

Electric Realities:

How corporate fleets are
shaping an even faster
global shift to zero-
emission transport

Progress and Insights Report
Transport
July 2026



Foreword

This year marks a defining moment for EV100. For the first time, the members of our global network of electric fleet pioneers are reporting against the strengthened commitment criteria we introduced last year. Plug-in hybrids (PHEVs) no longer count towards their commitment, and electrification deadlines are specific to vehicle segments and markets.

These changes reflect how dramatically the global EV landscape has evolved since EV100 was launched in 2017. While adoption remains uneven, progress is striking almost everywhere, with impressive growth from Singapore, Thailand and Vietnam to India, Mexico and Brazil. A faster, more dynamic EV transition is quickly becoming a reality in markets around the world.

Against this backdrop, the pioneers that make up our network continue to lead the global transition and are increasingly turning commitments into action. They are also deploying practical solutions. This year's data shows a clear shift: in many markets, we are now firmly in the implementation phase, with members actively electrifying fleets and deploying solutions at scale.

As our global membership expands – bringing together companies operating in less mature EV markets alongside new members headquartered in these regions – the value of shared, real-world insight has never been greater. EV100 members' growing pool of operational experience is a powerful asset. By strengthening our peer-learning platforms, we are enabling members to exchange practical solutions, accelerate progress, and move faster together in line with EV100's enhanced ambition.

In this report, we showcase one EV100 member demonstrating standout leadership and pace in advancing fleet electrification. The global pharmaceutical company AstraZeneca has achieved a battery-electric (BEV) conversion of 80%

across a diverse, global fleet of over 22,000 vehicles. Since joining EV100 in 2019, the company has shown what's possible when ambition is paired with action. With operations spanning 60 markets, they've overcome internal and external barriers to show that a fully zero-emission, battery electric fleet is not only possible – but operationally and financially the best way forward. We explore the pioneer's secrets to success and what's next in a special case study on page 28.

By sending clear market signals to governments, manufacturers and investors, EV100 members have already made a significant contribution to the zero-emission transition. But much work remains. Unhelpful myths around range, cost, and infrastructure persist, blocking progress.

That's why the real-world experience of our members matters so much. It is the most credible counterweight to misinformation – grounded in delivery, not theory. This

collective voice cuts through, and we're looking forward to sharing a lot more of these stories and insights in the year ahead.

Right now, global fuel price volatility is reinforcing the case for fleet electrification. The economic, energy security and resilience arguments all point to electric fleets. Add the enormous benefits of cleaner air, improved public health, and climate impact, and the case becomes overwhelming.

The leading companies in our network have played a critical role in driving the EV transition, and they have every reason to remain at its forefront. More than participants, they are catalysts, using their scale and influence to shape an ever faster global shift to transport that's clean and smart – for all.

Thanks for your support.

Dominic Phinn
Head of Transport



Executive Summary

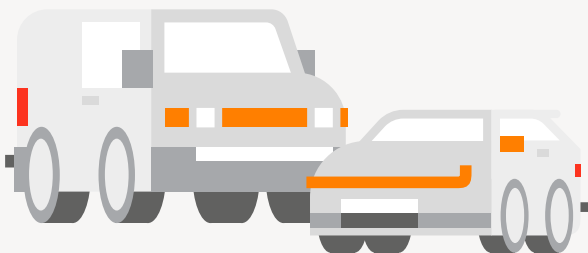
Progress at a glance



EV100 commitments made by members span

140

markets, with 13 new markets introduced this year.



More than

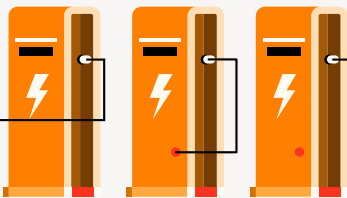
70%

of EV100 members did not add any diesel or petrol vehicles to their fleets last year.



400,000

battery-electric vehicles (BEV) have been deployed by members globally, with a further 1.7 million to be transitioned in line with 2030, 2035 and 2040 deadlines.



Members have installed

48,500

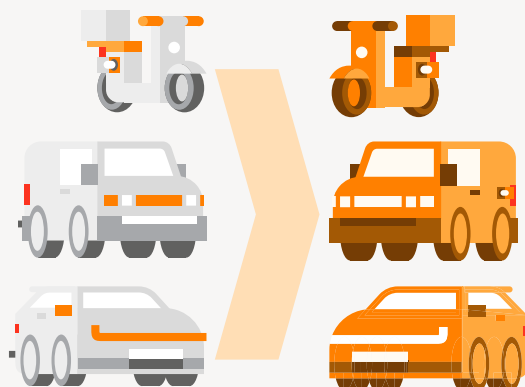
charging units across 6,000 locations to date. 92% of member charging commitments have now been delivered.



EV100 members have avoided nearly

3 million

tCO₂e since their joining years – the equivalent of 833,000 cars' annual emissions.



1 in 5

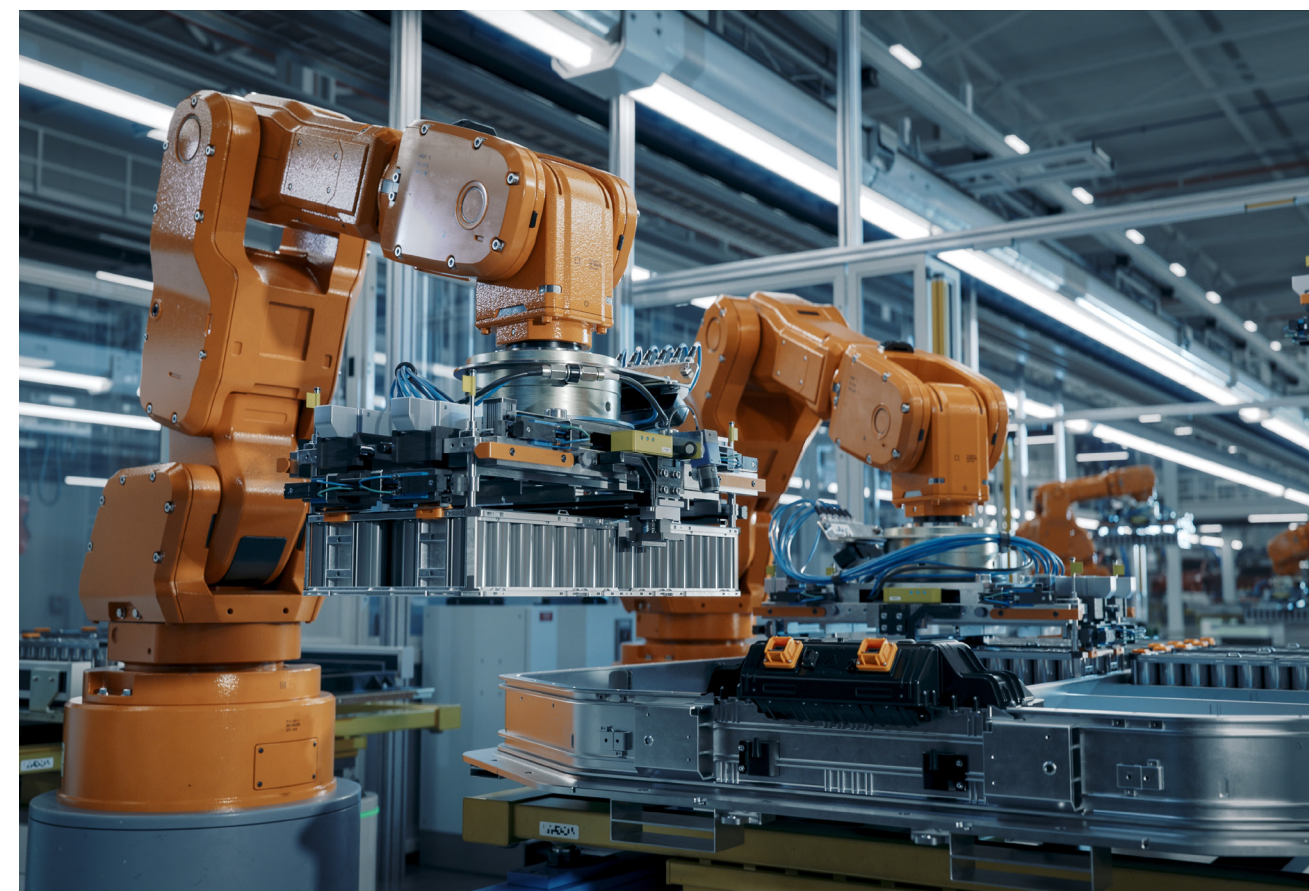
members of EV100 have now switched at least 50% of their fleet to zero-emission vehicles.



≈24,000

BEVs have been deployed in markets where EV maturity is classified as emerging, and 2,300 of those in EV100's key new strategic markets of Chile, Colombia, Brazil, Mexico, Indonesia, South Africa and Kenya.

Celebrating Progress 2017–2025



We launched EV100 in 2017, when global sales of electric cars had just hit 1%, with a mission to make electric vehicles the new normal by 2030.

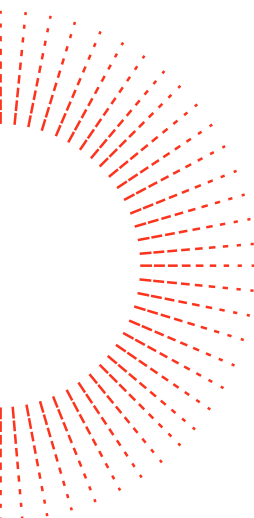
Our quickly growing network of corporate members set out as ambitious first movers, committing to electrify millions of their vehicles and creating the momentum for the broader global EV transition in line with a 2030 deadline. Since then, our members have deployed tens of thousands of EVs every year, sending powerful signals to accelerate market maturity and encourage policy leadership.

In a way, we'll have achieved our mission well before 2030 – EVs are undeniably becoming the new normal, with over 20 million sold worldwide in 2025.¹ But progress is uneven. While barriers to large-scale adoption exist across all markets, they are particularly pronounced in certain regions, among lower-income populations, smaller businesses, and in heavier vehicle segments. Reliance on alternative fuels

¹ Institute for Energy Research, January 2026 [EV Sales Grew 20% Globally in 2025 – IER](#)

Previous commitment: 2017–2025	New Commitment: 2025–2040
• A single 2030 deadline across all markets • Stock target: transition fleet operations by the deadline • 100% of vehicles >3.5t and 50% of vehicles 3.5–7.5t • Separate commitment for medium- and heavy-duty (MHDVs) • EVs include hybrids: plug-in hybrids (PHEVs) and extended range EVs (EREVs)	• Deadline years vary to reflect differing levels of market maturity – markets classified as Advanced or Emerging • 100% conversion of two weight segments, from light-duty (LDV) to medium-duty (MDV) and heavy-duty (HDV) • Flow target: phase out of ICE and hybrid procurement by the deadline • Battery-electric vehicles (BEV) are the only way to progress commitment

	Tier 1 Advanced EV markets ²	Tier 2 Emerging EV markets ²
 LDV <3.5t	2030	2035
 LDV/MDV 3.5 – 7.5t	2030	2035
 MDV 7.5t – 20t	2035	2040
 HDV >20t	2040	2040



and hybrids remains deeply entrenched in markets that are otherwise well positioned to unlock the full benefits of the EV transition. At the same time, grid infrastructure struggles to keep pace with surging global energy demand, and policy rollbacks – often influenced by legacy manufacturer lobbying – are slowing momentum and creating uncertainty.

