ANNUAL REPORT **2024**

icct
THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

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LETTER FROM THE CEO

In 2024, we saw significant progress in the transition to zero-emission vehicles, including construction equipment and ocean-going ships.

Electric passenger vehicles reached nearly 17 million in global sales, accounting for about 20% of new cars sold worldwide, up from 15% in 2023. China's EV sales were responsible for most of this progress, accounting for 66% of the global market and half of its domestic car sales. EV market share in Europe, the UK, and California all stood around 20%, with the United States at about 10%. Global EV growth remained steady despite some regional variations, rising 27% in 2024 compared with 26% in 2023.

This profound transition from heavily polluting petroleum vehicles to near-zero emission EVs is the result of two decades of government policies supported by ICCT's research and analysis. For more information on these global trends, please see our Global EV Market Monitor and our Global Automaker Rating, among many other publications.

One important development in 2024 was the emergence of several new EV markets. Over the last decade, more than 90% of EVs have been sold in the four largest vehicle markets: China, the United States, Europe, and India. But in 2024, Vietnam and Thailand exceeded 20% EV sales share, while Indonesia, Australia, and Colombia hit 10%. We are actively engaged in supporting all these governments, with staff on the ground in all these regions except Australia.

In 2024, ICCT extended its work on off-road machinery, a sector emitting over 2 billion tonnes of CO_2 equivalent annually. We launched a series of symposiums to accelerate the deployment of zero-emission off-road equipment and vehicles. We also conducted groundbreaking research on maritime emissions, with analysis supporting the International Maritime Organization's April 2025 approval of the world's largest emission control area in the Northeast Atlantic, potentially preventing up to 4,400 premature deaths by 2050.

We further boosted our impact through partnerships with other organizations around the world. The Real Urban Emissions (TRUE) Initiative measured over 110,000 emission records in Delhi and Gurugram, challenging assumptions about compressed natural gas as a clean fuel, and the emissions of about 45,000 taxis and passenger vehicles in Mexico City, revealing the disproportionately high emissions of older passenger vehicles. Our Zero Emission Bus Rapid-deployment Accelerator (ZEBRA) partnership helped Brazil roll out its e-bus program, supporting the country's goals to decarbonize public transit.

Looking to 2025, we remain steadfast in our commitment to leveraging rigorous, data-driven research to bolster policies that protect public health and advance the global transition to clean transportation.

Drew Kodjak
President/CEO

ABOUT THE ICCT

MISSION

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.

VISION

As we work toward that mission, we envision leaders around the globe using the ICCT's expert research and technical support to develop ambitious, coordinated policies to eliminate air and climate pollution from transportation, consistent with limiting warming to well below 2 °C and pursuing efforts to limit warming to 1.5 °C this century.

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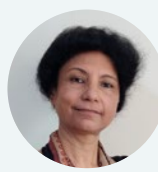

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EQUITY AT THE ICCT

Eliminating the transportation sector's climate and health impacts requires bringing people together around the right policies and solutions. Enacting the principles of justice, equity, diversity, and inclusion helps us do that.

OUR ORGANIZATION

When we employ a diverse workforce, foster and celebrate an inclusive culture, and maintain just and equitable policies, we're creating the organizational conditions that let our staff members do their best work.

OUR PROGRAMMATIC WORK

We support policies that deliver equitable access—locally and globally—to clean vehicle technologies. From historically disadvantaged local communities to countries with still-developing economies, the clean transportation transition must not leave anyone behind.

Achieving the transition will provide a wide range of health, environmental, and economic benefits. We must ensure those benefits are distributed equitably and justly.

Publications added in 2024 to our portfolio of equity-related work include:


WORKING PAPER

Environmental and health benefits of designating a North Atlantic Emission Control Area

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Environmental and health benefits of a designated North Atlantic Emission Control Area
https://theicct.org/publication/environmental-and-health-benefits-of-a-designated-north-atlantic-emission-control-area-nov24/


WORKING PAPER

Electric vehicle charging at multifamily homes in the United States: barriers, solutions, and selected equity considerations

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Electric vehicle charging at multifamily homes in the United States: Barriers, solutions, and selected equity considerations
https://theicct.org/publication/promoting-equity-ev-transition-barriers-and-solutions-to-charging-at-multi-family-homes-us-apr24/


WORKING PAPER

What influences uptake of private battery electric cars in cities? A case study of Stuttgart, Germany

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What influences uptake of private battery electric cars in cities? A case study of Stuttgart, Germany
https://theicct.org/publication/income-charging-infrastructure-and-other-factors-a-case-study-of-stuttgart-germany-apr24/

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CELEBRATING TWO DECADES OF
CLEAN TRANSPORTATION POLICY

THE HISTORY OF THE ICCT

More than two decades of clean transportation policy

The International Council on Clean Transportation's reputation, influence, and global reach have grown exponentially over the past 20 years, shaping polices and regulations worldwide. ICCT marks two decades as an independent, nonprofit organization in 2025.

2001

Eighteen government officials and experts from Europe, China, Japan, and the United States meet in Bellagio, Italy. They draft a foundational set of guiding principles to address air pollution from vehicles and fuels.

2005

ICCT incorporates in the United States and opens its first offices in San Francisco, California, and Washington, D.C.

2007

ICCT compares CO_2 and fuel economy standards for passenger vehicles from seven governments. The report reveals that European and Japanese vehicles are nearly twice as efficient as those in the United States.

2011

The first annual European vehicle market statistics report is published. The statistical snapshot includes data on vehicle sales, fuel efficiency, greenhouse gas emissions, and air pollutants.

2012

ICCT's European office opens in Berlin, Germany.

2013

The European Union adopts stringent mandatory CO_2 standards for cars. ICCT's detailed analysis and comprehensive communication played a leading role in setting the standard at 95 g/$C0_2$/km for all new vehicle sales by 2021.

2014

The United States adopts some of the world's most stringent standards for emissions of particulate matter and nitrogen oxides from passenger cars. Regulators were able to show that the costs of the rule would not outweigh the social benefits, thus leading to the rule's adoption, based on ICCT research on materials used in catalytic converters.

2015

ICCT research on real-world emissions leads to the Volkswagen scandal known as Dieselgate. VW admits to U.S. authorities that its diesel passenger cars were rigged to turn on emission controls only during laboratory testing. Governments in major vehicle markets now require real-world testing and better enforcement of emission rules.

One of the first intergovernmental coalitions forms to accelerate the adoption of zero-emission vehicles. ICCT serves as the secretariat of the International ZEV Alliance.

2016

India adopts the Bharat Stage VI emission norms, skipping over BS V to align with Euro VI standards. ICCT analysis showed how standards equivalent to Euro V would fail to substantially reduce local air pollutant emissions from the vehicle fleet.

The People's Republic of China releases stringent China 6 standards for light-duty vehicles, to take effect in 2020. The government officially recognizes ICCT for its contributions to the development of groundbreaking standards.

2017

The Real Urban Emissions (TRUE) Initiative, a partnership of the FIA Foundation and ICCT, works with the mayors of London and Paris to measure real-world emissions from vehicles driving on city streets. Since then, TRUE has helped cities all over the globe assess local emissions from vehicles.

2018

ICCT opens its China office in Beijing after re-registering under new regulations for foreign nongovernmental organizations.

2019

The International Civil Aviation Organization adopts a life-cycle methodology for assessing greenhouse gas emissions from fuels. ICCT worked with other stakeholders to submit multiple technical inputs.

2020

ICCT launches Vision 2050, an ambitious framework to decarbonize transportation by mid-century. The strategic initiative aligns with the Paris Agreement's objectives to limit global warming to 1.5 degrees Celsius.

ICCT opens its Latin American office in São Paulo, Brazil.

2022

ICCT hosts the first Transatlantic Transportation Decarbonization Summit. The event becomes an annual convening of government and industry representatives and thought leaders.

