

Zero Emission Vehicles Declaration

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Disclaimer

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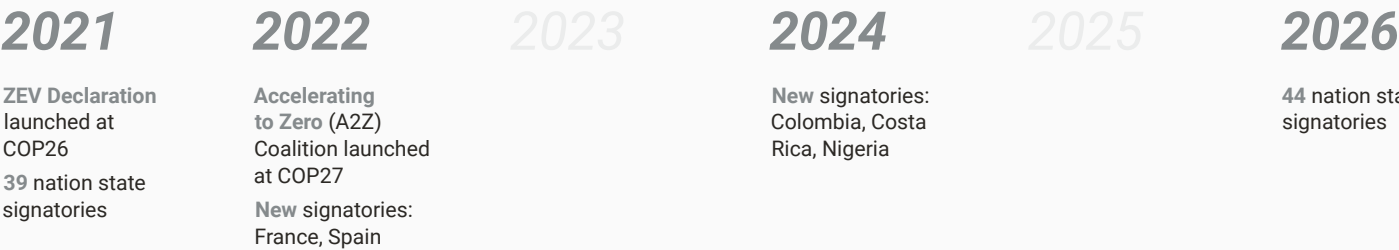
Commitment: Signatories commit to rapidly accelerating the transition to zero-emission vehicles (ZEVs). Signatories will work towards **all sales of new cars and vans being zero-emission globally by 2040 and by no later than 2035 in leading markets.** Signatories also recognise that a sustainable future for road transport will require wider system transformation. Efforts to implement the Zero Emission Vehicles Declaration are coordinated by the Accelerating to Zero Coalition.

Institutional robustness

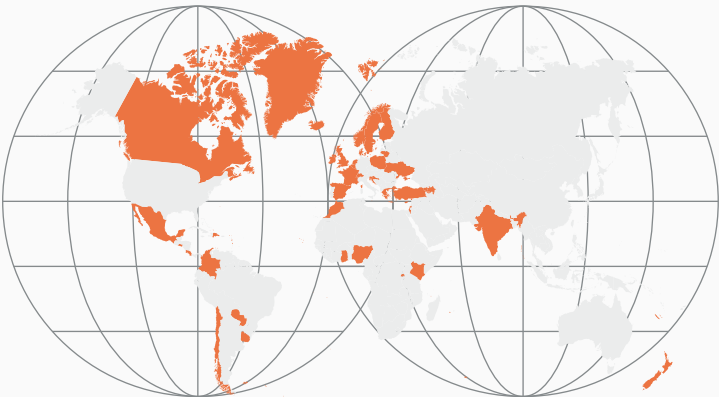
- Staff & secretariat
- Governance structure
- Budget transparency
- Openness
- Monitoring & reporting
- Engagement & outreach
- Target accountability
- Output effectiveness

Legend: ● High ● Medium ○ Low ● No data

Key moments



Signatories

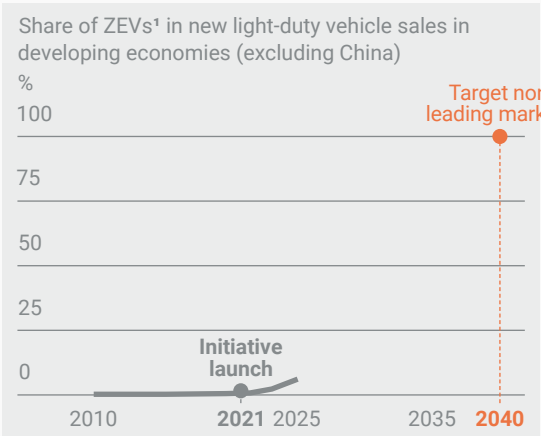
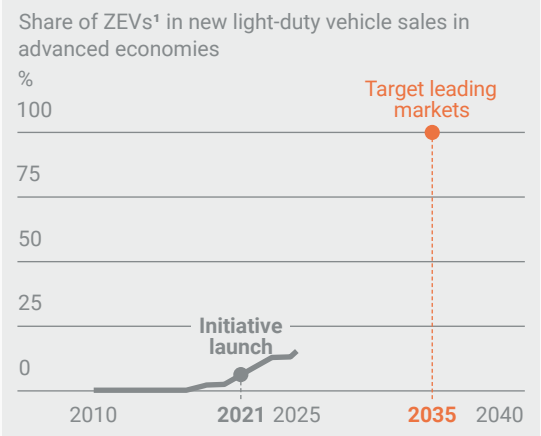