To realise the full benefits of the EV transition for a stable climate and cleaner air, EV100 members have a crucial role to play in addressing these challenges, and ensuring that the EV transition is as swift, smooth and equitable as possible.

That’s why, in 2025, we relaunched EV100 – expanding its ambition to become an even more global, influential, and impactful network. With a strengthened commitment criteria, we’re driving a future that is fully zero-emission. We now have active EV100 projects in 11 global markets, and we’ve also set new deadline years across 2030, 2035 and 2040, aligning these deadlines

with market maturity. We bring together corporate leaders and learners, connect advanced and emerging markets, and engage fleets across all vehicle segments, regardless of where they are on their electrification journey.

EV100 has evolved far beyond a commitment campaign. Today, it’s a platform for driving policy change, accelerating real-world implementation and a just transition globally. Working with members, NGO partners and industry associations, we convene critical conversations at flagship and regional events, showcase fleet leadership, and ensure policymakers hear – and respond to – the priorities of our network. **EV100 is a powerful coalition of committed companies at all stages of the EV transition. Our members are on a journey to fully electrify their corporate fleets to ambitious deadlines, across vehicle segments, and in markets around the world.**

EV100’s next chapter: updates to criteria and reporting methodology

Since EV100’s launch in 2017, the campaign’s reporting scope has grown from 23 reporting members to around 120 in 2024/25, operating fleets across 140 markets. Each year, our members demonstrate that reporting is a valuable mechanism for driving internal change and showcasing progress.

The strengthened criteria have raised the bar for what leadership looks like and set a higher standard for corporate demand. We’ve removed the inclusion of hybrid vehicles, including plug-in hybrid (PHEV) and extended range hybrid (EREV) from our definition of EVs to ensure that the EV100 commitment pushes for a truly zero-emission future. These changes make many members’ progress even more

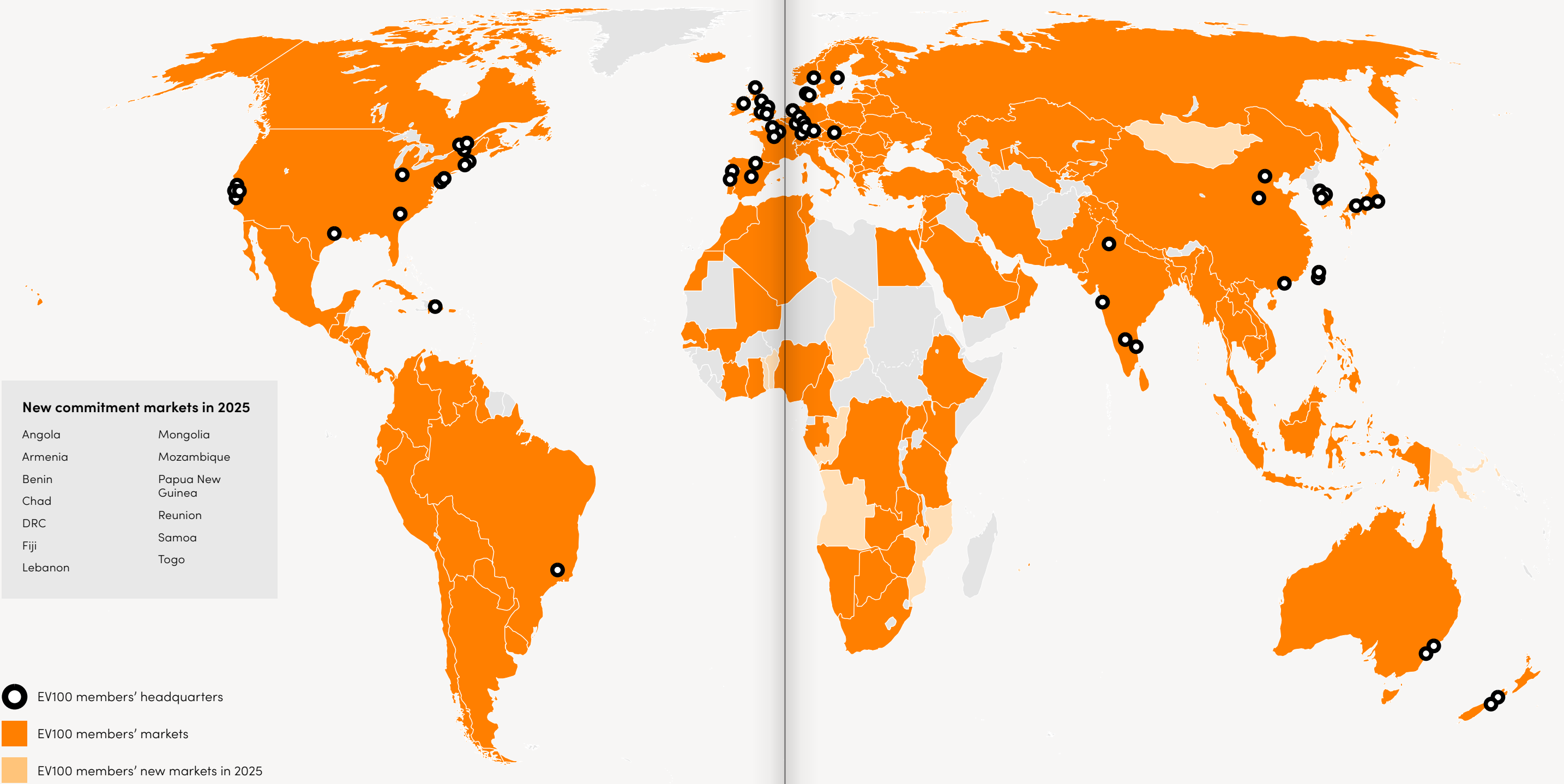
² Advanced and Emerging Markets defined in the EV100 Global Transition Barometer Report

impressive, demonstrating their ongoing leadership and innovation across markets. This reporting cycle introduced minor adjustments to the way members provide annual vehicle data, designed to capture procurement activity more precisely within the reporting period.

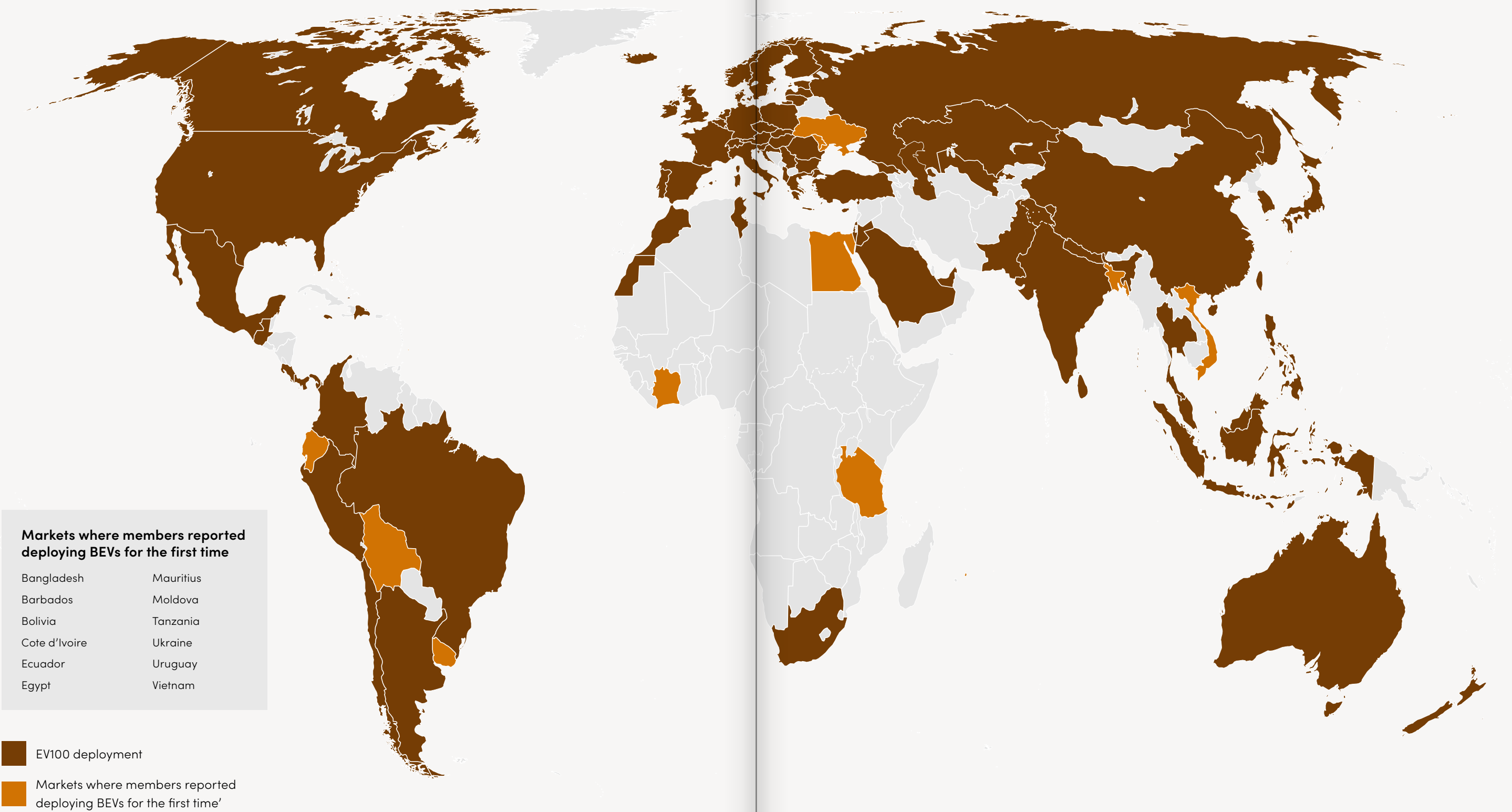


Global commitments and progress around the world

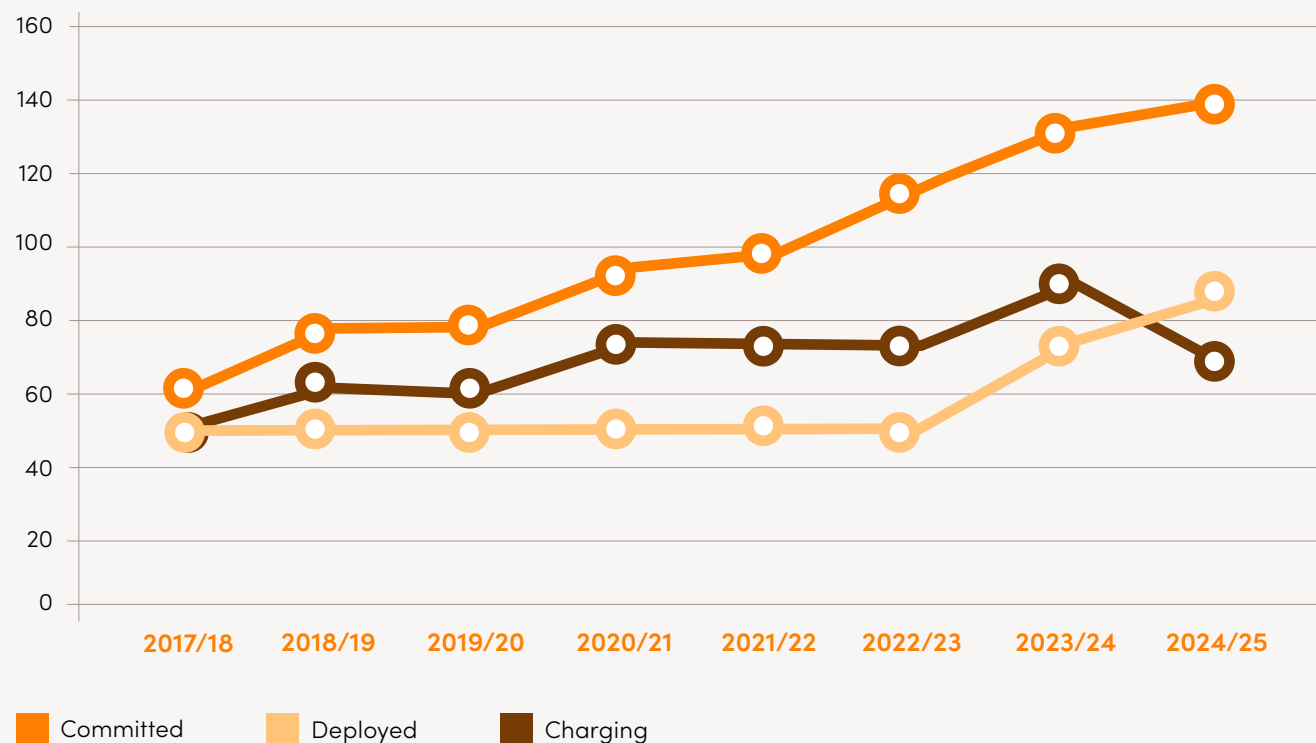
The number of markets our members operate and deploy EVs in continues to grow, expanding impact and pushing the boundaries of market readiness for the transition. Collectively, members now have fleet footprints in 140 markets and have deployed EVs in 80.



