icct20

CELEBRATING TWO DECADES OF CLEAN TRANSPORTATION POLICY

INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

20 YEARS OF IMPACT

A NOTE FROM OUR PRESIDENT AND CEO

The ICCT was founded to empower policymakers and others worldwide to improve the environmental performance of transportation to benefit public health and mitigate climate change. Over the past 20 years, the ICCT has established itself as a first-rate research organization, providing technical and scientific analysis to guide policies aimed at driving cleaner transportation modes. Here, we highlight a few of the milestones ICCT has made as an organization against the backdrop of progress made globally.

Since 2005, much has changed in transportation and the regulatory environment. In the early days of ICCT, focus was necessarily on establishing or strengthening fuel and emissions standards for vehicles, particularly in major vehicle markets. Today, with the rise of electric vehicles, combustion engine vehicle phase-out targets, and cleaner, low-carbon fuels, the landscape looks much different. However, the primary mission of the ICCT has not changed. There is still much work to do supporting vehicle electrification and effective policies in emerging markets, in addition to defending against the rollback of standards and supporting sound policies which drive the shift towards clean transportation.

– Drew Kodjak

ORIGINS

The ICCT's journey began when eighteen government officials and experts from Europe, China, Japan, and the United States came together on June 19, 2001, in Bellagio, Italy, for three intensive days of meetings in response to global environmental and health concerns. They emerged with the Bellagio Memorandum on Motor Vehicle Policy, a foundational set of guiding principles for designing effective policies to address air pollution from vehicles and fuels. This meeting served as the catalyst for the creation of a global network of progressive government officials, later formally embodied in the International Council on Clean Transportation. The International Council on Clean Transportation incorporated as a mission-driven, non-governmental organization in 2005. The same year, we opened our first U.S. offices.

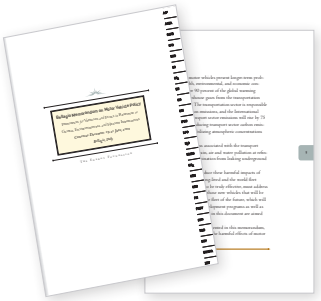
Over the past 20 years, ICCT has evolved in tandem with changes in the regulatory and technical landscape. Our initial work focused on the use of low-sulfur fuels and related pollutant reductions, and the implementation and impact of greenhouse gas and fuel economy standards. As standards were implemented in major vehicle markets and emissions abatement technologies improved, the focus of ICCT turned to zero-emission vehicles, renewable fuels, and polices in emerging markets. Throughout this time, ICCT has provided scientific research and policy analysis to help governments reduce pollution from the transportation sector globally.

Our mission is unique. The ICCT is an independent, nonprofit research organization founded to provide exceptional, objective, timely research and technical and scientific analysis to environmental regulators. Our work empowers policymakers and others worldwide to improve the environmental performance of road, marine, and air transportation to benefit public health and mitigate climate change.