44 national governments; 80 subnational governments; 14 automotive manufacturers; 46 fleet owners and operators; 14 investors; 2 financial institutions; 37 other signatories

Study	Abatement potential
Roelfsema et al. (2026)	Impact of quantifiable COP26 and COP28 initiatives: A reduction of 0.27 GtCO ₂ e/yr below current policies for signatories and of 0.6 GtCO ₂ e/yr for global implementation in 2030.
A2Z Coalition (2025)	Emission reduction below BAU: 33 GtCO ₂ e cumulatively between 2024 and 2050 (of which 22 GtCO ₂ e from adopted and 11 GtCO ₂ e from planned policies in road transport).
Kuramochi et al. (2024)	Impact of aligning road transport-sector initiatives with net zero: 0.6 GtCO ₂ e/yr for all signatories and 1.1 GtCO ₂ e/yr globally by 2030.
Climate Action Tracker (2021)	Additional reductions compared to 'pledges and targets' scenario: < 0.1 GtCO ₂ e for all signatories (likely impact), and 0.75 GtCO ₂ e globally (potential impact) in 2030.

Global progress

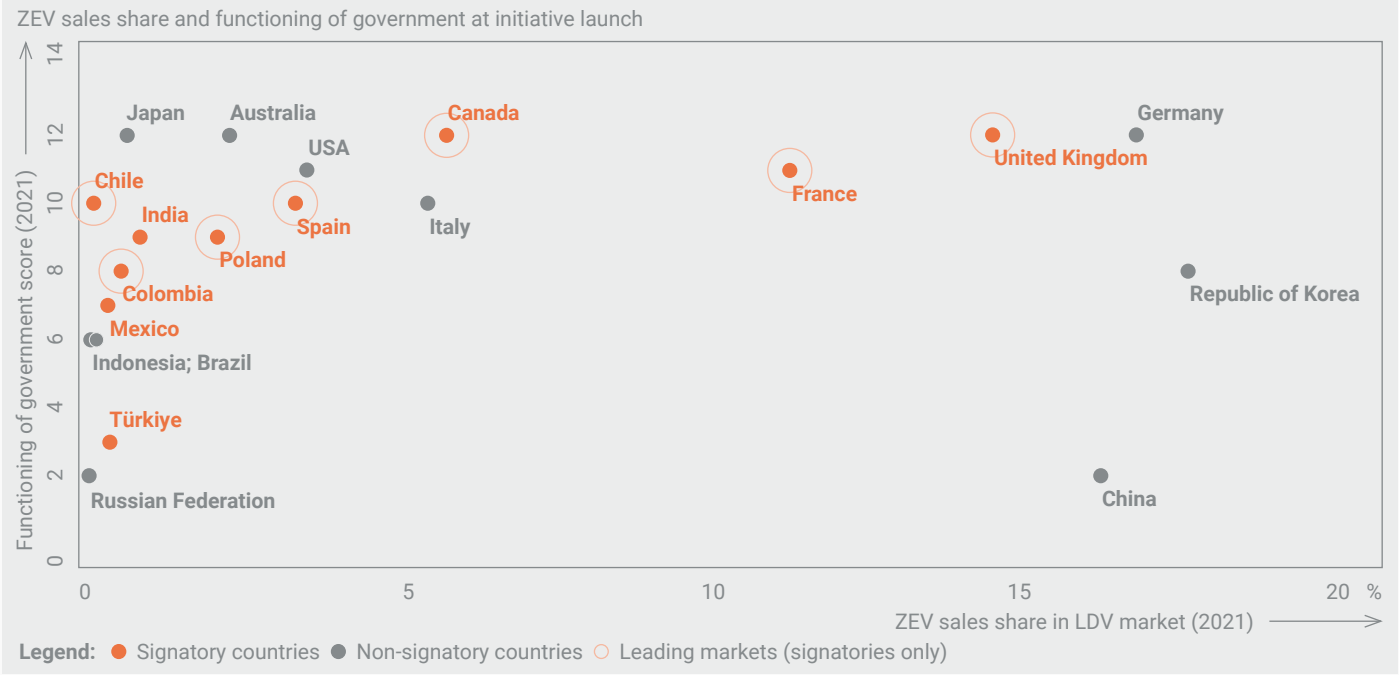
Takeaway: Electric vehicle (EV) adoption continues to rise: ZEVs currently hold a 15% market share of sales in advanced economies and a 5% share in developing economies excluding China, with roughly 10 and 15 years respectively left to reach the target.