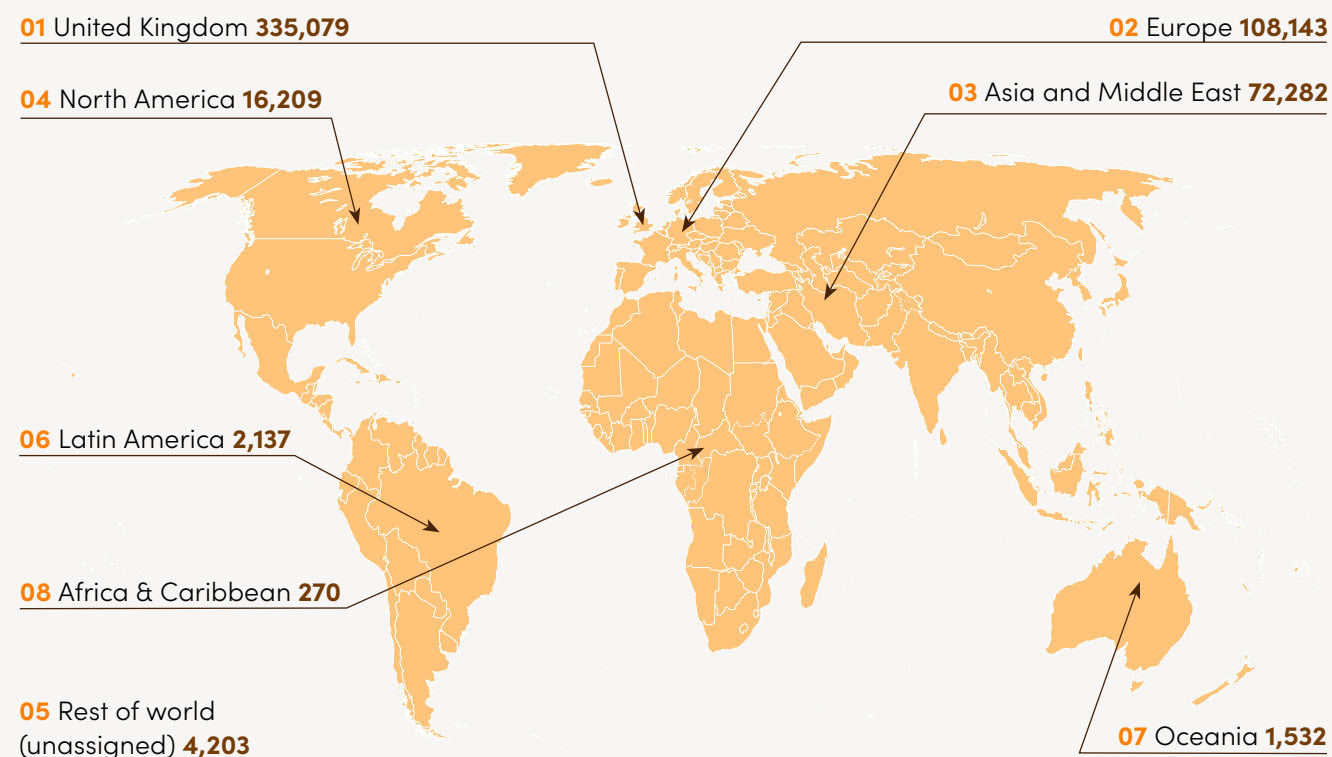
Countries where EV100 members have deployed EVs



Number of markets covered by EV100 2017-2025:

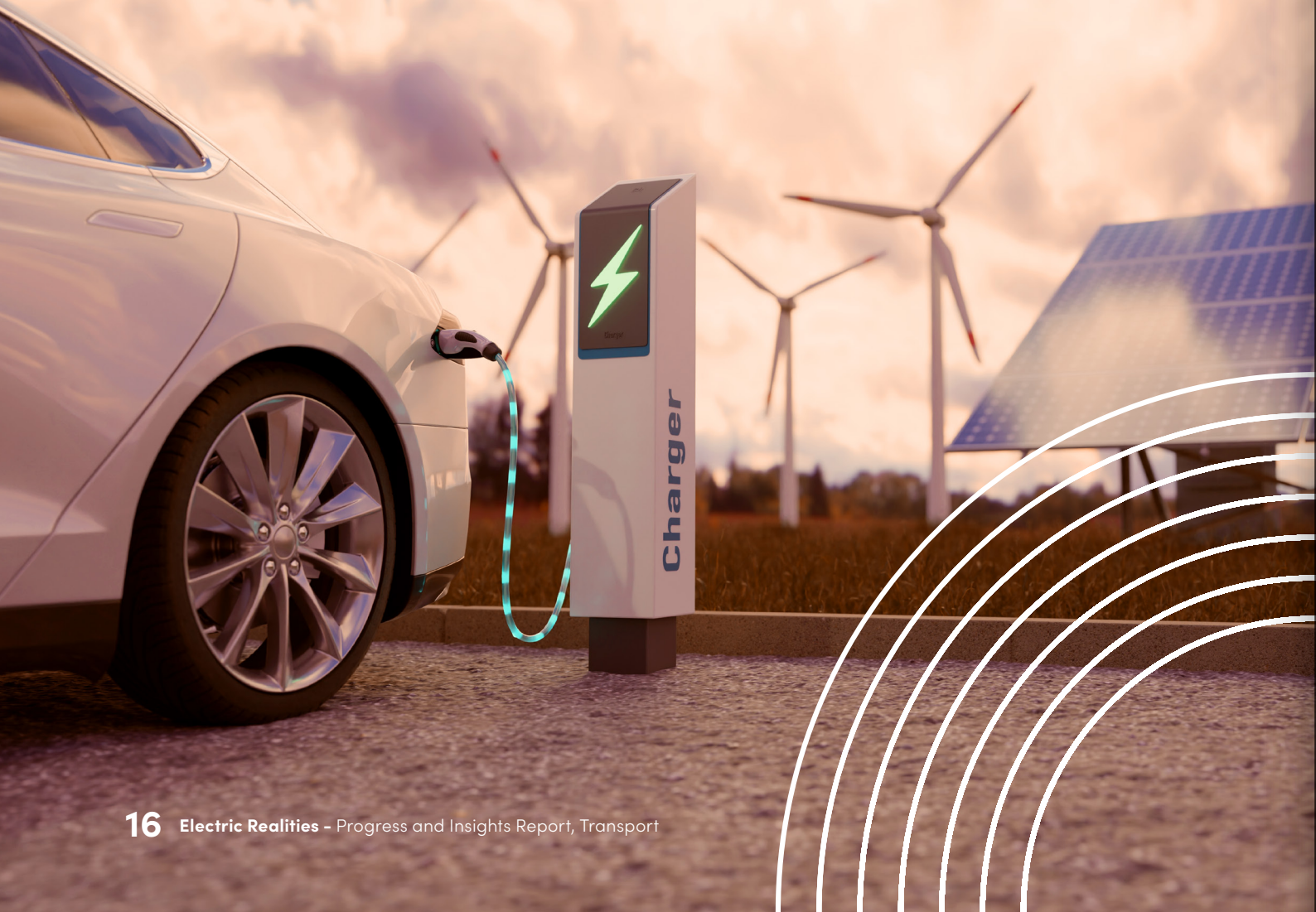


EV deployment by markets:



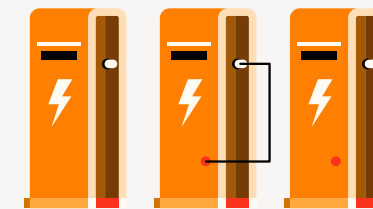
“
Our members are on a journey to fully electrify their corporate fleets to ambitious deadlines, across vehicle segments, and in markets around the world.”

Charging infrastructure: the enabler for adoption

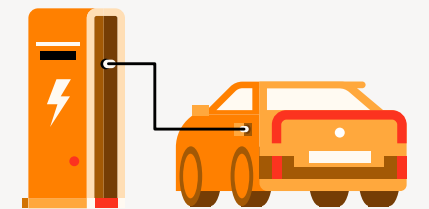


Charging continues its upward trajectory year after year. Our members who choose to include a charging commitment, additional to their fleet commitment, are supporting the transition across 68 markets.

Continuing to see growth in these figures is a clear indicator of steady progress, and shows that this remains one of the strongest and most stable markers of transition momentum. EV100 members are investing in this key enabling condition to unlock a faster, global transition.



