrough
<b>Enhanced dialogue and action on trade conditions by</b>	Mobilise multilateral global action on cross-border trade to	Potential used vehicle import standards, enhanced multilateral dialogue to	Existi... ▾	Policy &... ▾ Risk-inf... ▾	UNEP UNECE	Nov... ▾	Countr... ▾	ITF UNECE, UC Davis

## Plan to Accelerate Road Transport Decarbonisation

Multi-stakeholders platform ▾ 20

Outcome	Action Scope	Action/deliverable	Type of Action	Implementatio n Lever	Responsible/c oordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
importer and exporter countries, including EMDEs, on used vehicles and ZEVs.	boost ZEV ambitions in EMDEs.	support cross-border ZEV trade in EMDEs.						Road Transport Breakthrough
		Multilateral dialogue on second-hand ZEV trade led by exporters, importers, and global initiatives to enhance affordable, sustainable vehicle access in EMDEs.	Existi... ▾	Policy &... ▾ Risk-inf... ▾	UNEP UNECE	Nov... ▾	Countr... ▾	ITF, UNECE, UC Davis  Road Transport Breakthrough
<b>Knowledge sharing and capacity building</b> through training and access to tools and digital platforms	Technical training for all actors involved.  Tools, such as digital platforms, for knowledge sharing and data sharing.	CALSTART / Drive to Zero "Charging up Change" Platform: offers a repository of case studies from fleets and innovators around the world, focusing on a specific deployment and distilling key details and lessons learned.	Existi... ▾	Knowle... ▾ Partners... ▾	CALSTART / Drive to Zero	Nov... ▾	Multi-s... ▾	Ministry of Transport, Brazil  [add country/companies]
		Collection of best practices, organizing quarterly community meetings for best practice sharing and channeling best practice across different knowledge platforms	[] ▾	Knowle... ▾ Partners... ▾	UNECE charging infrastructure, WBCSD The Climate Drive, Action Bank	Nov... ▾	Multi-s... ▾	Ministry of Transport, Brazil  [add country/companies]
		Development and implementation of open digital platforms for transparency, monitoring, and sharing of transport and infrastructure data. Efforts by a few initiatives are already	Existi... ▾	Knowle... ▾ Partners... ▾	WBCSD	Nov... ▾	Multi-s... ▾	Ministry of Transport, Brazil  [add country/companies]

## Plan to Accelerate Road Transport Decarbonisation

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
		underway in key emerging markets.						
<b>Wider outcomes</b>	Tools for transparent tracking and evaluation	Mandatory, standardised, and transparent tracking, reporting, and evaluation through digital tools advancing the goal of the Manifesto.	Existi... ▾	Knowle... ▾ Partners... ▾	SLOCAT	Nov... ▾	Multi-s... ▾	Alliance for Logistics Innovation through Collaboration in Europe (ALICE), CONCITO, IDDRI, International Transport Workers Federation; UIC International Union of Railways, Road Transport Breakthrough  Ministry of Transport, Brazil  [add country name]
	Business Breakthrough Barometer report	The annual report captures the voice of businesses on the net zero transition, including identifying risks, gaps and opportunities. The report includes policy recommendations for all Breakthrough Agenda Sectors, including Road Transport.	Existi... ▾	Knowle... ▾	WBCSD Breakthrough Agenda	June... ▾	Comp... ▾	Marrakech Partnership for Global Climate Action Industry Group, Climate High-Level Champions, and many other organisations  Road Transport Breakthrough
	UN Decade of Sustainable Transport (2026-2035)	Building capacities for actioning the UN Decade of Sustainable Transport's	Existi... ▾	Demand ▾	UN Department of Economic and	Nov... ▾	Multi-s... ▾	International research and not-for-profit organisations

## Plan to Accelerate Road Transport Decarbonisation

Outcome	Action Scope	Action/deliverable	Type of Action	Implementation Lever	Responsible/coordinated by	Time horizon	Stakeholder engagement	Committed/collaborating Stakeholders
	Implementation	(2026-2035) Implementation Plan.			Social Affairs (DESA)			Road Transport Breakthrough  Countries, sub-nationals, regions  Businesses