FROM 2005 TO 2025, ICCT HAS

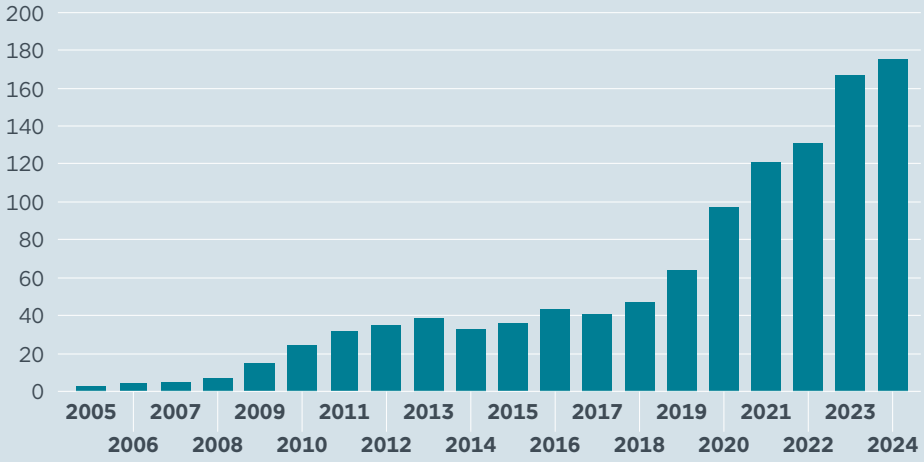
GROWN TO OVER
185
EMPLOYEES

ESTABLISHED OFFICES AND HIRED STAFF IN
9 COUNTRIES



PUBLISHED OVER
1,400
STUDIES AND PAPERS

ICCT STAFF BY YEAR

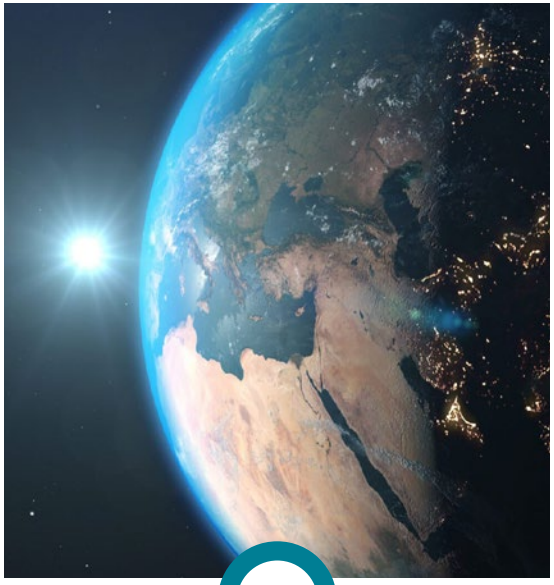


25%

Proportion of global CO_2 emissions that comes from transportation

>90%

Proportion of the global population living where air pollution exceeds WHO limits



21,000,000,000

Metric tons of greenhouse gases that will be emitted from the transport sector in 2050 without further policy action

0.5

Degrees Celsius of global warming that can be avoided over the next 25 years by decarbonizing transportation

DIESELGATE

In 2013, ICCT researchers worked to assess the emissions of diesel passenger cars in the United States to determine for European governments whether these vehicles could be clean under real-world conditions—a premise a growing body of evidence was calling into doubt. The results of the study showed that the real-world emissions of certain VW models exceeded regulatory limits, which prompted further investigation by regulators in the United States and Europe. Testing to date has shown that real-world NO_x emission tests by multiple automakers exceeded regulatory limits by 5–35 times. Since the ICCT's groundbreaking work, which became known as Dieselgate, governments in major vehicle markets now require real world emissions testing during initial vehicle certification and throughout useful vehicle life to guard against any future use of defeat devices or similar cheating.

IMPLEMENTATION

The ICCT has made a significant contribution to the transition to clean transportation across the globe. From the establishment of emissions standards for major transport sectors, to regulations and mandates governing the deployment of renewable fuels, ICCT research has underpinned policies that contribute to cleaner air and reducing global warming.

As countries work to transition fleets powered by fossil fuels to low- and zero-emission alternative such as electrification, the ICCT continues to produce high-quality analysis to illustrate the technical and economic feasibility of the shift to clean transportation.