Charging units increased
63%
in the past year to 48,568



Charging locations
deployed exceed
6,000

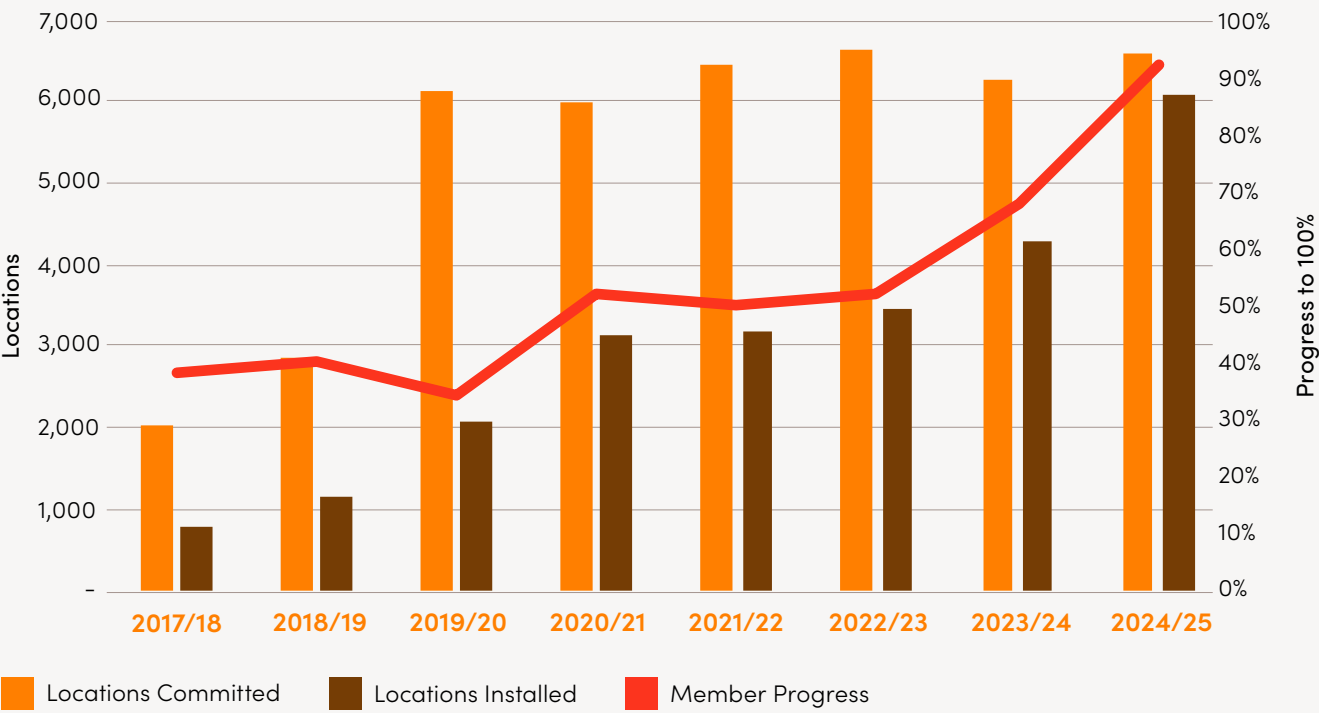
Members installing the most charge units



Charging units installed this year

Charger type ³	Total number of charging units installed	Number of charging units installed this reporting year	How many charging units do you plan to install in the next reporting year?
Slow (up to 3.7kW)	4,762	124	81
Fast (3.7-22.2kW)	34,210	3,448	2,488
Rapid (>40kW)	4,927	380	283

Member progress towards charging commitment 2017-2025



³ Some members weren't able to provide a breakdown by charger type which results in a discrepancy between totals by charger type and total charging units.

“
Our members who choose to include a charging commitment, additional to their fleet commitment, are supporting the transition across 68 markets.”

Fleet leadership under strengthened criteria

It's encouraging to see members maintaining conversion rates of over 50%, despite tightening criteria. These companies demonstrate that high ambition is not only possible, but achievable across diverse fleet profiles and geographies.

Members >50% conversion and >1000 fleet

AstraZeneca

22,381

77.2%⁴

Austrian Post

9,774

56.1%

Ingka IKEA

10,185

60%

Mitie

9,227

74.7%

Zenith

58,218⁵

50.2%

Barclays

4,621

52%

GEA Group

1,096

57.5%

⁴ This covers the reporting period. The company has since exceeded 80% -- please see our case study on p28.

⁵ 57,841 under leasing commitment

Members 40–50% Conversion and >1,000 Fleet

Lloyds Banking Group

339,647 47.6%

An Post

3,849 45.6%

Tarmac

1,635 43.4%

Airport Authority Hong Kong

3,613 42.8%

SSE plc

4,725 41.4%

Aviva Plc

1,203 40.6%

Centrica

9,397 40.6%

Vattenfall

5,600 40.3%

Deloitte

16,878 40.0%



We also want to celebrate our members with smaller fleets who have still made great strides to create behavioural shifts and organisational change with a commitment to reaching 100% EVs:

Members >50% Conversion with <1,000 Fleet

Natwest Group

14 100.0%

Chalet Hotels

68 100.0%

Baidu

611 99.7%

Ørsted

367 88.0%

Babor

93 82.8%

Lime

302 74.2%

InterEnergy

302 71.2%

Efacec

286 67.5%

AGL Energy Ltd

682 56.5%

APCOA Parking Ltd

253 56.1%

Christchurch Airport

21 52.4%

Heathrow Airport

351 52.1%

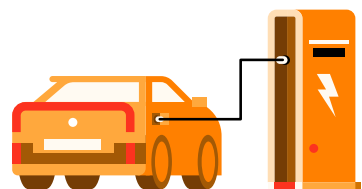


Members are also integrating EV100 commitments into wider organisational strategies



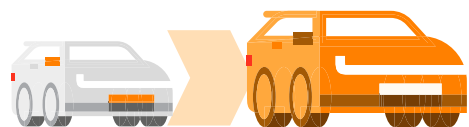
72%

have modelled how EV100 contributes to net-zero pathways



Over 90%

report Scope 1-3 emissions, reinforcing accountability and transparency



Over 80%

maintain their progress despite geopolitical and global economic impacts

Largest leasing commitments and their progress:

Fleet Alliance

31,202

21%

Lloyds Banking Group Transport⁶

339,058

48%

Ogilvie

23,664

28%

Zenith Intelligent Vehicle Solutions

57,841

50%

Corporate fleets

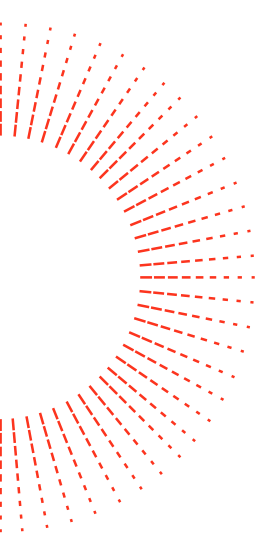
We're proud to see continued momentum in the corporate fleet numbers – our members have committed to electrify almost 1.3 million vehicles. Last year, this group added 54,705 EVs to their fleet – especially impressive given the exclusion of plug-in hybrids (PHEVs) from our commitment criteria. This brings the total number of EVs deployed in corporate fleets to almost 200,000.

Leasing fleets

Leasing companies and Transport Network Companies (TNCs) represent immense influence on EV adoption. Our leasing segment's progress stands at an impressive 45% conversion. This achievement reflects the sustained leadership of this group, who have deployed 204,756 EVs into their committed fleets of 452,964 vehicles.



⁶ In previous reporting cycles, Lloyds Banking Group has reported separately from their leasing provider subsidiary, Tusker. From this reporting cycle and onwards, the two will report together as Lloyds Banking Group Transport.



Medium and heavy-duty vehicle (MHDV) fleets

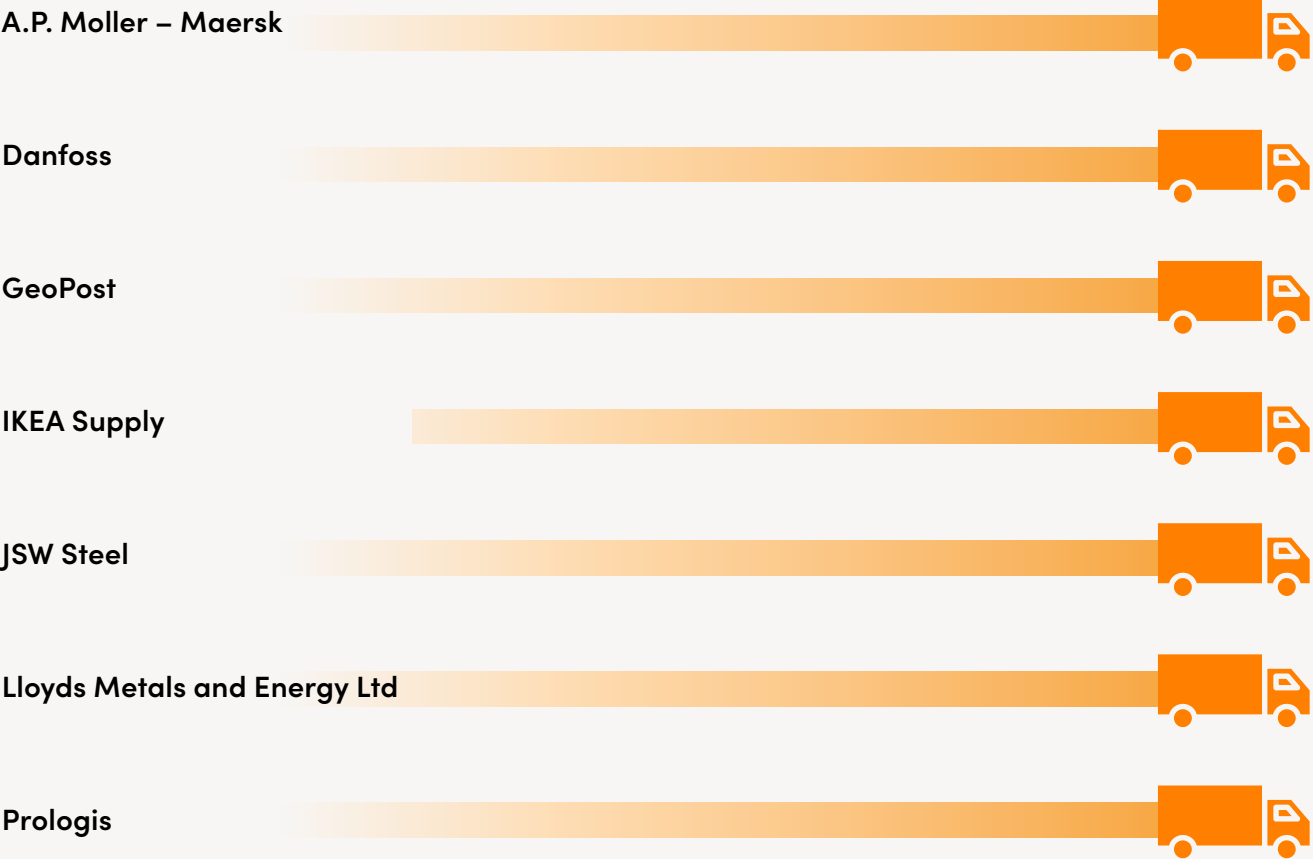
MHDV electrification has become a core pillar of the EV transition. To reflect this, our MHDV-specific initiative EV100+ has been integrated into a single, strengthened EV100. This allows us to drive a cohesive strategy across all vehicle classes, while maintaining a dedicated focus on the unique challenges facing MHDVs.

Within total fleet commitments, members with dedicated MHDV targets are set to transition an impressive 37,000 heavy vans and trucks to electric by 2035 or 2040. In addition, members without formal MHDV

commitments have voluntarily reported a further 25,000 vehicles, signalling growing engagement across the network.

We see significant potential to raise ambition further in this segment and will continue to work across the EV100 network to drive leadership, particularly through targeted policy advocacy. To date, members have reported 873 zero-emission MHDVs on the road, a meaningful milestone for a segment that is now gaining critical momentum as technology improves and vehicle availability expands.

Members with MHDV commitments:



“Members have reported 873 zero-emission MHDVs on the road, a meaningful milestone for a segment that is now gaining critical momentum.”



AstraZeneca's EV Journey:

“Our EV transition is part of something bigger”

The global pharmaceutical company decided to go faster than most when it set out to electrify its global fleet of more than 22,000 vehicles. With over 80% of its vehicles now zero-emission, this pioneering EV100 member is running a fleet that's battery-electric by default, and fully electrified in 37 markets. What are the secrets to its success? And what's next?

