GFDT

Global Facility to Decarbonize Transport

Annual Report 2024

MANAGED BY WORLD BANK GROUP

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All dollars ($) refer to USD.

The Global Facility to Decarbonize Transport is a multi-donor trust fund managed by the World Bank that provides funding and technical assistance to World Bank teams promoting low-carbon mobility in low and middle-income countries.

GFDT is supported by the following partners:

AUSTRIA
Federal Ministry of Finance

GERMANY
Federal Ministry for Economic Cooperation and Development

LUXEMBOURG
Ministry of Mobility and Public Works

NETHERLANDS
Ministry of Infrastructure and Water Management

SPAIN
Ministry of Economy, Trade and Business

UNITED KINGDOM
Department for Energy Security and Net Zero

Acronyms

BEV	Battery Electric Vehicle
BRT	Bus Rapid Transit
CCB	Climate Co-Benefit
CO_2	Carbon Dioxide
e-2/3Ws	Electric Two- and Three-Wheelers
ESG	Environmental, Social, and Governance
EV	Electric Vehicle
FY	Fiscal Year
GDP	Gross Domestic Product
GFDT	Global Facility to Decarbonize Transport
GHG	Greenhouse Gas
IAT	International Assistance Taskforce
IDA	International Development Association
IFC	International Finance Corporation
LAC	Latin America and the Caribbean
LMIC	Low and Middle-Income Country
PHEV	Plug-in Hybrid Electric Vehicle
PM	Particulate Matter
PPP	Public-Private Partnership
tCO_2e	Tonnes of Carbon Dioxide Equivalent
WHO	World Health Organization
ZEV	Zero Emissions Vehicle
ZEVTC	Zero Emissions Vehicle Transition Council

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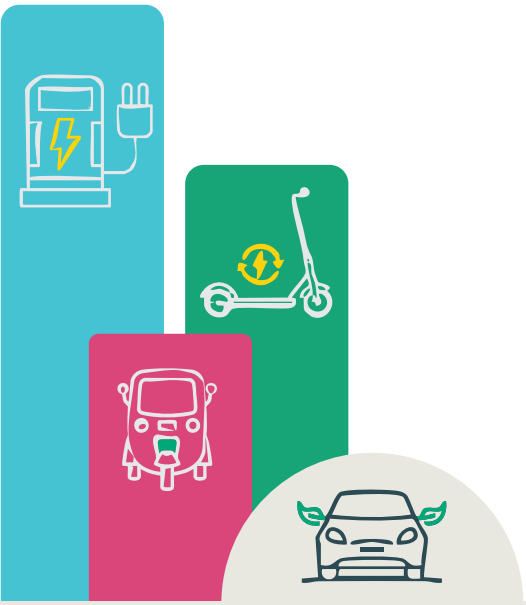


Foreword

Transport connects people, drives economies, and shapes communities—but also contributes to over 20% of global greenhouse gas emissions. Transport-related emissions are projected to rise 60% by 2050 in a business-as-usual scenario, which would have devastating consequences for climate and public health. At the same time, transport infrastructure is increasingly vulnerable to climate-related disruptions such as flooding and erosion, which is already costing billions in annual damages.

Since its launch at COP26, the Global Facility to Decarbonize Transport (GFDT) has worked to address these interrelated challenges, supporting countries in their efforts to build low-carbon, resilient, and inclusive mobility systems. This year's annual report reflects the significant progress we have made.

Over the past year, GFDT-funded activities have delivered advisory services to 55 governmental entities (ministries, transport agencies, etc.); provided technical support or capacity building to 28 countries; and produced or are developing 48 flagship reports, technical studies, and transport decarbonization roadmaps. This and other work have mobilized two approved World Bank-financed green mobility investments, and a further eight under preparation.

In terms of greenhouse gas emissions avoidance, GFDT activities in 2024 are projected to avoid ~508,000 Tonnes of Carbon Dioxide Equivalent (tCO_2e) as a direct result of the two GFDT-supported World Bank green mobility investments currently under implementation. Factoring in the additional eight GFDT-supported investments under preparation, the total anticipated emissions avoidance rises to approximately 3 million tCO_2e.

These GFDT-supported green mobility projects demonstrate the multiplier effect of GFDT's approach: for every $1 invested into GFDT, $63 has already been mobilized in World Bank financing for transport decarbonization, and an $149 additional is on track to be mobilized, resulting in a total expected leveraging ratio of 1:212.