ICCT MILESTONES

2013
ICCT HELPS EU ADOPT STRINGENT CO_2 STANDARD FOR CARS

2001
BELLAGIO MEETING

2005
INCORPORATION AND FIRST U.S. OFFICES

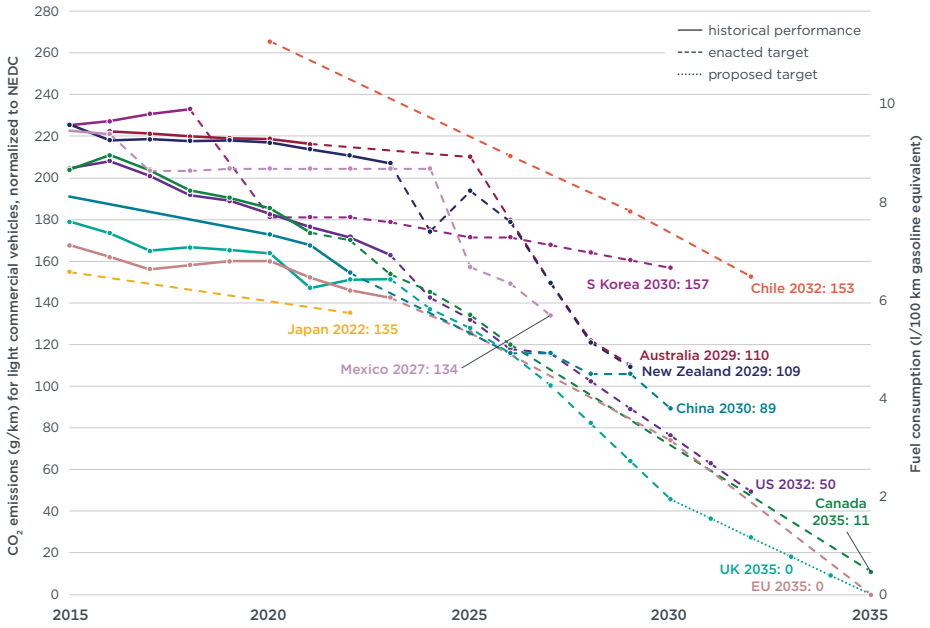
2011
FIRST EUROPEAN VEHICLE MARKET STATISTICS POCKETBOOK

2012
OFFICE OPENS IN GERMANY

CREATING A GLOBAL RACE TO THE TOP

In 2007, at the suggestion of the European Commission, the ICCT published a ground-breaking report that compiled and compared passenger vehicle CO_2 and fuel economy standards from seven governments. By developing a methodology to allow for an apples-to-apples comparison of vehicle performance, the report highlighted the importance of effective policy and low-carbon technologies. The regularly updated chart from the report reflecting current polices illustrates the tremendous progress over the last 20 years in lowering greenhouse gas emissions from vehicles.

PASSENGER CAR GREENHOUSE GAS EMISSIONS AND FUEL CONSUMPTIOM



Note: UK fleet-average targets estimated based on non-ZEV CO_2 emissions and ZEV mandate.
Canada 2035 target is estimated based on Canada's 2035 ZEV mandate.
The U.S. 2027 target and beyond reflect the changes in the credits flexibilities including off-cycle and A/C credits.

Updated Nov 2024

2015
DIESELGATE

2017
REMOTE EMISSIONS SENSING IN LONDON AND PARIS

2020
OFFICE OPENS IN BRAZIL

2020
ICCT WINS SKOLL AWARD FOR SOCIAL INNOVATION

2023
GLOBAL AUTOMAKER RATING

2018
OFFICE OPENS IN CHINA

2014
ICCT SUPPORTS U.S. ADOPTION OF PM AND NO_x TAILPIPE STANDARDS

2016
ICCT RESEARCH SUPPORTS CHINA 6 AND INDIA'S BSV EMISSION STANDARDS

2020
VISION 2050: A STRATEGY TO DECARBONIZE THE GLOBAL TRANSPORT SECTOR BY MID-CENTURY

2022
FIRST TRANSATLANTIC TRANSPORTATION DECARBONIZATION SUMMIT

2023
OFFICE OPENS IN INDIA

VISION 2050

A STRATEGY TO DECARBONIZE THE GLOBAL TRANSPORT SECTOR BY MID-CENTURY

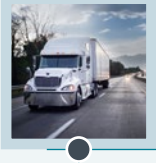
In 2020, the ICCT launched *Vision 2050*, an ambitious framework outlined in a flagship publication aiming to decarbonize the global transportation sector by the mid-21st century. This strategic initiative defines pathways to achieve significant reductions in greenhouse gas emissions through technological advancements, policy reforms, and international collaboration. It seeks to align global transportation systems with the Paris Agreement's climate objectives, ensuring a sustainable and environmentally friendly future.

GLOBAL IMPACT

Today, the ICCT has offices located in Beijing, Berlin, New Delhi, São Paulo, San Francisco, and Washington, D.C., and employs staff in Indonesia, Colombia, Vietnam, and Mexico. Our expansions to regions outside the major auto markets of China, Europe, and the United States has allowed us to assist regulators and policymakers at all stages of the transition to cleaner transportation.

To maximize our impact, The ICCT also leads and participates in various partnerships with governments and like-minded organizations. The ICCT also holds advisory positions with international regulators, such as the International Maritime Organization and the International Civil Aviation Organization, to share our technical expertise and contribute to finding solutions for transportation emissions with impacts that transcend borders.