When AstraZeneca set out to cut its Scope 1 and 2 emissions by 98% by 2026 (from a 2015 baseline), its 22,000+ vehicle fleet quickly became a priority. With sales teams traveling extensively to reach healthcare professionals, road transport accounted for over 14% of its global Scope 1 and 2 footprint.

To achieve its ambitious decarbonisation goals, the company recognised that petrol and diesel vehicles had little place in its future. But how does a company operating in 60+ countries across six continents electrify its fleet?

A market-by-market approach to transitioning a global fleet

To understand the challenges and what was needed to achieve its ambitious plans, AstraZeneca listened – at a local, regional

and global level. Which processes would have to be put in place to facilitate a swift transition? What needed to be true to proceed?

Globally, AstraZeneca could build on its previous “green fleet” project, which transitioned many vehicles to hybrid between 2015 and 2020. But the company quickly decided to go beyond this: from 2022, it prioritised battery electric vehicles (BEVs) – ahead of EV100's 2025 decision to exclude plug-in hybrid electric vehicles (PHEVs) from the commitment criteria.

Speed was a key feature from the beginning. AstraZeneca joined EV100 in 2019, with the ambition to switch to a fully battery electric fleet where technically feasible by 2025. Just three years later, the company celebrated its first fully electric fleet, in the Netherlands. In the same year,



Four out of every five of our AstraZeneca vehicles is now a BEV and we're leading the pharma sector in electrifying our fleet across the highest number of markets globally – helping to cut tailpipe emissions, improve air quality, and reduce our environmental impact. Our success comes from bold targets, science-backed action, and strong local leadership.

Liz Chatwin, VP, Global Sustainability and Safety, Health and Environment

Japan hit the 50% mark. It was the first AstraZeneca fleet with over 1,000 vehicles to reach this milestone. As markets across Europe and Canada started crossing the same threshold, the company began transitioning in other countries.

At the core of the strategy was a rigorous market assessment. The company asked: Could an employee fulfil their role with

an EV, relying on existing charging infrastructure, supplemented with local or home charging? If the answer was “Yes”, then the employee would need to switch to an EV, and if the same were true for everyone in the same market, then that market would need to transition to 100% battery electric. An effective new dynamic took hold.





EV100 brings together corporate voices to accelerate the transition to net zero through a supportive EV ecosystem. Driving change through collective action is essential – we recognise that no single company can achieve this transition alone. Our fleet electrification is part of a broader transformation that’s already underway.

Stuart Poore, Executive Director, Climate & Nature Strategy

“At first it seems very weird,” says Rūdolfs Rozenvālds, Biopharmaceuticals Sales Manager, Baltics, “It is not only the change in habits but also comprehension of the whole concept – in the beginning it feels like a toy or a gadget. Some moments later, internal combustion engine, fumes and noises seem something very primitive and archaic.”

As AstraZeneca’s EV transition progressed in more markets, the company was able to share successes back to the global workforce – encouraging everyone to go faster.

Proud to be “BEV by default” – and a member of EV100

Seven years after joining EV100, AstraZeneca has made electrification the norm: By the end of 2025, all EU markets and the UK were fully electrified where technically feasible alongside international fleets in Indonesia, Türkiye and Taiwan.

Just three years on from the 50% milestone, Japan is at over 85%. And the company’s largest fleet, in the US, where over 5,000 vehicles are on the road, has exceeded 95%.

Counting the carbon benefits

By the end of 2025, AstraZeneca had achieved an 88% reduction in its Scope

1 and 2 greenhouse gas emissions from a 2015 base year. Its EV transition was a major contributor to this. In 2025, fleet emissions contributed 15.9 kTCO₂e – that’s just 17% of the 92.5 kTCO₂e the fleet was responsible for in 2015.

Where next?

With four out of five vehicles now zero-emission, AstraZeneca continues to set targets for markets with hybrid, petrol and diesel vehicles not yet switched due to external factors – supporting local teams to advance their transition whenever feasible.

Looking ahead, the company is exploring smarter charging, connected car data, and AI optimisation, which increasingly offers EV-centric fleets an even better understanding of how to maximise operational savings and minimise energy consumption.

As a member of EV100, the company continues to advocate and share expertise and best-practice with peers, supporting the network’s government engagement to address barriers to the EV transition and infrastructure roll-out.

AstraZeneca’s journey has demonstrated that electrification is possible not only for low mileage personal vehicles, but for a high-mileage business operational fleet that spans the globe.

EV leadership: bottom-up meets top-down

To drive a speedy transition across diverse markets – with varying vehicle availability, infrastructure, and policy landscapes – the company needed to develop a localised approach and put clear guardrails in place. Underpinning this approach was alignment across global business functions.

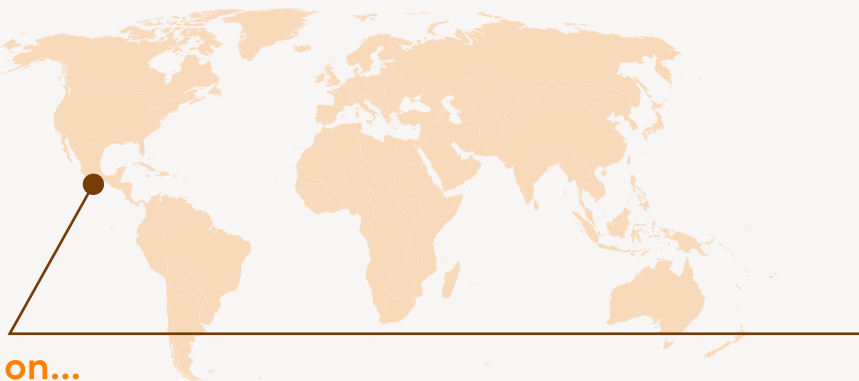
The transition was overseen by regional structures with centralised teams and strong senior leadership support. Clear overarching targets combined with realistic market-specific expectations gave local teams direction and accountability to own their transitions. This enabled tailored approaches that reflected local contexts. Fleet electrification was embedded in senior managers’ annual objectives. Central support was important to facilitate conversations between local and regional stakeholders.

The road to 2025: hurdles faced and overcome

Initially, there were preconceptions about the operational effectiveness of EVs. The sales force was concerned that electrification might hinder its performance.

AstraZeneca responded with a major change management programme. At the heart of this was a comprehensive training offer: Q&A sessions with experts, test drives, explainers that demystified EVs, answered questions, and provided reassurance about the operation of an EV-centred fleet. The company also introduced dedicated funding for home charging.

The sales force quickly adapted to its new EV reality. “Is it very different compared to driving a fuel car?” is the most frequent question Kaisa Tamm, Baltic Innovation and Business Excellence (IBEX) Lead, gets asked when driving her EV. “Actually it’s not, the biggest change is in mindset,” she says.



Spotlight on...

AstraZeneca in Mexico

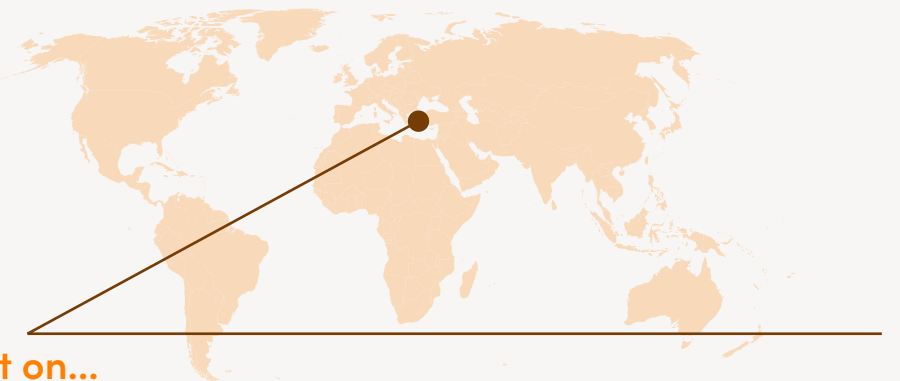
In Mexico, when the company set out to electrify its fleet of more than 1,000 vehicles, it became clear a rethink was needed to operationalise the change – including procurement, maintenance, and financial forecasting.

But something else had to change. Employees needed to feel empowered to champion the transition, which is why the company initiated a cultural change programme.

Training, awareness-raising campaigns, and driver engagement programmes were put in place to give employees a sense of ownership and agency.

This also strengthened the company's value proposition for future and current employees, who are attracted to working for a leading pharmaceutical company with one of the most ambitious transport decarbonisation strategies. It's clear to employees that electrification is a strategic priority for the global organisation, not just a matter of compliance or a box-ticking exercise.

Despite infrastructure challenges, the vast geographic territory, delivery timelines, and being a pioneer in the country, AstraZeneca Mexico is more than half-way there. Mexico's fleet of over 1,000 vehicles is more than 57% electrified. And the company is seeing clear business benefits: reduced maintenance costs mean greater control over fleet management, a clearer financial outlook, and better budgeting throughout the year.



Spotlight on...

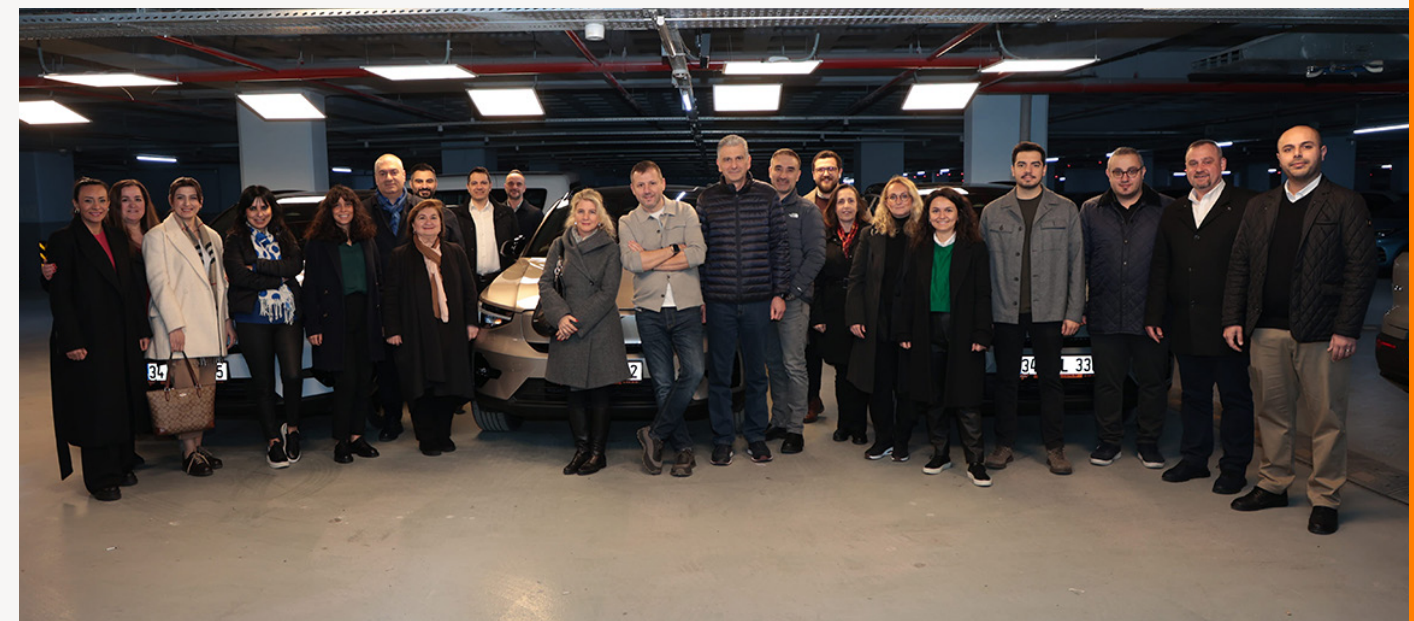
AstraZeneca in Türkiye

Türkiye's journey began in 2022, with the transition to hybrid vehicles at AstraZeneca headquarters. The full fleet electrification was achieved in September 2025.