For example, in Lima, Peru, GFDT-supported research and technical guidance informed the first phase of a 10-year, $540 million World Bank investment aimed at transforming urban mobility, including optimizing traffic flow, expanding cycling infrastructure, and improving accessibility. In the Pacific, GFDT funding led to the development of the *Guide to Mobility for Livable Pacific Cities*, which has already shaped seven World Bank operations and catalyzed policy reforms to reduce car dependency and promote greener transport solutions. And in Africa's Sahel region, GFDT-supported analysis of rural logistics and freight decarbonization is directly informing the preparation of four World Bank projects in Niger, Chad, Burkina Faso, and the Senegal-Mauritania border region, helping to build a more resilient and low-carbon transport system.

While progress has been significant, the scale of the challenge requires continued collaboration and investment. The global transport infrastructure financing gap is estimated at $244–$944 billion annually through 2030. To address this, GFDT is working to expand its impact by:

- Scaling financing tools like risk-sharing models for e-buses and electric two- and three-wheelers to unlock private sector capital.
- Promoting policy reforms, including measures to curb the importation of old, inefficient vehicles into LMICs.
- Strengthening partnerships with donors and the private sector to accelerate innovation and impact.

Our work is powered by partnership. The vision and generosity of our partners—Austria (a new partner in 2024), Germany, Luxembourg, the Netherlands (additional contribution in 2024), Spain, and the United Kingdom—has enabled GFDT to catalyze significant transport improvements in communities worldwide. We look forward to welcoming new partners to join us in our shared goal of reimagining transport as a force for climate action, economic growth, and social inclusion—delivering cleaner and safer mobility for generations to come.

Nicolas Peltier-Thiberge
Global Director for Transport, World Bank

1. About GFDT

Our Mission

The Global Facility to Decarbonize Transport (GFDT) is a multi-donor trust fund managed by the World Bank that provides funding and technical assistance to World Bank teams promoting low-carbon mobility in low and middle-income countries (LMICs).

Our vision is a global transport sector that is net-zero by 2050, in line with the Paris Agreement goal.

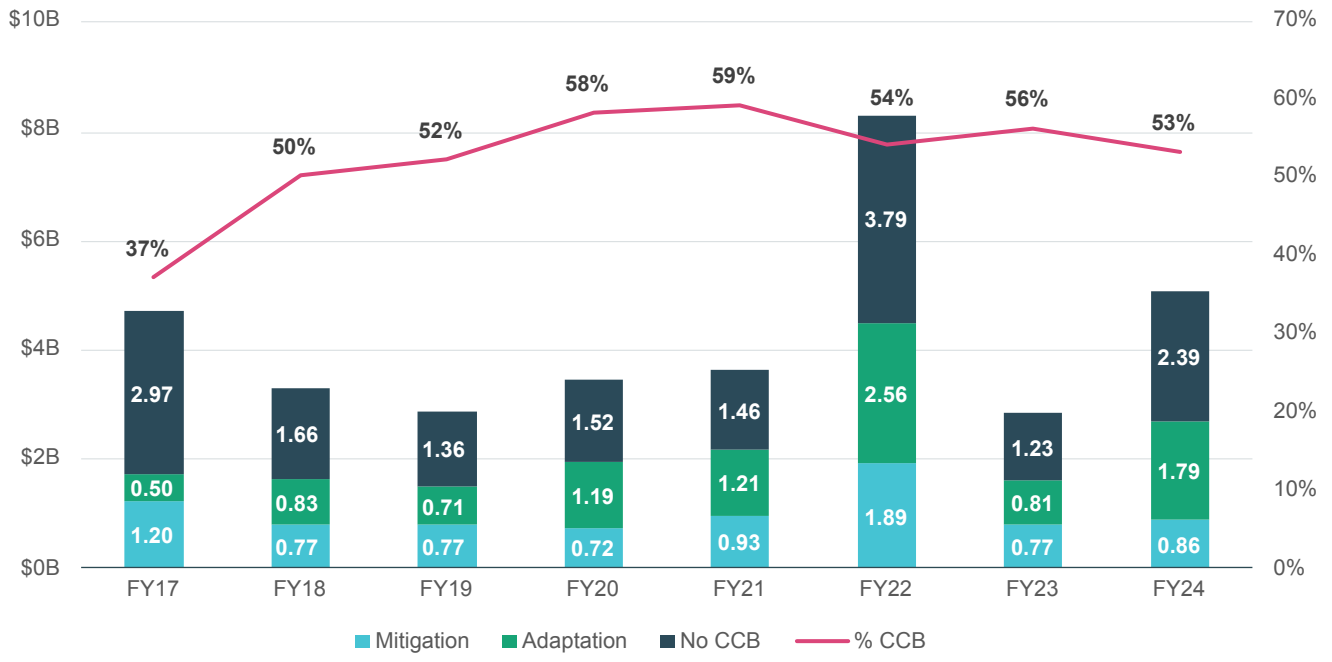
Our Approach

With transport financing commitments in Fiscal Year 2024 (July 1, 2023 to June 30, 2024) reaching $5 billion, the World Bank is the largest financier of sustainable transport projects in LMICs.