1 ZEVs include battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs), but exclude plug-in hybrid electric vehicles (PHEVs).

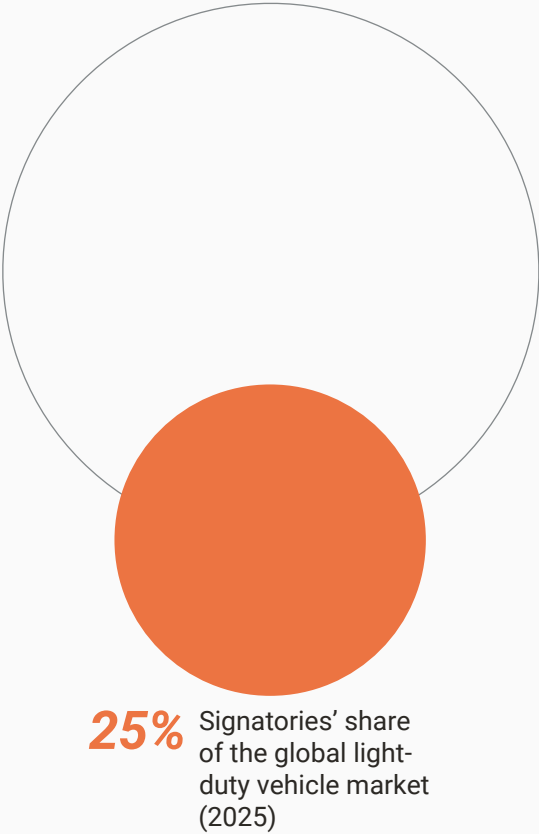
Ambition

Takeaway: The signatories of the ZEV Declaration are diverse in terms of government performance and ZEV market share at the time the initiative was launched. Several frontrunners in ZEV adoption at the time had not signed the declaration.



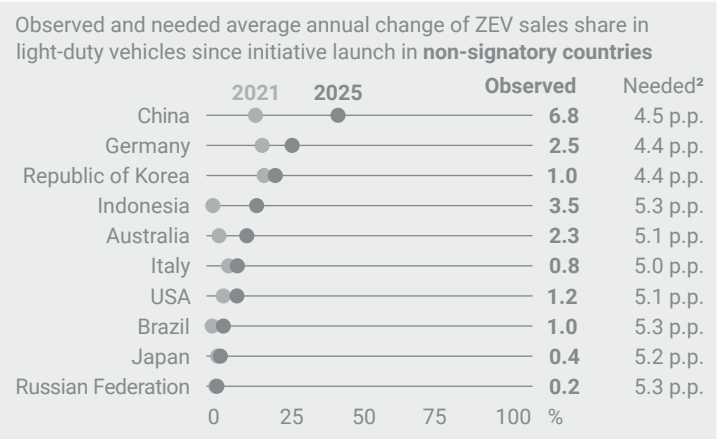
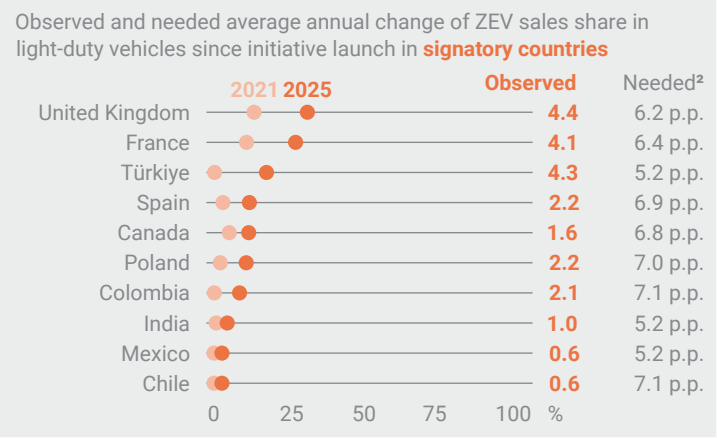
Significance

Takeaway: Signatories of the ZEV Declaration account for a quarter of the global light-duty vehicle market. Given that light-duty vehicle road transport accounts for 10% of global CO₂ emissions, increasing participation – or matching the ambition of the initiative domestically without formally being a signatory – is crucial for climate action.



Country-specific progress since initiative launch

Takeaway: Only a few countries are scaling up EV adoption at close to the required rate, with China, which is not a signatory, leading the way.



² Required annual change rate to meet target (assuming a linear trajectory between launch and target year). Non-signatory countries have not adopted any targets; the benchmark reflects the change required to match signatory commitments.