When it first set out to electrify its fleet of over 470 vehicles AstraZeneca faced several hurdles: battery-electric vehicle availability was limited, orders often had long lead times, charging infrastructure was still scaling, which also limited home installations, and driver range anxiety.

Through a focused and systematic approach, the company moved from PHEVs in 2022 to 60% electrification by 2024, reaching 100% BEV in 2025.

Progress was underpinned by looking at total cost of ownership – optimising vehicle choice, energy tariffs, and charging mix, alongside renewable electricity use – as well as robust training and support. A dedicated internal change network, the "Green Driving Ambassadors" (Yeşil Sürüş Elçileri), helped build driver confidence and accelerate adoption.





Spotlight on...

AstraZeneca in United States

With over 5,000 vehicles, the US is AstraZeneca's largest fleet. In a country where sales representatives often cover large territories and drive long distances, employees initially had reservations about whether they could operate efficiently with an electric vehicle. However, today the US fleet is almost entirely comprised of electric vehicles.



The shift was achieved through a structured programme which considered different driver situations. A key challenge was drivers that could not install home charging at rented properties. In response, the company defined "adequate public charging infrastructure" with expert input: where this exists, drivers without home charging rely on public charging; where it does not, they are temporarily deferred from EV requirements.

Instances like this helped AstraZeneca to create a bespoke deferral scheme. Drivers who are not yet ready to transition will be granted approved deferrals. But deferrals are frequently reassessed – such as when infrastructure improves. For 2026, the US expects only around 2% of drivers to be in an accepted deferral category.



Setting a forward direction for the next decade



EV100 key markets:



Emerging markets set to define the next chapter

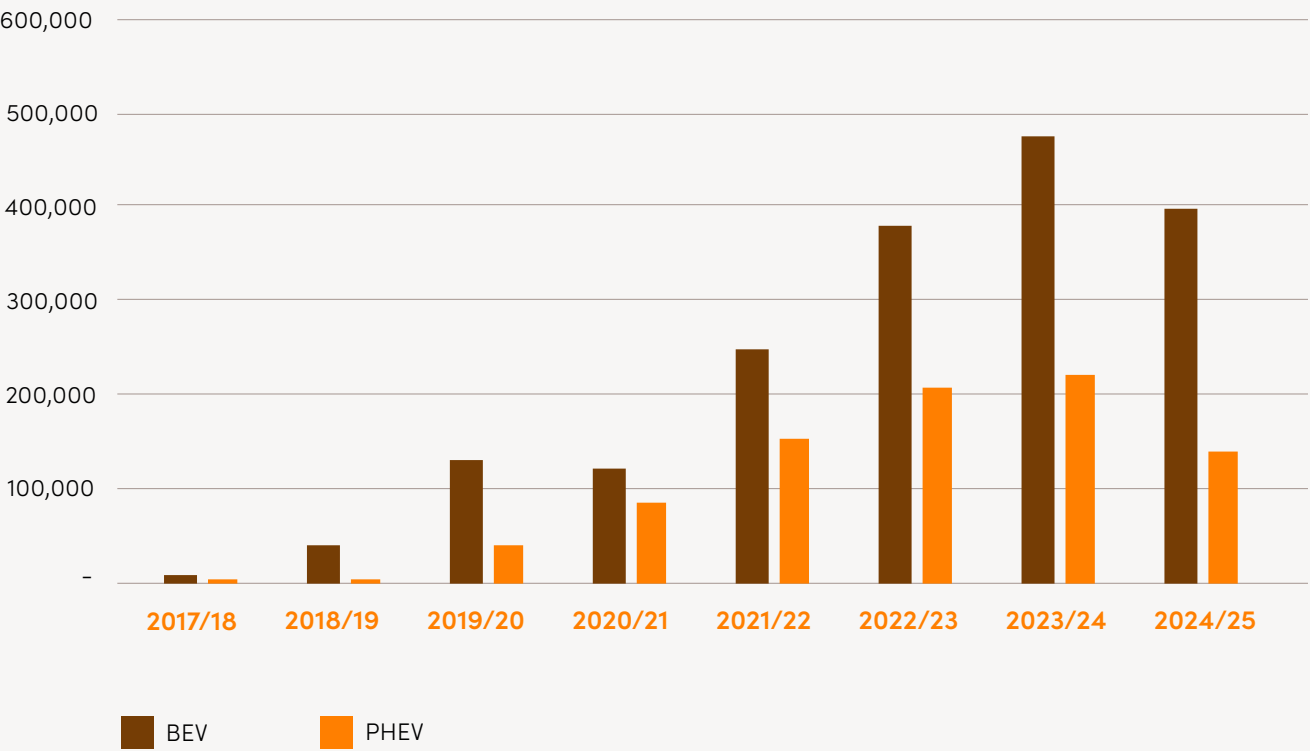
EV100's geographic footprint always had a global scope. But due to the uneven nature of the EV transition in markets around the world, leadership has most consistently shown in the UK and Europe. Now, we're seeing promising early market development in countries like Mexico, Colombia, Chile and Indonesia, and we're making sure our presence in these markets can help to ensure a just transition for the next decade.

This new chapter positions EV100 members at the heart of the global EV transition, as we continue to deliver more engagement opportunities, grow our network in new markets and ensure the voice of ambitious, committed fleets is heard in key public

and policy debates. We've expanded our regional focuses on new strategic markets across Latin America, Asia and Africa, where we see key opportunities for high impact and policy advocacy, and want our members to play a key role in ensuring that these markets are strong, early adopters of BEVs.

We have new projects in eight markets, and we encourage any companies, EV100 member or not, to seize an opportunity to collaborate on establishing our presence here. Already, our members have reported over 2,000 BEVs in these markets. We're excited to see where this momentum takes us as these markets play a key role in EV100's work in the coming years.

BEV / PHEV deployment in 2017-2025 (total)



Pushing for progress that is zero-emission

A range of studies highlight the limitations of plug-in hybrid electric vehicles (PHEVs) in delivering real-world emissions reductions. Removing them from EV100 commitments provides a clearer, more credible picture of progress toward zero-emission fleets. While PHEVs no longer count toward targets, EV100 will continue to monitor their procurement to ensure members are on track to fully phase them out by the relevant deadline years.

PHEVs remain entrenched in certain geographies and operational contexts. Members with higher PHEV proportions often operate in Japan and North America, where historic policy incentives, supply constraints, and market conditions

have favoured hybrids. Currently, 19 EV100 members have fleets composed of more than 50% PHEVs, including six members with two PHEVs for every BEV. This underscores the need for targeted engagement with policymakers in these markets and careful internal planning to phase out hybrids in line with deadlines. Positively, members continue to demonstrate a strong preference for BEVs. This year, reporting shows nearly 400,000 BEVs compared with 140,000 PHEVs across member fleets. While there is still substantial progress to be made, the steady growth of BEV deployment signals clear momentum, reinforcing that members are moving decisively toward fully zero-emission fleets.

The Road Ahead

The next five to ten years will define the future of the global transport system and the associated economic, climate and health benefits. In this dynamic context, EV100 plays a central role, convening committed companies, guiding operational change, and shaping policy to ensure that the transition is ambitious, equitable, and achievable worldwide.

EV100 members will be increasingly at the forefront of this transition. By working to fully electrify their corporate fleets across diverse markets and vehicle segments, they will pave the way for broader road transport decarbonisation.

To maintain momentum, members are encouraged to embed EV100 market tiering into wider corporate net zero strategies, plan EV roadmaps alongside financial planning to phase out remaining ICE and PHEV purchases, accelerate BEV uptake in advanced markets, focus on medium- and heavy-duty vehicles, prioritise infrastructure deployment at high-impact sites, and engage with EV100 policy advocacy in emerging markets. Through these actions, members increase demand, scale production, and drive down costs, demonstrating leadership that will influence the broader transition.

Our strategic priorities focus on the levers that will most accelerate the shift to zero-emission transport:

1. Charging infrastructure and grid capacity

We will ensure that EV adoption is supported by:

- Scalable charging networks
- Grid readiness
- Renewable energy integration
- Depot charging for fleets

2. Unlocking demand and fleet transition

We will accelerate adoption by:

- Strengthening corporate fleet demand
- Improving total cost of ownership
- Supporting fleet transition strategies

3. Expanding vehicle supply

We will work with industry and policymakers to:

- Support ambitious manufacturer regulations
- Increase availability of zero-emission vehicles
- supporting supply-side regulation to expand vehicle availability, and enabling financing models that make EV adoption accessible and economically viable.

Over the coming year, EV100 will provide members with tailored resources, peer learning, and robust reporting frameworks to track progress and celebrate achievements, while amplifying corporate voices in key public and policy debates. By combining commitment, capability, narrative, and policy influence, EV100 ensures that ambition translates into real-world decarbonisation.

As we look ahead, we do so with confidence. EV100 is driving the next decade of EV acceleration, and our growing network of committed businesses is ready to transform fleets and markets alike. Together, we are building a future where zero-emission transport is the norm, and that future is rapidly coming into view. We invite companies at all stages of the EV transition to engage with EV100, join our network of corporate leaders and learners, and contribute to shaping the global EV future. To find out more, visit the EV100 website.

Annex

Company Fleets

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Company vehicles operated by members	141,860	333,456	365,121	470,414	733,088	924,962	1,038,596	1,239,492
ICE Fleet No.	131,541	289,143	326,116	416,251	652,026	798,094	852,800	992,077
CNG/LNG Fleet No.	290	2,319	1,337	802	1,436	2,047	1,749	-
Zero-Emission Fleet No.	8,500	38,084	30,848	34,446	53,331	86,209	138,749	194,471
PHEV & EREV Fleet No.	1,528	3,901	6,813	18,897	25,976	38,545	45,259	52,944
HFC Fleet No.	-	9	-	18	319	67	39	-
Total Zero-Emission, PHEV and EREV	10,029	41,994	37,668	53,361	79,626	124,821	184,047	247,415
Total vehicles added in the last reporting year	-	-	-	-	-	-	-	212,129
EVs added in the last reporting year		3,528	4,367	15,655	21,250	38,549	41,367	54,705
Total PHEVs and EREVs added in the last reporting year	-	-	-	-	-	-	-	6,791
Total ICE added in the last reporting year	-	-	-	-	-	-	-	150,633

Leasing Fleets

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Leasing/TNC vehicles operated by members			4,353,736	3,924,993	4,498,393	4,544,347	1,901,351	452,964
ICE Fleet No.			4,221,764	3,764,430	4,142,864	4,059,590	1,369,859	160,524
CNG/LNG Fleet No.			2	4,270	30,846	19,497	15,193	
Zero-Emission Fleet No.			100,383	88,884	196,137	294,088	340,103	204,756
PHEV & EREV Fleet No.			31,578	67,381	128,389	171,011	176,032	87,684
HFC Fleet No.			9	28	157	161	164	
Total Zero-Emission, PHEV and EREV			131,970	156,293	324,683	465,260	516,299	292,440
Total vehicles added in the last reporting year			-		-	-		21,539
EVs added in the last reporting year			13,913	28,601	97,480	113,300	82,793	40,718
Total PHEVs and EREVs added in the last reporting year			-					9,618
Total ICE added in the last reporting year								28,797

Member reporting periods run up to October 2025

Total MDV/HDV⁷

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
>7.5t vehicles operated by members								61,428
ICE Fleet No.								60,546
Zero-Emission Fleet No.								873
PHEV & EREV Fleet No.								9
Total Zero-Emission, PHEV and EREV								882
Total vehicles added in the last reporting year								480
EVs added in the last reporting year								295
Total PHEVs and EREVs added in the last reporting year								9
Total ICE added in the last reporting year								176



7 Committed and non committed – members may voluntarily submit MDV/HDV figures without having a commitment to this segment.