2023

In collaboration with India's G20 Secretariat, ICCT hosts the first annual India Clean Transportation Summit. ICCT India, based in New Delhi, is also officially incorporated in 2023. In China, ICCT co-hosts and organizes the first global symposium on zero-emission off-road equipment.

The International Maritime Organization sets a net-zero target for greenhouse gas emissions in 2050. ICCT research demonstrated that absolute targets—which specify a percentage reduction in emissions—were needed to put international shipping on a predictable pathway to net-zero.

2024

Executive Director Drew Kodjak returns to the ICCT after spending a year as Senior Director of Transportation Emissions in the White House Climate Policy Office, where he helped finalize regulations that will accelerate the U.S. transition to ZEVs.

IMPACT IN 2024

187
research papers and blog posts published

22
webinars organized with **1,600** registrants

22
videos produced

1,359,469
website page views

126,133
publication downloads

25,440
LinkedIn followers

6,779
newsletter subscribers

Mentioned in **14,579**
press articles across globe

2024 POLICY SUCCESSES AND ACHIEVEMENTS

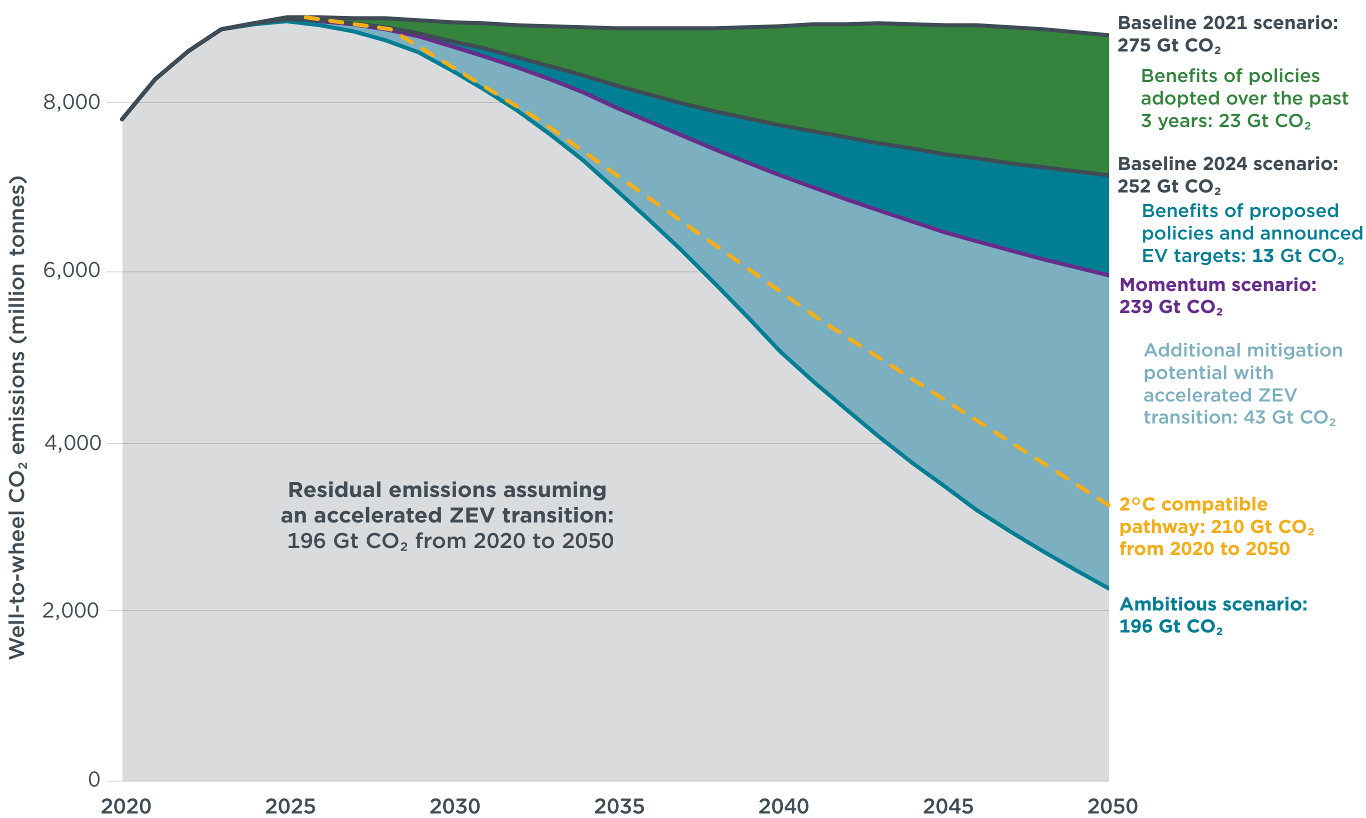
ICCT drives change with data-focused research and expertise. Our work made a positive impact on transportation policies across the globe in 2024, reducing emissions, accelerating the transition to electric vehicles, and paving the way to a cleaner, healthier, and more equitable future. Some examples of our policy successes and other achievements are on the following pages.


ELECTRIFICATION

Electric vehicles (EVs)—from passenger cars to trucks, buses, and off-road construction equipment—will decarbonize the transport sector more quickly and more effectively than other technologies. EVs have lower life-cycle emissions than vehicles with internal combustion engines, and EVs are becoming more economically competitive as well. ICCT dispels myths and misinformation about EVs, including concerns about the supply of rare minerals for batteries and the pace of deploying charging infrastructure.

Our 2024 update on the global transition to zero-emission vehicles (ZEVs) shows an improvement in projected CO_2 emissions from 3 years earlier, which would avoid 23 billion tonnes of emissions through 2050. However, that still falls short of the Paris Agreement goals. An accelerated transition to ZEVs will be needed to keep global warming below 2 ˚C.

PROJECTED GLOBAL WELL-TO-WHEEL CO_2 EMISSIONS UNDER DIFFERENT ZEV TRANSITION SCENARIOS



Source: *Vision 2050: Update on the global zero-emission vehicle transition in 2024,* https://theicct.org/publication/vision-2050-global-zev-transition-2024-jan25/

INDIA INCLUDES ELECTRIC TRUCKS IN INCENTIVE SCHEME

The PM E-DRIVE program announced in September 2024 provides roughly $1.3 billion in financial incentives across various EV segments. Crucially, the scheme includes an approximately $57 million pilot program for electric trucks to replace diesel trucks, a significant source of emissions in India's most polluted cities. ICCT collaborated closely with the Ministry of Heavy Industries and led the electric trucks portion of its electric vehicle task force. Although battery electric trucks cost more upfront than diesel trucks, an ICCT analysis showed how targeted policies could help bring electric trucks to cost parity with diesel trucks within a few years. ICCT continues to present the case for electric trucks in research and communication outreach, such as this video.

IMPACT DIFFERENT POLICIES COULD HAVE ON THE TOTAL COST OF OWNERSHIP OF BATTERY ELECTRIC TRUCKS IN INDIA IN MODEL YEAR 2023

Source: *Total cost of ownership parity between battery electric trucks and diesel trucks in India*, https://theicct.org/publication/tco-bet-hdde-india-aug24/