GLOBAL MILESTONES

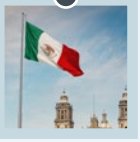


2007
UNITED STATES ADOPTS PM AND NO_x STANDARDS FOR HEAVY-DUTY VEHICLES

2009
EUROPEAN UNION ADOPTS CO_2 TARGETS FOR CARS AND VANS

2010
UNITED STATES ADOPTS CAFE STANDARDS FOR NEW CARS AND MEDIUM TRUCKS

2013
MEXICO ADOPTS CO_2 EMISSION STANDARDS FOR LIGHT-DUTY VEHICLES



The ICCT helps the International Maritime Organization set 2050 net-zero emissions target

ICCT expertise was instrumental in shaping the Revised IMO Greenhouse Gas Strategy, a landmark step toward decarbonizing the shipping sector. The revised strategy set a net-zero target for 2050 and introduced strong interim targets for 2030 and 2040. These new standards were predicated on ICCT research which demonstrated why absolute emissions reduction targets were needed to put international shipping on a clear and predictable pathway to net-zero greenhouse gas emissions.

ICCT analysis helps the European Union adopt its first stringent mandatory CO_2 standard for cars

In 2009, the European Union set its first mandatory CO_2 emission standards—a weak measure of 130g/CO_2/km by 2015—based entirely on data from the auto industry. In the years leading up to the next standards set in 2013, the ICCT played a leading role in the promotion of stronger standards. Leveraging similar work performed for U.S. policymaking, the ICCT provided an accurate alternative dataset to the one provided by industry; our data was available in time to inform the European Commission's impact assessment. As a result, the European Union chose to adopt a more stringent standard of 95 g/CO_2/km for all new vehicle sales by 2021.

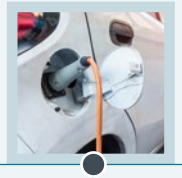
The ICCT supports India's fiscal incentive scheme for EV production

In September 2024, the Government of India launched the PM Electric Drive Revolution in Innovative Vehicle Enhancement scheme, a rebranded version of the FAME III initiative. This US$1.31 billion program aims to provide financial incentives across various electric vehicle segments. Because of the ICCT's work, including as an advisor to the Ministry of Heavy Industries taskforce, the scheme includes electric trucks, with an initial allocation of US$50 million for e-truck pilot projects.

2015
PARIS AGREEMENT SIGNED BY 195 COUNTRIES

2016
ICAO ESTABLISHES FIRST FUEL EFFICIENCY STANDARD FOR AIRCRAFT

2017
CHINA ADOPTS NEW ENERGY VEHICLE POLICY



2018
IMO'S GHG STRATEGY SET FIRST ABSOLUTE EMISSIONS REDUCTION GOAL FOR MARINE

2019
EUROPEAN UNION ADOPTS CO_2 STANDARDS FOR HEAVY-DUTY VEHICLES

2020
IMO SETS GLOBAL FUEL SULFUR CAP

2022
EUROPEAN UNION ADOPTS 100% ZERO-EMISSION LIGHT-DUTY VEHICLE SALES REGULATION

2022
ICAO SETS 2050 NET-ZERO GOAL FOR INTERNATIONAL AVIATION

2023
IMO SETS 2050 NET-ZERO GHG TARGET FOR MARINE SHIPPING

2024
AUSTRALIA ADOPTS CO_2 EMISSIONS STANDARDS FOR LIGHT-DUTY VEHICLES

GLOBAL REACH, GLOBAL IMPACT

ICCT OFFICE LOCATIONS

San Francisco
Washington, DC
Beijing
Berlin
New Delhi
São Paulo

CITIES WITH ICCT STAFF AND CONSULTANTS

Bangaluru, India
Bogotá, Columbia
Guwahati, India
Hanoi, Vietnam
Jabalbur, India
Jakarta, Indonesia
Los Angeles, United States
Malmö, Sweden
Mexico City, Mexico
New York City, United States
Pune, India
Rio de Janeiro, Brazil
Visakhapatnam, India

COUNTRIES WITH ADDITIONAL ICCT PROJECTS

Australia
Canada
Chile
New Zealand
South Africa

OUR WORK AT THE ICCT WOULD NOT BE POSSIBLE WITHOUT THE GENEROUS SUPPORT OF OUR FUNDERS.

More information on ICCT milestones can be found at https://theicct.org/20th-anniversary/.

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