Annex

Advanced Market totals⁸

Vehicle Segment	Total Vehicle Change in Period	Zero-Emissions Vehicle Change in Period	ICE & Hybrid Change in Period
Cars (<3.5t)	24,792	69,980	-45,188
Vans (3.5t-7.5t)	-3,015	1,755	-4,770
MDVs (7.5t-20t)	205	61	144
HDVs (>20t)	107	38	69

Emerging Market totals⁷

Vehicle Dynamics	Total Vehicle Change in Period	Zero-Emissions Vehicle Change in Period	ICE & Hybrid Change in Period
Cars (<3.5t)	211,465	23,904	187,561
Vans (3.5t-7.5t)	426	-216	642
MDVs (7.5t-20t)	-11	39	-50
HDVs (>20t)	179	157	22

Glossary

BEV

Battery electric vehicle (i.e., fully electric).

CHARGE POINT

An individual connector that can be used to charge an EV.

COMMERCIAL VEHICLES

Vehicles used for transporting goods.

COMMITTED FLEET

Members' vehicles they have pledged to switch to EV by 2030 (100% vehicles < 3.5 metric tons: 50% vehicles 3.5 metric tons to 7.5 metric tons).

COMMITTED CHARGING LOCATIONS

Company locations to have EV charging installed by 2030. Normally all company locations with parking for employees and/or customers, e.g., offices, shopping malls.

CORPORATE COMMITMENT

Fleet or charging commitment made by a company with regards to their own operations.

EV

Electric vehicle (incl. BEV, FCEV and PHEV).

HDV

Heavy- Duty Vehicle.

ICE

Internal Combustion Engine.

LEASING COMPANY FLEET COMMITMENT

Commitment from a leasing and/or fleet management company to transition its fleet to EV or net zero emissions by 2030.

MHDV

Medium and Heavy-Duty Vehicles.

OEM

Original Equipment Manufacturer.

PASSENGER VEHICLES

Vehicles used for transporting passengers/people.

PHEV

Plug-in Hybrid Vehicles.

TNC

Transportation Network Company.

8 Advanced and Emerging Markets defined in the EV100 Global Transition Barometer Report

Annex

Member reporting periods run up to October 2025

EV100 Member	Reporting submission time period	HQ Location	Joining year	Corporate vehicles covered by EV100 fleet commitment	Leased vehicles covered by EV100 fleet commitment	Total Fleet Converted to Zero-Emission (BEV)	Locations with charging installed	Individual charging units installed
A.P. Moller-Maersk	January 2024 – December 2025	Denmark	2022	1,346		8%		
ABB Asea Brown Boveri Ltd	January 2024 – January 2025	Switzerland	2021	10,971		30%	235	2631
AEON Mall	March 2024 – February 2025	Japan	2017				90	1336
Aéroports de Montréal	October 2024 – September 2025	Canada	2019	118		20%	2	112
AGL Energy Ltd	October 2024 – September 2025	Australia	2020	351	331	57%		
Airport Authority Hong Kong	April 2024 – March 2025	Hong Kong	2018	3,345	268	43%	5	948
Allianz SE	January 2024 – December 2024	Germany	2022	8,729		12%		
An Post	September 2024 – September 2025	Ireland	2021	3,849		46%	88	1870
APCOA Parking Ltd	October 2024 – September 2025	United Kingdom	2019	253		56%	111	1236
Arcadis	October 2024 – September 2025	The Netherlands	2025	2,099		40%	12	46
ASKUL Corporation	May 2024 – May 2025	Japan	2017	293		14%		
AstraZeneca	October 2024 – September 2025	United Kingdom	2019	22,381		77%		
Austrian Post	July 2024 – June 2025	Austria	2019	9,774		56%		
Ausurus Group	January 2024 – December 2024	United Kingdom	2020	435		42%		
Astara Mobility	June 2024 – May 2025	Spain	2023	1,546		32%	73	370
Aviva Plc	October 2024 – September 2025	United Kingdom	2021	1,203		41%	28	117
Babor	September 2024 – September 2025	Germany	2020	91		93%	2	92
Baidu	September 2024 – September 2025	China	2017	11	600	100%	7	167
Bank of America	January 2024 – December 2024	United States of America	2018				46	278
Barclays Plc	July 2024 – June 2025	United Kingdom	2022	4,621		52%		
Bayer	July 2024 – July 2025	Germany	2022	21,710		7%		
BT Group	April 2024 – March 2025	United Kingdom	2018	28,664		20%	190	611
Capgemini	October 2024 – September 2025	France	2021	13,693		29%	102	2614
Centrica	June 2024 – June 2025	United Kingdom	2019	9,397		41%		

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Member reporting periods run up to October 2025

EV100 Member	Reporting submission time period	HQ Location	Joining year	Corporate vehicles covered by EV100 fleet commitment	Leased vehicles covered by EV100 fleet commitment	Total Fleet Converted to Zero-Emission (BEV)	Locations with charging installed	Individual charging units installed
Chalet Hotels	April 2024 – March 2025	India	2018	68		100%	8	2
Chiesi Farmaceutici	Recent joiner	Italy	2025	2,601				
Christchurch Airport	July 2024 – June 2025	New Zealand	2018	21		52%	1	6
Chunghwa Telecom	September 2024 – August 2025	Taiwan	2024	7,458		2%		
CLP Group	August 2024 – July 2025	Hong Kong	2019	1074		28%	119	854
Coca-Cola Europacific Partners	October 2024 – September 2025	United Kingdom	2021	12,659		25%	55	795
Costain	Did not report*	United Kingdom	2020	1,548		71%		28
Currys	October 2024 – October 2025	United Kingdom	2020	973		1%	8	158
Dalmia Cement	Did not report	India	2021					
Danfoss	July 2024 – June 2025	Denmark	2019	2,356		23%	74	930
Deloitte	June 2024 – May 2025		2021	16,878		40%		
Delta Electronics	July 2024 – June 2025	Taiwan	2018	278		24%	33	312
EDF Group	September 2024 – August 2025	France	2017	47,857		33%		
EDP – Energias De Portugal	Did not report	Portugal	2020	4,190		31%		
Efacec	August 2024 – August 2025	Portugal	2019	286		68%	3	66
The Estée Lauder Companies	July 2024 – June 2025	United States of America	2022	2,012		6%		
Fleet Alliance	April 2024 – March 2025	United Kingdom	2020	36	31,202	21%	1	8
Flipkart	October 2024 – September 2025	India	2020	234,919		9%		
Foxtons	October 2024 – September 2025	United Kingdom	2019	944		26%	2	26
GEA Group	April 2024 – March 2025	Germany	2023	1,096		58%	32	483
Genentech	October 2024– September 2025	United States of America	2019	3,217		6%	7	88
GeoPost S.A	Did not report	France	2022					
Gilead Sciences Inc	January 2024 – December 2024	United States of America	2021	3,909		4%	45	821
GlaxoSmithKline	August 2024 – July 2025	United Kingdom	2020	16,716		12%	30	604

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Member reporting periods run up to October 2025

EV100 Member	Reporting submission time period	HQ Location	Joining year	Corporate vehicles covered by EV100 fleet commitment	Leased vehicles covered by EV100 fleet commitment	Total Fleet Converted to Zero-Emission (BEV)	Locations with charging installed	Individual charging units installed
Goldman Sachs	October 2024 – September 2025	United States of America	2019				7	139
Grundfos Pompey	July 2024 – June 2025	Denmark	2020	3,258		32%	93	552
Heathrow Airport	October 2024 – September 2025	United Kingdom	2017	351		52%	1	71
Hempel	September 2024 – August 2025	Denmark	2021	1,151		16%		
HP Inc.	October 2024 – September 2025	United States of America	2018	4,538		12%	61	879
Iberdrola	October 2024 – September 2025	Spain	2019	2,549		20%	59	1,095
IKEA Supply	September 2024 – August 2025	Switzerland	2022					
Ingka Group (IKEA)	September 2024 – August 2025	The Netherlands	2017	10,185		60%	455	9,115
Inspiration Mobility	Recent joiner	United States of America	2025	2,159				
InterEnergy	October 2024 – September 2025	Dominican Republic	2021	302		71%	686	1,700
Iron Mountain	October 2024 – September 2025	United States of America	2020	1,880		14%		
JSW Cement	April 2024 – March 2025	India	2021	18,365		40%	20	23
JSW Steel	April 2024 – March 2025	India	2022	32,247		0%	8	50
Kandenko	April 2024 – March 2025	Japan	2021	2,038		7%		
Kier Group plc	Did not report	United Kingdom	2021					
LG Energy Solution	October 2024 – September 2025	South Korea	2021	667		23%	14	308
Lime	June 2024 – May 2025	United States of America	2022	302		74%		
Lloyds Banking Group	September 2024 – August 2025	United Kingdom	2020	589	339,058	48%	31	242
Lloyds Metals & Energy Limited	April 2024 – October 2025	India	2024	2,496		6%		
LONGi Group	October 2024 – September 2025	China	2020				24	572
M Group	October 2024 – September 2025	United Kingdom	2021	9,575		10%		
Mawdsleys	April 2024 – March 2025	United Kingdom	2019	114		9%	6	30
Mercury	Did not report	New Zealand	2017					
Metro AG	October 2024 – September 2025	Germany	2017	11,379		3%	293	1,409

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Member reporting periods run up to October 2025

EV100 Member	Reporting submission time period	HQ Location	Joining year	Corporate vehicles covered by EV100 fleet commitment	Leased vehicles covered by EV100 fleet commitment	Total Fleet Converted to Zero-Emission (BEV)	Locations with charging installed	Individual charging units installed
Mindspace REIT	April 2024 – March 2025	India	2020	30		77%	12	1,212
Mitie	October 2024 – September 2025	United Kingdom	2019	9,227		75%	19	111
National Grid	July 2024 – June 2025	United Kingdom	2021	5,066		14%		
Natwest Group	October 2024 – September 2025	United Kingdom	2018	14		100%	10	402
Naver Corporation	October 2024 – September 2025	South Korea	2022	90		20%	6	133
Next	August 2024 – July 2025	United Kingdom	2021	1,656		39%	21	430
Nichicon Corporation	April 2024 – March 2025	Japan	2021	136		14%		
NTT, Inc	April 2024 – March 2025	Japan	2018	7,350	18	35%		
Novartis	October 2024 – September 2025	Switzerland	2021	15,212		15%		
Novo Nordisk	January 2024 – December 2025	Denmark	2019	11,265		12%		
NRG Energy Inc	January 2024 – December 2024	United States of America	2021	1408		0%		
Ogilvie	July 2024 – June 2025	United Kingdom	2020		23,664	28%	10	25
Origin Energy	July 2024 – June 2025	Australia	2021	594		14%		
Ørsted	September 2024 – September 2025	Denmark	2019	367		88%	53	364
Pacific Gas & Electric Company	January 2025 – December 2025	United States of America	2017	6,332		9%	110	2041
Port Authority of New York & New Jersey	October 2024 – September 2025	United States of America	2018	1,221		15%	5	212
Prologis	January 2024 – December 2024	United States of America	2023	248		4%		
Quebecor	April 2024 – April 2025	Canada	2021	690		18%		
Rentokil Initial plc	October 2024 – September 2025	United Kingdom	2020	37,875		3%		
Royal HaskoningDHV	October 2024 – September 2025	The Netherlands	2017	667		98%		124
Schneider Electric	July 2024 – June 2025	France	2020	17,032		21%		
Siemens	October 2024 – September 2025	Germany	2021	44,296		34%	269	3863
Signify	October 2024 – October 2025	The Netherlands	2018	1,333		36%		
Sky	October 2024 – September 2025	United Kingdom	2021	3,300		24%		