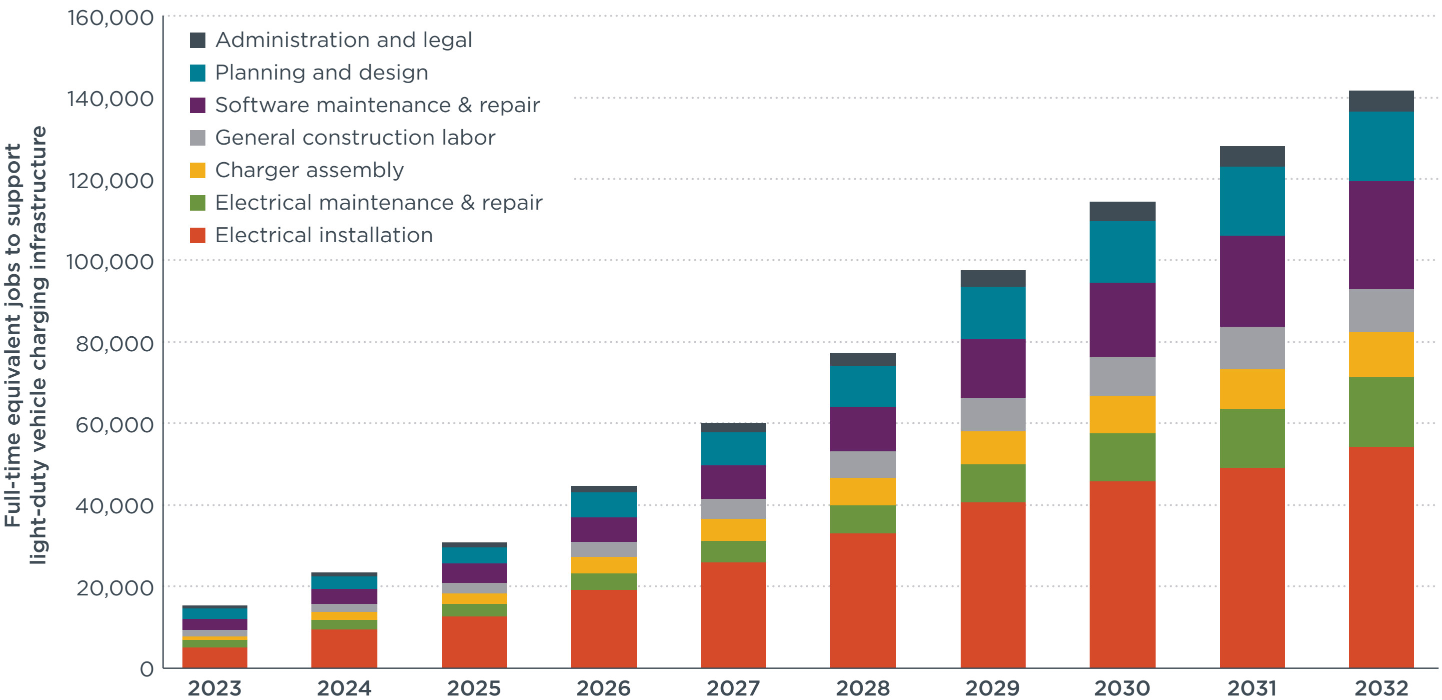
EUROPEAN UNION SPEEDS TRANSITION TO ZERO-EMISSION TRUCKS

The European Union's revised standards for heavy-duty vehicles target a 90% reduction in CO_2 emissions by 2040. This clear timeline for electrification will have an impact on climate pollution and air quality, as heavy-duty vehicles emit 40% of all nitrous oxides from road transport in Europe. ICCT provided technical research to inform several elements of the regulation, including the stringency of the targets and the risk of crediting alternative fuels. Research results were communicated in published papers, press releases, social media communication campaigns, and direct briefings to relevant policy makers.

RESEARCH HIGHLIGHTS U.S. JOB GROWTH FROM EV TRANSITION

The growing U.S. battery industry will create 84,000 to 125,000 domestic jobs by 2032, according to projections in an ICCT report slated to appear in 2025. Increased domestic production of battery cells and components to match battery demand could create even more jobs. Additional ICCT research found that installing and maintaining charging infrastructure could result in 160,000 new jobs.

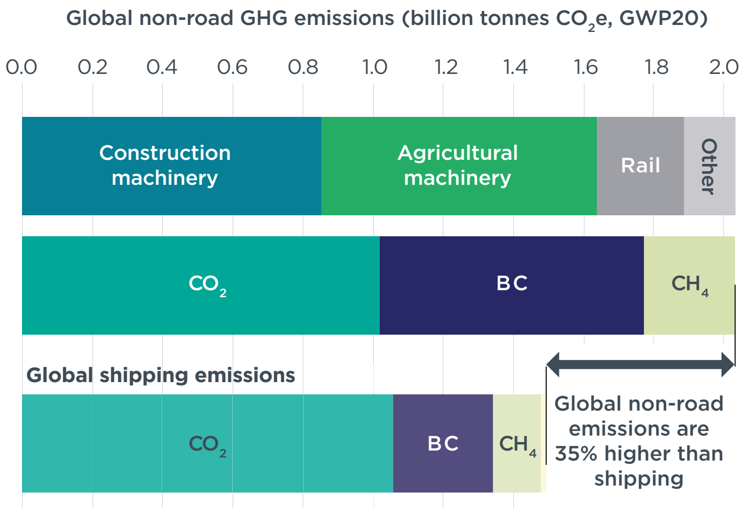
ESTIMATED FULL-TIME EQUIVALENT JOBS TO SUPPORT CHARGING INFRASTRUCTURE BUILDOUT

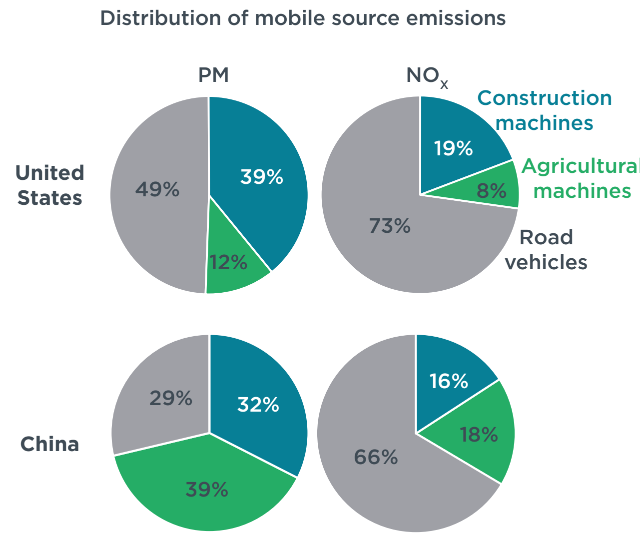


Source: *Charging up America: The growth of United States electric vehicle charging infrastructure jobs,* https://theicct.org/publication/us-ev-charging-infrastructure-jobs-jan24/

MOMENTUM GROWS FOR DECARBONIZING OFF-ROAD MACHINERY

Diesel-powered machinery in the off-road sector—including construction and agricultural equipment and railroad engines—emits more than 2 billion tonnes of carbon dioxide equivalent (CO_2e) each year. This exceeds CO_2e emissions from the maritime sector. The non-road sector also worsens air pollution by producing 50%–70% of particulate matter and 30% of nitrogen oxide emissions from mobile sources in major markets. ICCT, in collaboration with government partners worldwide, has launched a series of symposiums to advance deployment of zero-emission off-road machinery. The September 2024 symposium in Oslo, Norway, drew national- and city-level authorities from Europe, China, and the United States, along with manufacturers, construction companies, and other stakeholders.