Case study: Chile

In Chile, the current sales share of ZEVs is relatively low (2.5% in 2025), yet policy ambition is high. At COP26 in 2021, Chile signed the ZEV Declaration. Just one month earlier, the Chilean government had announced its 2021 National Electromobility Strategy, which included the target of achieving 100% zero-emission light-duty vehicle sales by 2035 – thereby matching the ZEV Declaration's ambition for leading markets. This domestic policy was formalised in 2022 with the introduction of new fuel economy standards and a road tax exemption for EVs.

Since then, the government has also announced that all public transport will be emissions-free by 2040 and has become a leader in the deployment of electric buses. However, according to experts, additional policies are needed for the country to meet its target for private vehicles. While the ZEV Declaration likely reinforced the domestic commitment, both ambition and policy implementation were mainly driven domestically.

Case study: Kenya

Kenya was an initial signatory of the ZEV Declaration. Following COP26, the country updated its Nationally Determined Contribution (NDC), explicitly highlighting the electrification of transport as a key mitigation measure. The National Electric Mobility Policy was launched in February 2026. A key instrument supporting these plans is tax incentives, which have recently been called into question. Adoption of EVs is concentrated in the motor-cycle sector, with two-wheelers accounting for around 90% of Kenya's registered EVs.

By signing the ZEV Declaration, Kenya gained access to the ZEV Transition Council's ZEV Rapid Response Facility (ZEV-RRF), which provides technical assistance. Kenya was the first country to submit a request to the ZEV-RRF platform in 2023. While Kenya positioned itself as the leading market in Africa, Rwanda (a fellow signatory) and Ethiopia have since seen a more significant increase in EV adoption, driven by decisive policies.

Key takeaways

- 01** The Zero-Emission Vehicles Declaration, launched at COP26 in Glasgow, is the most prominent initiative targeting the decarbonisation of the road transport sector, which is responsible for a significant and growing proportion of global emissions. It sets 100% ZEV targets for leading markets by 2035 and all other markets by 2040.
- 02** Membership has grown steadily and spans governments, cities, car manufacturers, fleet operators and financial institutions. This diversity strengthens coordination across the value chain. However, government signatories currently represent only 25% of the global light-duty vehicle market, leaving significant coverage gaps.
- 03** While the initiative is associated with a notable abatement potential (around 0.6 GtCO_{2e} in 2030 from signatory countries or roughly 7% of current transport-sector emissions), its near-term importance lies foremost in accelerating technological change that underpins full decarbonisation in the medium term. At the same time, significant progress is being made beyond the initiative's signatories.
- 04** EV sales shares are rising – reaching around 15% in advanced and 5% in developing economies – but they remain far from the required levels. Growth has slowed since 2023 and even leading signatories (the UK, France, Türkiye) are not quite on track, whereas one non-signatory country (China) is outperforming all others in terms of recent growth and current market shares.
- 05** Countries signed the ZEV Declaration with widely varying initial conditions – some with high EV shares did not sign, while others with minimal adoption but high policy ambition did. This suggests that membership is driven more by political signalling and the opportunities associated with establishing a domestic EV manufacturing industry than by existing market maturity or institutional capacity.

Related initiatives: [EV100](#); [First Movers Coalition trucking commitment](#); [Fleet Electrification Coalition](#), under the [Sustainable Freight Buyers Alliance](#); [Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles](#); [Global Breakthrough Road transport](#)

Related GST effort area: (Paragraph 28g) Accelerating the reduction of emissions from road transport [...], including through [...] rapid deployment of zero- and low-emission vehicles.

Sources:

A2Z Coalition (2025): [Bridging the gap](#).
 A2Z Coalition (2025): [Driving Progress on the ZEV Transition](#).
 CAT (2021): [Glasgow sectoral initiatives](#).
 CAT (2024): [Decarbonising road transport](#).
 Changing Transport (2025): [Kenya's road to electric mobility](#).
 Dialogue Earth (2025): [Chile looks to charge ahead](#).
 EDGAR (2025): Community GHG Database.
 EV Volumes (2025): [Global Electric Vehicles Sales Data](#).
 Freedom House (2025): Governance index.
 ICCT (2026): Vision 2050: [Update on the ZEV transition in 2025](#).
 IEA (2023): [Road Transport](#).
 IEA (2026): [Global EV Outlook](#).
 Kuramochi et al. (2024): [Supporting the Paris Agreement](#).
 Roelfsema et al. (2026): [Staying on track](#).