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Member reporting periods run up to October 2025

EV100 Member	Reporting submission time period	HQ Location	Joining year	Corporate vehicles covered by EV100 fleet commitment	Leased vehicles covered by EV100 fleet commitment	Total Fleet Converted to Zero-Emission (BEV)	Locations with charging installed	Individual charging units installed
Spectris Plc	June 2024 – June 2025	United Kingdom	2022	775		6%	12	19
SSE plc	April 2024 – March 2025	United Kingdom	2019	4,725		41%	56	546
Statkraft	Did not report	Norway	2020					
Suzlon Energy	Recent joiner	India	2025	655				
Taiwan Mobile	September 2024 – September 2025	Taiwan	2024	595		2%	85	490
Takashimaya Company Limited	September 2024 – August 2025	Japan	2019	284		4%	5	73
Tarmac	September 2024 – September 2025	United Kingdom	2020	1,635		43%	24	56
Taxelco	Did not report*	Canada	2019					
Tesco	October 2024 – September 2025	United Kingdom	2020	5,840		17%	619	2,836
Toyko Electric Power Company Holdings, Inc (TEPCO)	April 2024 – March 2025	Japan	2019	3,400		14%	1600	1600
Trane Technologies	October 2024 – September 2025	Ireland	2023	7,365		2%		
Unilever	July 2024 – June 2025	United Kingdom	2017	10,220		6%	35	351
Vattenfall	October 2024 – September 2025	Sweden	2017	5,600		40%		
Velux Group	September 2024 – September 2025	Denmark	2024	1,691		25%		
Veris Residential	Did not report	United States of America	2021					
Virgin Media O2	April 2024 – April 2025	United Kingdom	2022	4,336		9%	2	24
Wates Group	Recent joiner	United Kingdom	2026	1,700				
Wipro Limited	April 2024 – March 2025	India	2018	5448		11%		
Zenith Intelligent Vehicle Solutions	October 2024 – September 2025	United Kingdom	2020	377	57,841	50%	3	23
Zomato	April 2024 – March 2025	India	2021	473,000		8%		
Zurich Insurance Group	January 2024 – December 2024	Switzerland	2020	4,213		29%		

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Member reporting periods run up to October 2025

EV100 Member	HQ Location	Joining year	LDV/MDV Commitment (<7.5t)	MDV/HDV Commitment (>7.5t)	Leasing Commitment	Charging Commitment
A.P. Moller-Maersk	Denmark	2022		 		
ABB Asea Brown Boveri Ltd	Switzerland	2021	  			
AEON Mall	Japan	2017				
Aéroports de Montréal	Canada	2019	  			
AGL Energy Ltd	Australia	2020	  			
Airport Authority Hong Kong	Hong Kong	2018	  			
Allianz SE	Germany	2022	  			
An Post	Ireland	2021	  			
APCOA Parking Ltd	United Kingdom	2019	  			
Arcadis	The Netherlands	2025	  			
ASKUL Corporation	Japan	2017	  			
AstraZeneca	United Kingdom	2019	  			
Austrian Post	Austria	2019	  			
Ausurus Group	United Kingdom	2020	  			
Astara Mobility	Spain	2023	  			
Aviva Plc	United Kingdom	2021	  			
Babor	Germany	2020	  			
Baidu	China	2017	  		  	
Bank of America	United States of America	2018				
Barclays Plc	United Kingdom	2022	  			

EV100 Member	HQ Location	Joining year	LDV/MDV Commitment (<7.5t)	MDV/HDV Commitment (>7.5t)	Leasing Commitment	Charging Commitment
Bayer	Germany	2022	  			
BT Group	United Kingdom	2018	  			
Capgemini	France	2021	  			
Centrica	United Kingdom	2019	  			
Chalet Hotels	India	2018	  			
Chiesi Farmaceutici	Italy	2025	  			
Christchurch Airport	New Zealand	2018	  			
Chunghwa Telecom	Taiwan	2024				
CLP Group	Hong Kong	2019	  			
Coca-Cola Europacific Partners	United Kingdom	2021	  			
Costain	United Kingdom	2020	  			
Currys	United Kingdom	2020	  			
Dalmia Cement	India	2021	  			
Danfoss	Denmark	2019	    			
Deloitte	United Kingdom	2021	  			
Delta Electronics	Taiwan	2018	  			
EDF Group	France	2017	  			
EDP – Energias De Portugal	Portugal	2020	  			
Efacec	Portugal	2019	  			
The Estée Lauder Companies	United States of America	2022	  			

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Member reporting periods run up to October 2025

EV100 Member	HQ Location	Joining year	LDV/MDV Commitment (<7.5t)	MDV/HDV Commitment (>7.5t)	Leasing Commitment	Charging Commitment
Fleet Alliance	United Kingdom	2020	  		  	
Flipkart	India	2020	  			
Foxtons	United Kingdom	2019	  			
GEA Group	Germany	2023	  			
Genentech	United States of America	2019	  			
GeoPost S.A	France	2022		 		
Gilead Sciences Inc	United States of America	2021	  			
GlaxoSmithKline	United Kingdom	2020	  			
Goldman Sachs	United States of America	2019				
Grundfos Pompy	Denmark	2020	  			
Heathrow Airport	United Kingdom	2017	  			
Hempel	Denmark	2021	  			
HP Inc.	United States of America	2018	  			
Iberdrola	Spain	2019	  			
IKEA Supply	Switzerland	2022		 		
Ingka Group (IKEA)	The Netherlands	2017	  			
Inspiration Mobility	United States of America	2025	  			
InterEnergy	Dominican Republic	2021	  			
Iron Mountain	United States of America	2020	  			
JSW Cement	India	2021	  			

EV100 Member	HQ Location	Joining year	LDV/MDV Commitment (<7.5t)	MDV/HDV Commitment (>7.5t)	Leasing Commitment	Charging Commitment
JSW Steel	India	2022		 		
Kandenko	Japan	2021	  			
Kier Group plc	United States of America	2021				
LG Energy Solution	South Korea	2021	  			
Lime	United States of America	2022	  			
Lloyds Banking Group	United Kingdom	2020	  		  	
Lloyds Metals & Energy Limited	India	2024		 		
LONGi Group	China	2020	  			
M Group	United Kingdom	2021	  			
Mawdsleys	United Kingdom	2019	  			
Mercury	New Zealand	2017	  			
Metro AG	Germany	2017				
Mindspace REIT	India	2020	  			
Mitie	United Kingdom	2019	  			
National Grid	United Kingdom	2021	  			
Natwest Group	United Kingdom	2018	  			
Naver Corporation	South Korea	2022	  			
Next	United Kingdom	2021	  			
Nichicon Corporation	Japan	2021	  			
Nippon Telegraph and Telephone Corporation (NTT)	Japan	2018	  			

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Member reporting periods run up to October 2025

EV100 Member	HQ Location	Joining year	LDV/MDV Commitment (<7.5t)	MDV/HDV Commitment (>7.5t)	Leasing Commitment	Charging Commitment
Novartis	Switzerland	2021	  			
Novo Nordisk	Denmark	2019	  			
NRG Energy Inc	United States of America	2021	  			
Ogilvie	United Kingdom	2020	  		  	
Origin Energy	Australia	2021	  			
Ørsted	Denmark	2019	  			
Pacific Gas & Electric Company	United States of America	2017	  			
Port Authority of New York & New Jersey	United States of America	2018	  			
Prologis	United States of America	2023		 		
Quebecor	Canada	2021	  			
Rentokil Initial plc	United Kingdom	2020	  			
Royal HaskoningDHV	The Netherlands	2017	  			
Schneider Electric	France	2020	  			
Siemens	Germany	2021	  			
Signify	The Netherlands	2018	  			
Sky	United Kingdom	2021	  			
Spectris Plc	United Kingdom	2022	  			
SSE plc	United Kingdom	2019	  			
Statkraft	Norway	2020	  			
Suzlon Energy	India	2025	  			

EV100 Member	HQ Location	Joining year	LDV/MDV Commitment (<7.5t)	MDV/HDV Commitment (>7.5t)	Leasing Commitment	Charging Commitment
Taiwan Mobile	Taiwan	2024	  			
Takashimaya Company Limited	Japan	2019	  			
Tarmac	United Kingdom	2020	  			
Taxelco	Canada	2019	  			
Tesco	United Kingdom	2020	  			
Toyko Electric Power Company Holdings, Inc (TEPCO)	Japan	2019	  			
Trane Technologies	Ireland	2023	  			
Unilever	United Kingdom	2017	  			
Vattenfall	Sweden	2017	  			
Velux Group	Denmark	2024	  			
Veris Residential	United States of America	2021				
Virgin Media 02	United Kingdom	2022	  			
Wates Group	United Kingdom	2026	  			
Wipro Limited	India	2018	  			
Zenith Intelligent Vehicle Solutions	United Kingdom	2020	  		  	
Zomato	India	2021	  			
Zurich Insurance Group	Switzerland	2020	  			

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° CLIMATE GROUP EV100

EV100 is a global initiative led by the international non-profit **Climate Group**, which brings together companies committed to making electric transport the new normal by 2030. It's crucial that businesses lead the shift to electric vehicles (EVs) through their investment decisions and influence on millions of staff and customers worldwide. Members are increasing demand, influencing policy, and driving mass roll-out – helping to make electric vehicles more rapidly affordable for everyone.

In driving corporate EV uptake, we work closely with regional engagement partners: Japan Climate Leaders Partnership (JCLP), Korea Sustainability Investing Forum (KOSIF) and The Chung-Hua Institution for Economic Research (CIER).

° CLIMATE GROUP

Climate Group drives climate action. Fast. Our goal is a world of net zero carbon emissions by 2050, with greater prosperity for all. We focus on systems with the highest emissions and where our networks have the greatest opportunity to drive change. We do this by building large and influential networks and holding organisations accountable, turning their commitments into action. We share what we achieve together to show more organisations what they could do. We are an international non-profit organisation, founded in 2004, with offices in London, Amsterdam, Beijing, New Delhi, and New York. We are proud to be part of the **We Mean Business coalition**. Follow us on Twitter @ClimateGroup.

Working with:



The Carbon Trust is a global climate consultancy driven by the mission to accelerate the move to a decarbonised future. We have been climate pioneers for over 20 years, partnering with businesses, governments and financial institutions to drive positive climate action. From strategic planning and target setting to activation and communication – we turn ambition into impact. To date, our 400 experts have helped set 200+ science-based targets and guided 3,000+ organisations and cities across five continents on their route to Net Zero.



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