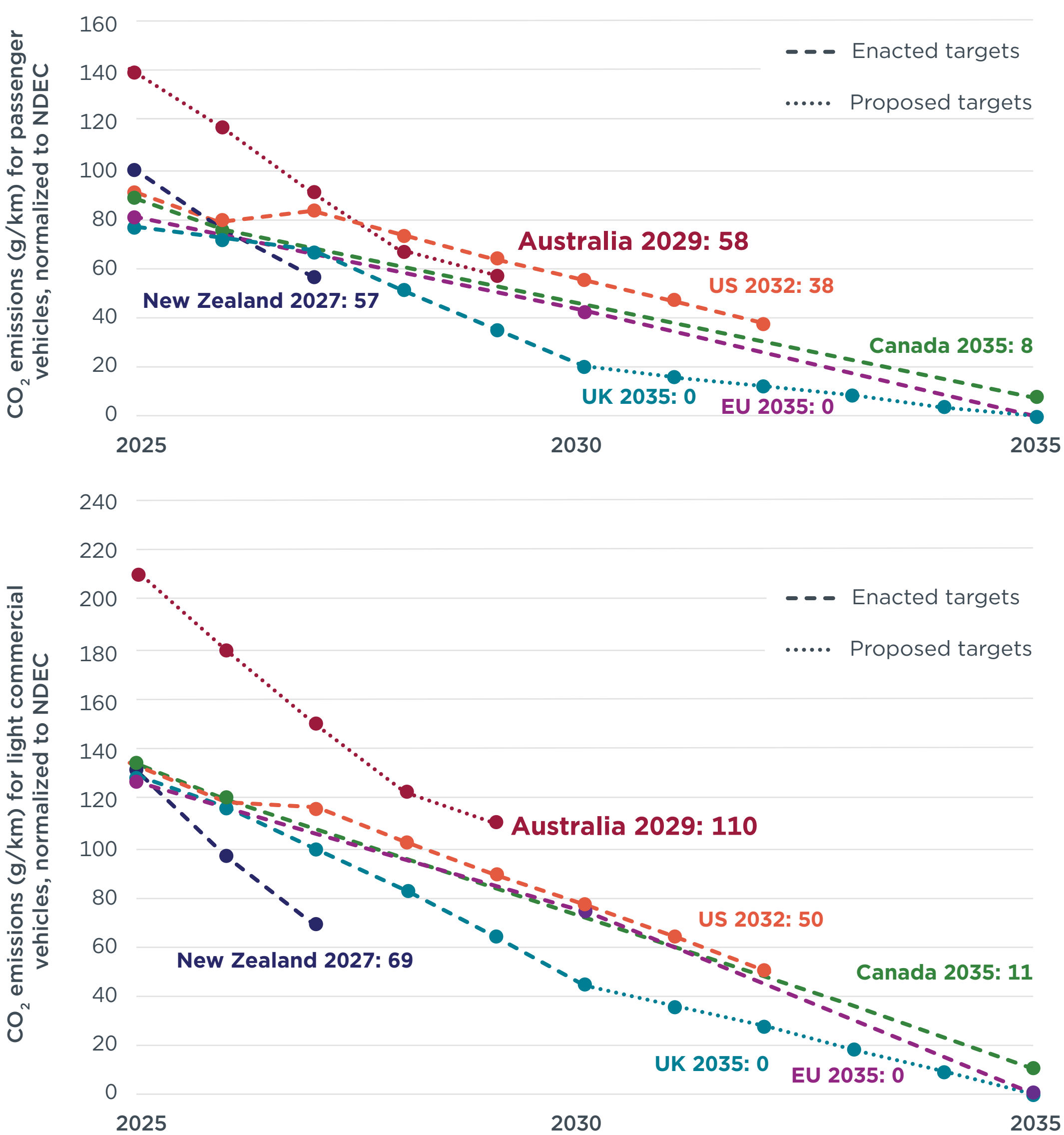


EMISSIONS AND FUEL EFFICIENCY

Standards for CO_2 emissions and fuel economy are important for accelerating EV deployment and making vehicles more efficient. An additional 2 billion new internal combustion vehicles will join the global fleet between 2020 and 2050. ICCT research points to achievable milestones and best practices for developing policies that progressively tighten standards for fuel efficiency and emissions of CO_2 and other greenhouse gases (GHGs), along with effective testing and other measures to enforce compliance.

Australia adopted its first CO_2 standards for passenger cars and other light-duty vehicles in May 2024, a move that is projected to avoid as much as 321 million tonnes of CO_2 emissions through 2050. ICCT's research and recommendations were reflected in the final standard. ICCT closely engaged with Australia's Ministry for Infrastructure and Transport, the Electric Vehicle Council, and other stakeholders to support development of the policy. Multiple technical analyses demonstrated that the country's voluntary standards for reducing emissions had not been effective.

PROJECTED TAILPIPE EMISSIONS OF CO_2 IN AUSTRALIA FOR PROPOSED 2024 TARGETS

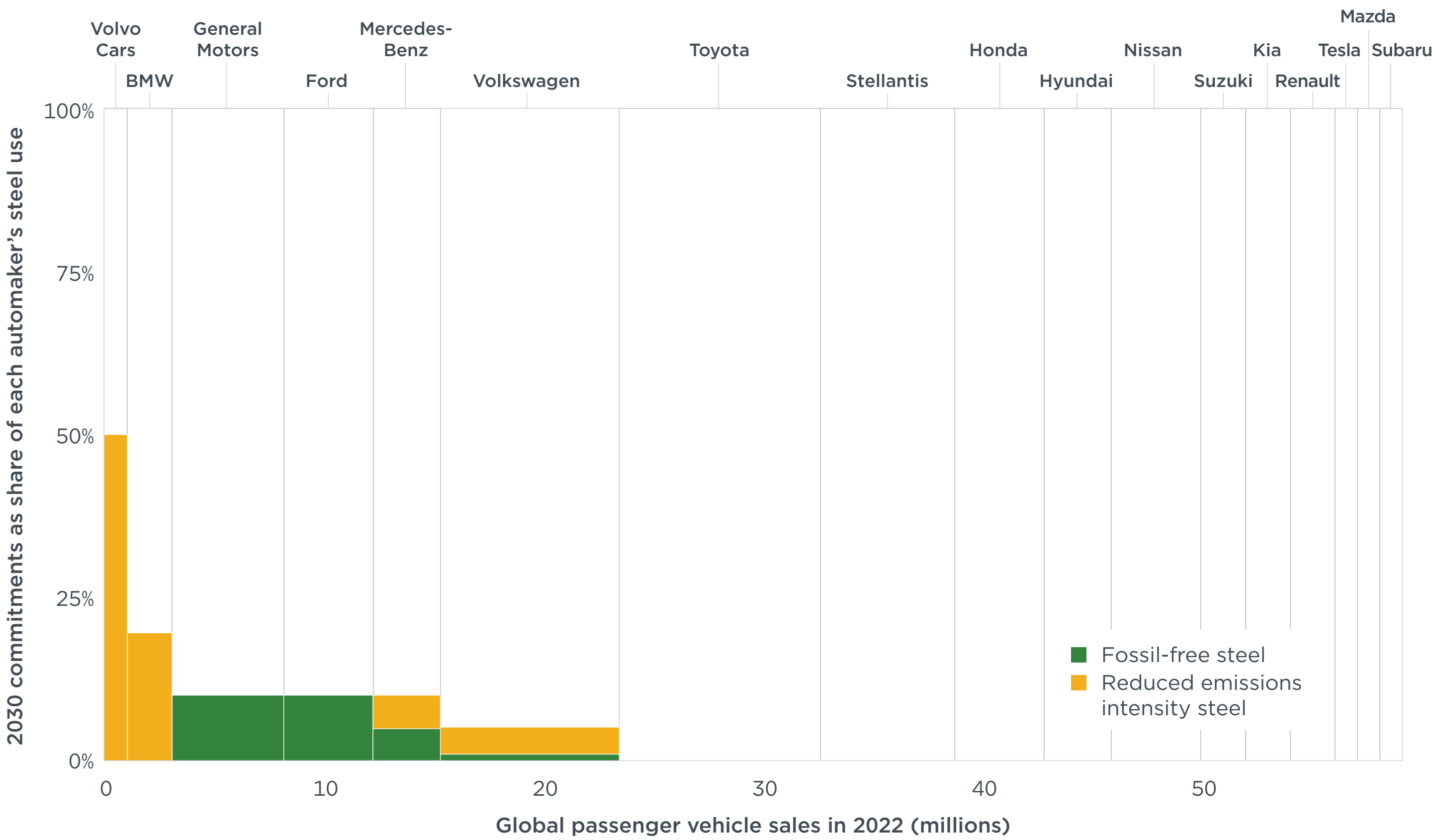


Source: *Australia adopts first-ever CO_2 standards for light vehicles,* https://theicct.org/publication/australia-adopts-first-ever-co2-standards-for-light-vehicles-june24/

ANALYSIS EXAMINES AUTOMAKERS' USE OF GREEN STEEL

Steel is the most used material in vehicle production. How this steel is produced has a great impact on GHG emissions from steel. ICCT analyzed the global supply chain networks for steel supplied to 17 major automakers selling vehicles in Europe and North America. We compared automaker commitments to procure fossil-free steel and showed how to boost investments in fossil-free automotive steel.

