# More than 100 countries aim to expand electric mobility

## Press Release

**Agora Verkehrswende's interactive world map shows countries' targets and measures for expanding electric mobility under the Paris Agreement / 66 countries, more than ever before, have specific expansion targets / Some major vehicle markets are still missing**

**29 January 2026.** A total of 104 countries have committed to expanding electric mobility in their Nationally Determined Contributions (NDCs) (as of 15 December 2025). Of this number, 66 countries, including the 27 EU member states, have formulated specific expansion targets for electric vehicles (EVs) – more than ever before. The 66 countries with electric mobility targets account for more than 60 per cent of global car sales. Furthermore, in this third round of NDCs, 52 countries have submitted concrete EV targets for the first time since 2015. These are just some of the takeaways provided by the interactive EV NDC World Map, published by the German think tank Agora Verkehrswende.

The NDCs are an essential part of the commitments that signatory states must fulfill under the Paris Agreement. In their NDCs, countries outline their efforts to reduce CO2 emissions on a recurring five-year basis.

Christian Hochfeld, Director of Agora Verkehrswende, says: "It is encouraging to see the policy action being taken worldwide to replace the combustion engine with electric alternatives and thus advance climate protection in the transport sector. Germany and the EU should do everything in their power to accelerate their rise as a lead market and leading provider in the domain of electric vehicles – not only to protect the environment, but also to safeguard their competitiveness in global markets."

Alongside the EU, particularly noteworthy ambition is being shown by the UK and Canada as well as by the smaller economies of Barbados, Cuba, Nepal, and Rwanda. These countries have not only set ambitious targets for electric vehicle sales, but are pursuing other measures, including targets for broad adoption across vehicle segments, complementary infrastructure and industrial policies, or associated financial planning.

Most countries have set targets for the expansion of electric mobility in the passenger car and light commercial vehicle segments (56 countries). However, various countries have also set targets for buses (49), heavy-duty trucks (36), and motorbikes (13). Furthermore, nine countries have set targets for the expansion of vehicle charging infrastructure and five for the electrification of rail networks.

**True EV ambition likely exceeds NDC pledges**

The actual ambition of countries to expand electric mobility is likely much higher than that shown in the EV NDC World Map. This is because many countries, including China, have additional strategies, targets, and measures that are either missing or only partially reflected in their NDCs. The US has not submitted an expansion goal for electric mobility to the UN, nor does it have corresponding national targets. However, a number of states – above all California – plan to ban the sale of combustion engines vehicles from 2035 onward. Furthermore, countries such as Chile and Norway have made international declarations of their intent to expand electric mobility, yet not within the scope of the NDC process.

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**Meeting climate goals requires more specific policy commitments**

According to analysis undertaken by Agora Verkehrswende, countries with specific electric mobility targets in their NDC 3.0 account for just 34 percent of global transport-sector GHG emissions. Thus far, 62 countries have not yet submitted any concrete targets in their NDCs, including the US, Brazil, and Russia, which are major vehicle markets and CO2 emitters. India also has yet to submit a current NDC.

Linda Cáceres Leal, Project Manager for International Cooperation at Agora Verkehrswende, says: "Zero-emission transport is not a hypothetical vision for the future, but rather an international legal mandate. Countries that have not yet committed to expanding electric mobility – including in particular major emitters – are called upon to rapidly adopt concrete targets that are backed up with measures for implementation and financing. While the broad-based adoption of electric mobility will not be sufficient by itself to fulfil the goals of the Paris Agreement, it is an essential prerequisite for success."

**About the publication**

The EV NDC World Map, including explanatory texts, is available here free of charge. The map is based on the NDCs submitted until 15 December 2025, drawing from the data contained in the NDC Transport Tracker maintained by GIZ and SLOCAT.

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