SHARE OF AUTOMAKERS' GLOBAL STEEL DEMAND TO BE FOSSIL FREE OR REDUCED GHG EMISSIONS INTENSITY IN 2030, BASED ON AUTOMAKERS' PUBLIC COMMITMENTS



Source: *Which automakers are shifting to green steel? An analysis of steel supply chains and future commitments to fossil-free steel*, https://theicct.org/publication/green-steel-automakers-us-europe-sep-24/

CHINA EXPANDS ULTRA-LOW EMISSION CAMPAIGN FOR HEAVY INDUSTRIES

At least 80% of goods in the coking and cement industries must be transported by clean transport modes by 2028, a move that is expected to increase demand for electric freight trucks. China's ultra-low emission campaign on heavy industries, led by the Ministry of Ecology and Environment, was expanded to include coking and cement in 2024. ICCT conducted a series of studies on the real-world performance of zero-emission trucks, building a strong case for their adoption in pollution-intensive industries. An analysis of port tractor-trailers and concrete mixers in Hainan found that trucks with swap-capable batteries could have lower total cost of ownership and higher net revenue per kilometer than trucks using diesel or liquefied natural gas.

Source: *Electrifying on-road freight in China: Short-haul container delivery tractor-trailers and concrete mixer trucks*, https://theicct.org/publication/rw-zet-port-tractor-trailers-and-concrete-mixer-trucks-in-hainan-province-china-apr24/

NEW EMISSIONS RULES COULD BOOST EV SALES IN THE UNITED STATES

The Environmental Protection Agency established a new rule on tailpipe emissions. While it is likely to be repealed by the upcoming Trump administration, if the rule is upheld, zero-emission passenger cars could soar to 68% of all sales by 2032. ICCT's timely and credible research helped EPA demonstrate the technical feasibility, achievability, and cost-effectiveness of the rule. EPA referenced 13 ICCT materials in the final rule and in materials underpinning the agency's technical analysis. EPA also cited ICCT research in setting stricter Phase 3 GHG emission standards for heavy-duty vehicles. This research included analyses of the market potential for zero-emission truck sales and the total cost of ownership of battery electric versus diesel long-haul tractors.

MODEL MAKES EMISSIONS APPARENT TO AIR TRAVELERS

A tool for helping air passengers make more sustainable choices was updated to more fully reflect the environmental impact of aviation. The Travel Impact Model (TIM) was first published by Google in 2022 to allow travelers to calculate flight emissions at the individual passenger level. The emission estimates are displayed on Google Flights and several travel platforms. ICCT functions as the secretariat for TIM's independent advisory committee.

INDONESIA EXPLORES FUEL ECONOMY STANDARDS

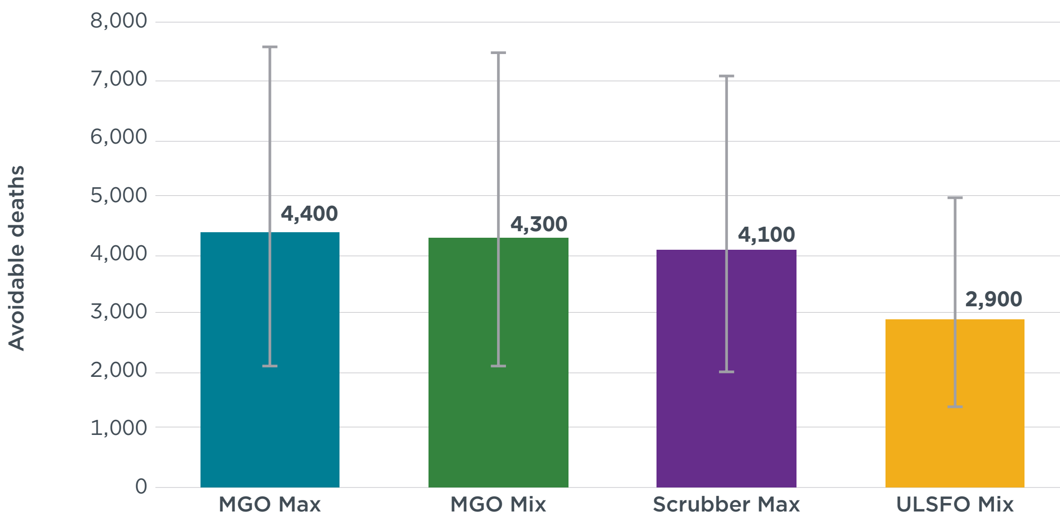
ICCT partnered with the International Energy Agency to provide technical support to policymakers at Indonesia's Ministry of Energy and Mineral Resources on a potential fuel economy standard for heavy-duty vehicles, an important tool for speeding the transition to EVs. ICCT was also actively involved in a key workshop on fuel economy standards. Trucks and other heavy-duty vehicles contribute more than 50% of the GHG emissions from the transport sector in Indonesia, and most of the particulate matter and nitrous oxides.

CLEAN AIR

Transportation is a major contributor to outdoor air pollution. Long-term exposure to fine particulates, nitrogen oxides, hydrocarbons, and carbon monoxide is linked to lung cancer, heart disease, asthma, and premature death. Emissions from transportation disproportionately affect vulnerable populations, such as children and older adults, and low-income communities.

Research conducted by the ICCT and Porto University demonstrated the potential impact of stricter regulations on emissions from ships in the Northeast Atlantic Ocean. In addition to benefiting the environment and climate, the emission control area (ECA) would prevent up to 4,400 premature deaths by 2050 and save up to €29 billion in health-related costs. In April 2025, the International Maritime Organization's Environment Protection Committee approved creation of the new ECA, which will be the world's largest.

ESTIMATED NUMBER OF AVOIDABLE PREMATURE DEATHS FROM 2030–2050 UNDER DIFFERENT COMPLIANCE SCENARIOS FOR AN EMISSION CONTROL AREA IN THE NORTHEAST ATLANTIC OCEAN

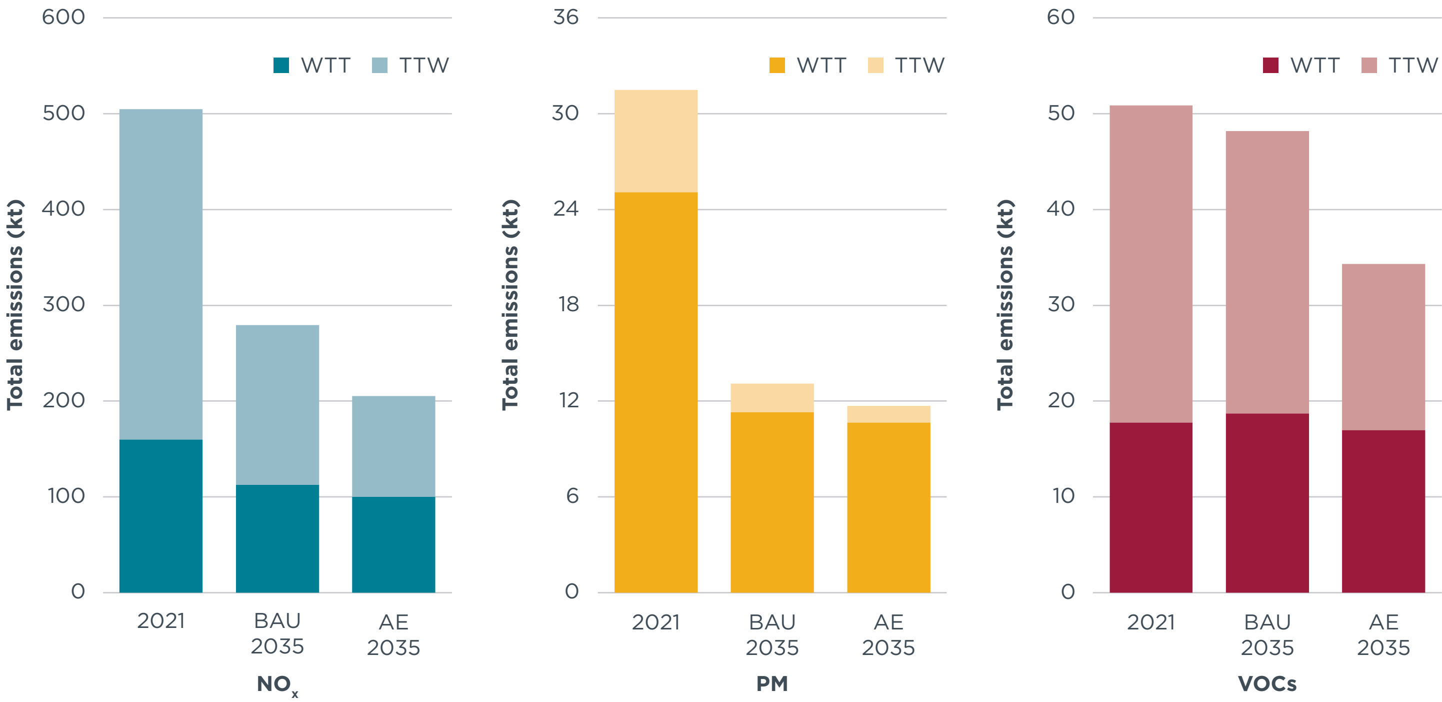


Source: *Environmental and health benefits of a designated North Atlantic emission control area.* https://theicct.org/publication/environmental-and-health-benefits-of-a-designated-north-atlantic-emission-control-area-nov24/

AIR QUALITY BENEFITS OF ELECTRIFYING ROAD TRANSPORT

Faster adoption of ZEVs in China's Guangdong province would have benefits for the climate and local air quality. ICCT projected emissions in 2035 under both a Business-As-Usual scenario and an Accelerated Electrification scenario.

POLLUTANT EMISSIONS FROM ROAD TRANSPORTATION IN GUANGDONG IN THE 2021 BASELINE YEAR AND PROJECTED FOR 2035



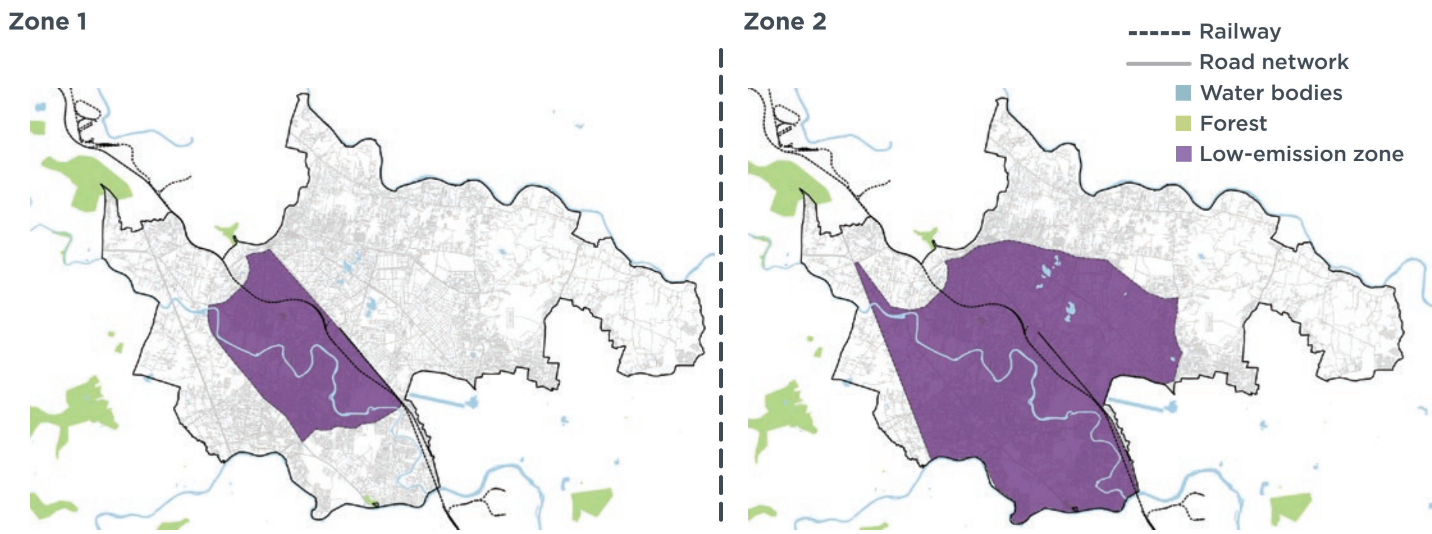
Abbreviations: Well-to-tank (WTT) emissions, tank-to-wheel (TTW) emissions, Business-As-Usual scenario (BAU), and Accelerated Electrification scenario (AE)

Source: *Climate and air quality benefits from accelerating electrification of Guangdong's on-road transportation,* https://theicct.org/publication/climate-and-air-quality-benefits-from-accelerating-electrification-for-guangdongs-on-road-transportation-aug24/

HELPING CITIES USE LOW-EMISSION ZONES TO IMPROVE AIR QUALITY

Hundreds of cities in Europe and elsewhere around the world have designated areas where more-polluting vehicles are barred from operating. These low-emission zones (LEZs) have been shown to reduce levels of inhalable particulate matter and other pollutants and to improve health. ICCT is assisting three cities in the Indian state of Maharashtra currently exploring LEZs, including Pimpri-Chinchwad, home to about 2 million people. As part of this work, ICCT analyzed the potential boundaries for an LEZ and the projected reduction in emissions that could be achieved under different scenarios for restricting dirtier vehicles.

POTENTIAL LOW-EMISSION ZONES IN THE PIMPRI CHINCHWAD MUNICIPAL CORPORATION



Source: *Impact of a low-emission zone on air pollutants: A case study of Pimpri-Chinchwad, India,* https://theicct.org/publication/impact-of-a-lez-on-air-pollutants-pimpri-chinchwad-india-oct24/

FUELS

Low-carbon fuels will play an important role in decarbonizing transportation, particularly for modes that are harder to electrify, such as aviation and maritime shipping. Land use impacts from many first-generation biofuel pathways largely or entirely offset their GHG savings compared with petroleum. ICCT analyzes technologies and policies for sustainability to ensure progress toward clean transportation.

ICCT researched whether policies in several U.S. states meant to encourage the use of sustainable aviation fuel (SAF) would lead to an increase in the total supply of low-carbon fuels. The analysis highlights shortcomings in many current policies, showing that they are unlikely to trigger the kind of long-term investment needed in advanced SAF pathways to meet aviation climate targets.

KEY CHARACTERISTICS OF RELEVANT SAF PATHWAYS IN THE UNITED STATES

2023 Jet fuel consumption
25.1 billion gallons
Fossil CI: 89g CO_2e/MJ

GHG reduction %
100 50 0

Fuel pathway	Domestic supply potential (billion gallons/year)	Carbon intensity (g CO_2e/MJ)	Estimated production cost ($/gallon) (Low – **Median** – High)	Technology readiness
Waste oil HEFA	1.3	17.9	$3.03 – **$4.06** – $6.62	Proven commercial operation
Soybean oil HEFA	0.7–2.7	64.9	$4.16 – **$5.16** – $5.28	
Corn grain alcohol-to-jet	6.9	77.9	$3.03 – **$6.68** – $7.62	First of a kind commercial
Municipal solid waste gasification	1.4	5.2	$2.64 – **$4.07** – $6.19	Pre-commercial demonstration
Agricultural residue gasification	4.9	7.7	$5.45 – **$7.95** – $8.22	
Other second-generation feedstocks	3.9	-22 to 29	$5.44 – **$7.41** – $11.41	
Power-to-liquids	15+	2.4	$6.35 – **$8.21** – $12.40	Full prototype at scale

Source: *SAF policy scorecard: Evaluating state-level sustainable aviation fuel policies in the United States*, https://theicct.org/publication/saf-policy-scorecard-us-nov24/

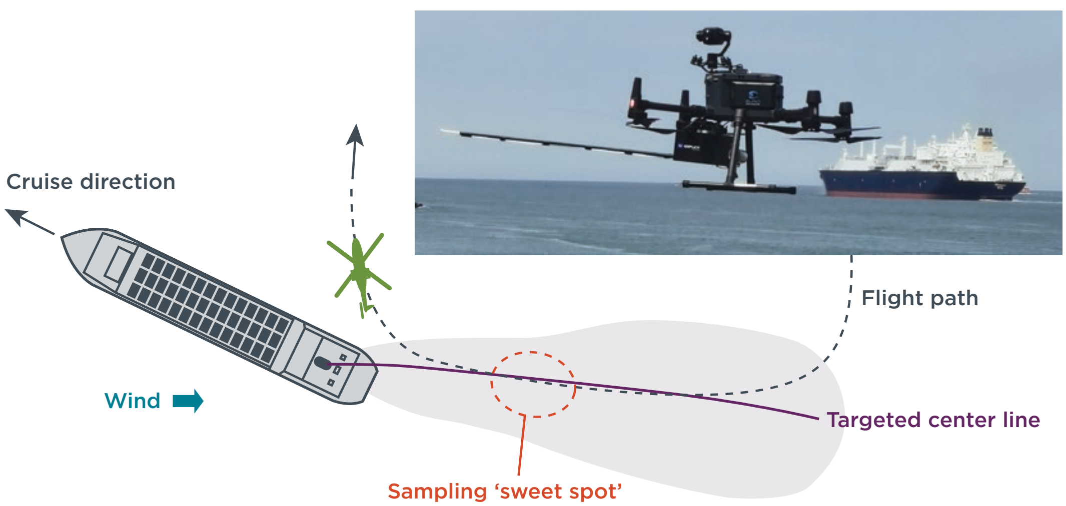
MORE GOVERNMENTS MANDATE USE OF SUSTAINABLE AVIATION FUEL

The United Kingdom is requiring that SAF be used for 2% of all UK jet fuel demand in 2025, rising to 10% in 2030 and 22% in 2040. Regulators drew on ICCT's earlier feedback about potential improvements for renewable fuels policy in the European Union. In 2023, the European Union established an SAF mandate for aviation, along with a reduction in the carbon intensity of marine fuel.

PROJECT SHOWS REAL-WORLD METHANE EMISSIONS FROM SHIPS

A 2-year project—using drones, helicopters, and on-board measurements—found that ships fueled by liquefied natural gas emit more methane than assumed by regulations. FUMES is a collaboration between the ICCT, Explicit ApS, and the Netherlands Organization for Applied Scientific Research. A follow-up study will further inform the understanding of the full scope of emissions from shipping.

USING A DRONE EQUIPPED WITH A MINI-SNIFFER PAYLOAD TO SAMPLE THE EMISSIONS PLUME OF A SHIP



Source: *Fugitive and unburned methane emissions from ships (FUMES)*, https://theicct.org/publication/fumes-characterizing-methane-emissions-from-lng-fueled-ships-using-drones-helicopters-and-on-board-measurements-jan24/

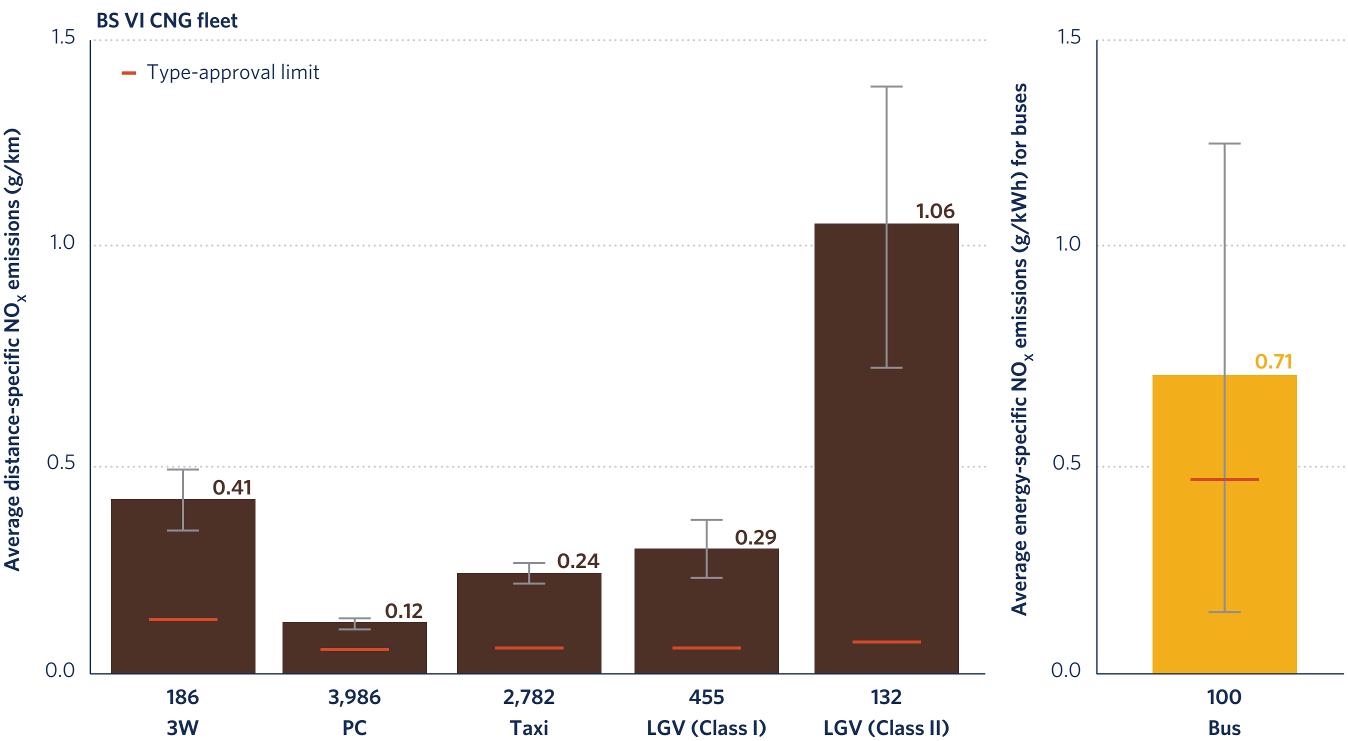
PARTNERSHIPS

We broaden our impact by collaborating with like-minded organizations. The ICCT either co-leads or acts as secretariat for multiple organizations, including The Real Urban Emissions (TRUE) Initiative, the International Zero-Emission Vehicle Alliance (IZEVA), the Zero Emission Bus Rapid-deployment Accelerator (ZEBRA), the ZEV Transition Council (ZEVTC), and the Accelerating to Zero Coalition. We also work with a variety of other organizations, including CARES (City Air Remote Emission Sensing), the Climate and Clean Air Coalition, the Crux Alliance, the Global Fuel Economy Initiative, and the NDC Transport Initiative for Asia.

AN ON-THE-GROUND ASSESSMENT OF VEHICLE EMISSIONS IN DELHI AND GURUGRAM

The TRUE Initiative has been using remote-sensing technology since 2017 to measure actual tailpipe emissions from vehicles operating on city streets all over the world. One of TRUE's most ambitious projects captured more than 110,000 emission records at 20 sites in the Indian cities of Delhi and nearby Gurugram. ICCT's analysis of these records challenged the narrative around compressed natural gas as a "clean" fuel and exposed the limits of laboratory-based emissions testing. The report, which was followed by extensive media coverage and outreach to key agencies, is helping to shape Delhi's ZEV sales mandate. Indian authorities are also adopting guidance from TRUE on how to implement remote-sensing programs.

AVERAGE REAL-WORLD EMISSIONS OF NITROGEN OXIDES (NO_x) FROM VEHICLES USING COMPRESSED NATURAL GAS COMPARED WITH THEIR BS VI TYPE-APPROVAL LIMITS

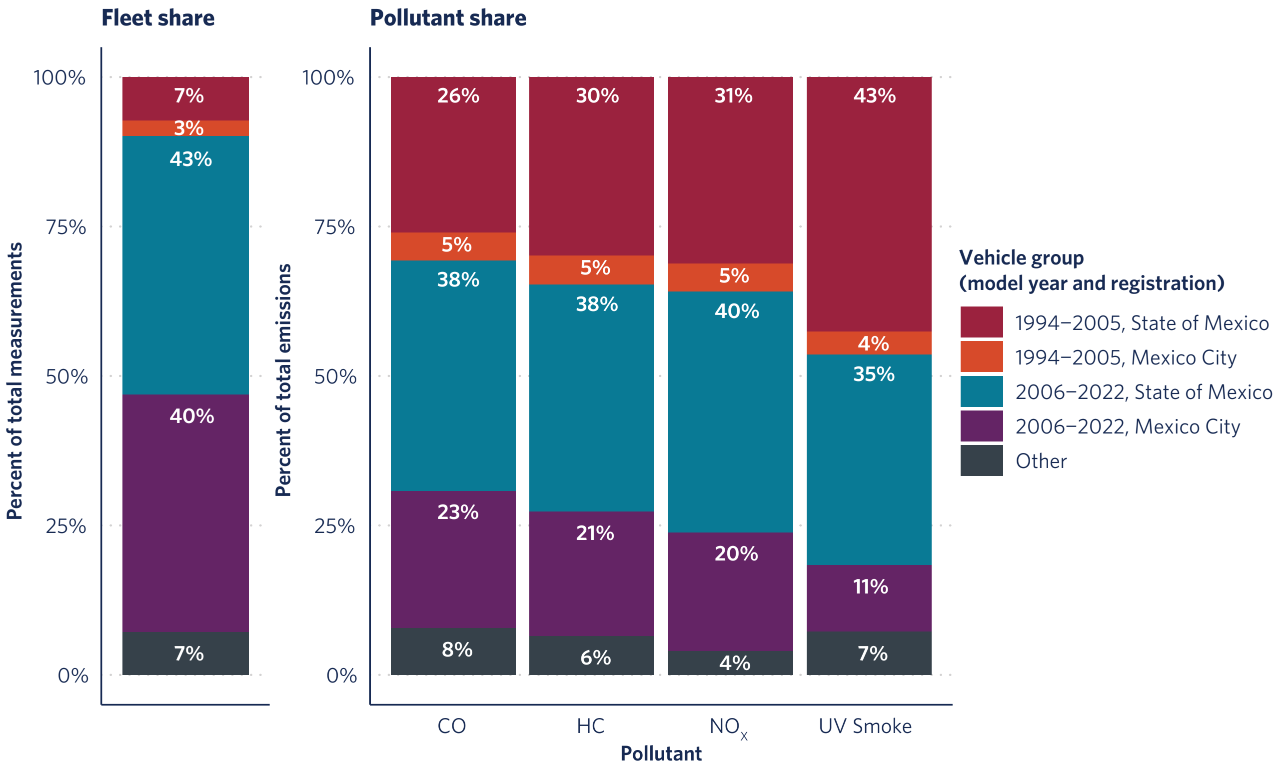


Note: The number of measurements are presented at the bottom of each bar; whisker lines represent the 95% confidence interval of the mean.

Source: *Real-world motor vehicle exhaust emissions in Delhi and Gurugram using remote sensing*, https://theicct.org/publication/rw-motor-vehicle-exhause-emissions-delhi-gurugram-remote-sensing-aug24/

IDENTIFYING HIGH-EMITTING VEHICLES IN MEXICO CITY

A TRUE real-world testing campaign measured the emissions of about 45,000 taxis and passenger vehicles at 21 locations in the Mexico City area. The results showed that older passenger vehicles contributed a disproportionate share of total emissions. Taxis had higher emissions than passenger vehicles of the same model year. Potential strategies to reduce emissions include improved inspections and maintenance to address high-emitting vehicles and stricter regulations.



Source: *Assessment of real-world passenger vehicle and taxi emissions in Mexico City,* https://theicct.org/publication/true-assessment-of-rw-pv-and-taxi-emissions-in-mexico-july24/

BRAZIL FUNDS DEPLOYMENT OF ELECTRIC BUSES

The federal government green-lighted financing for more than 2,000 e-buses, sending a clear message to the industry about Brazil's ambition for decarbonizing public transit. ZEBRA, a partnership co-led by ICCT and C40 Cities, is working with other groups to support Brazil's Ministry of Cities in rolling out the e-bus program. ZEBRA co-hosted an event at Latin America's largest bus fair in São Paulo, which brought together 18 cities and eight e-bus manufacturers.

SUPPORTERS

The ICCT employs more than 170 professionals in permanent offices in Beijing, Berlin, New Delhi, São Paolo, San Francisco, and Washington, D.C. Our researchers and policy experts work to decarbonize transportation around the world. Support from foundations and others drives that work. We thank our recent funders, including:

Aspen Global Change Institute

Clean Air Fund

Climate Imperative Foundation

ClimateWorks Foundation

The David and Lucile Packard Foundation

Energy Foundation

European Climate Foundation

FIA Foundation for the Automobile and Society

Google

Heising-Simons Foundation

Oceankind

Pisces Foundation

Quadrature Climate Foundation

The Ronald W. Naito MD Foundation

Seattle City Light

Sequoia Climate Foundation

Mercator Foundation

The Joshua and Anita Bekenstein Charitable Fund

United Nations Environment Programme

AUDITED FINANCIALS

Consolidated Statements of Financial Position December 31	2024	2023
Current Assets		
Cash and cash equivalents	**$ 15,908,401**	$ 10,383,385
Promises to give, net	**5,953,165**	14,549,395
Accounts receivable, less allowance for expected credit losses 2024—$2,363; 2023—$12,792	**204,847**	648,820
Unbilled receivables	**785**	386,850
Prepaid expenses	**608,696**	333,615
Operating lease right-of-use asset	**5,021**	3,633
Deposit	**84,256**	36,167
Property and equipment, net	**335,530**	305,588
Finance lease right-of-use asset	**2,919,288**	3,341,008

Total assets **$ 26,019,989** $ 29,988,461

Liabilities and Net Assets
Liabilities:

Accounts payable and accrued expenses	**$ 2,648,605**	$ 1,922,446
Refundable advances	**39**	9,255
Finance lease liability, net	**5,021**	3,633
Operating lease liability, net	**3,306,828**	3,820,836
Total liabilities	**5,960,493**	5,756,170

Net assets (deficit):

Without donor restrictions	**(382,839)**	(700,676)
With donor restrictions	**20,442,335**	24,932,967
Total net assets	**20,059,496**	24,232,291

Total liabilities and net assets **$ 26,019,989** $ 29,988,461

Consolidated Statement of Activities Year Ended December 31, 2024	Without Donor Restrictions	With Donor Restrictions	Total
Revenue and support:			
Grants and contributions	$ 2,582,670	$ 20,610,497	$ 23,193,167
Contract income	726,490	-	726,490
Consulting income	477,313	-	477,313
Interest income, net	463,289	-	463,289
Other income	168,166	-	168,166
Net assets released from restrictions	25,101,129	(25,101,129)	-
Total revenue and support	**29,519,057**	**(4,490,632)**	**25,028,425**
Expenses: Program services	24,149,884	-	24,149,884
Supporting services:			
Management and general	3,664,405	-	3,664,405
Communications	1,062,751	-	1,062,751
Development	324,180	-	324,180
Total expenses	**29,201,220**	**-**	**29,201,220**
Change in assets	**317,837**	**(4,490,632)**	**(4,172,795)**
Net assets (deficit): Beginning	(700,676)	24,932,967	24,232,291
Ending	$ (382,839)	$ 20,442,335	$ 20,059,496

THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

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