In recent years, the World Bank's lending portfolio has shifted towards low-carbon mobility solutions—from 37% of all transport financing in Fiscal Year 2017 (FY17) to 53% in FY24. GFDT aims to accelerate this shift.

GFDT funds critical preparatory work such as economic and environmental assessments, technological feasibility studies, and proof-of-concept pilots designed to catalyze large scale green mobility investments. In doing so, GFDT is uniquely positioned to influence the World Bank's transport portfolio and is poised to orient many billions of dollars toward transport decarbonization projects in LMICs over the next decade.

Proportion of Climate Co-Benefits* (CCBs) in World Bank Transport Lending



** Climate co-benefits is defined by the World Bank as financing that delivers positive climate benefits while furthering development objectives.*

Decarbonization Framework

Our approach to transport decarbonization is based on the Avoid-Shift-Improve framework, widely adopted by the World Bank, United Nations, European Union, and other major institutions and governments as a model for reducing greenhouse gas (GHG) emissions in the transport sector.

GFDT has added the concept of resilience to this framework, recognizing that climate change is already taking a heavy toll on transport infrastructure and services, particularly in LMICs.

Avoid

Avoiding the need for motorized transport, such as through urban design that encourages walking and cycling and through land-use planning that minimizes urban sprawl.

Shift

Shifting to less carbon-intensive modes of transport, such as walking, cycling, public transport, and electric vehicles.

Improve

Improving the energy efficiency of transport, both at the vehicle level such as through the adoption of electric vehicles, and at a network level such as through traffic optimization and public transport digitization.

Resilience

Making transport systems more resilient to climate change impacts such as hotter average temperatures and more-frequent severe weather events.

What We Fund

To accelerate innovation and investment in climate-smart mobility solutions, GFDT funds the following activities:

Pilot Projects

Innovative pilot projects with potential for significant climate benefits that serve as a proof-of-concept and could catalyze large scale transport investments.

Research and Analytics

Comprehensive research and analytical work to diagnose country-specific transport challenges and identify and prepare green mobility solutions and investments.

Capacity Enhancement

Activities designed to help officials modernize policies, institutions, and incentive structures to promote the transition to green mobility.

Grant Selection

GFDT puts out a call for funding proposals to World Bank teams at the beginning of each fiscal year. Proposals are reviewed by a selection committee comprised of World Bank transport sector specialists.

GFDT's grant selection criteria includes:

- Strong potential to catalyze a World Bank lending operation or transformative policy changes.
- Implementation of the Avoid-Shift-Improve-Resilience framework, including promoting inclusive and safe mobility.
- Acceleration of energy transitions in transport through the promotion of new energy vehicles, electrification, and other means.
- Consistency with World Bank country engagements and strategy.
- Ability to make simultaneous progress on both climate and other development priorities.

Grantee Monitoring

- Grantees provide regular progress reports to the GFDT Program Management Team and partners, including at annual Partnership Council meetings.
- A comprehensive Results Framework is used ensure that grant-funded activities further GFDT's overall objectives (see Appendix).

2. 2024 Results and Impact

Results at a Glance

This annual report covers the period from January 1, 2024 to December 31, 2024. During this 12-month period, GFDT-funded activities achieved the following results:

	2024	SINCE INCEPTION
Expected GHG emissions (tCO_2e) avoided resulting from GFDT-supported World Bank investments under *implementation*	508,000	508,000
Expected GHG emissions (tCO_2e) avoided resulting from GFDT-supported World Bank investments under *preparation**	~2,450,000	~2,450,000
GFDT-supported World Bank investments under implementation	2	14
GFDT-supported World Bank investments under *preparation*	8	16
Government entities (ministries, etc.) receiving advisory services	55	149
Governmental entities (ministries, etc.) implementing recommended changes	13	15
Countries receiving capacity building and/or technical assistance	28	41
Transport officials participating in stakeholder engagement or capacity development activities	155	481
Flagship reports produced or under production	48	55
GFDT-supported investments meeting World Bank targets for gender inclusion (via the “gender tag”)	100%	100%

Mobilizing World Bank Investments

From GFDT's inception until December 31, 2024, GFDT has allocated **$6.36 million** in grants. This grant funding has catalyzed **$400 million** in approved World Bank financing for green mobility projects, split across two lending operations under *implementation*:

$150 million for enhancing management and enhancing sustainable transport in **Lima, Peru**

$250 million for Emission Trading Scheme advancement in **China**

Put another way, each $1 disbursed by GFDT has mobilized $63 in World Bank financing for transport decarbonization projects.*

The same $6.36 million in grant funding is expected to mobilize an additional **$950 million** in World Bank financing for green mobility projects, split across five lending operations currently under *preparation*:

$200 million for bus electrification in **Ghana**

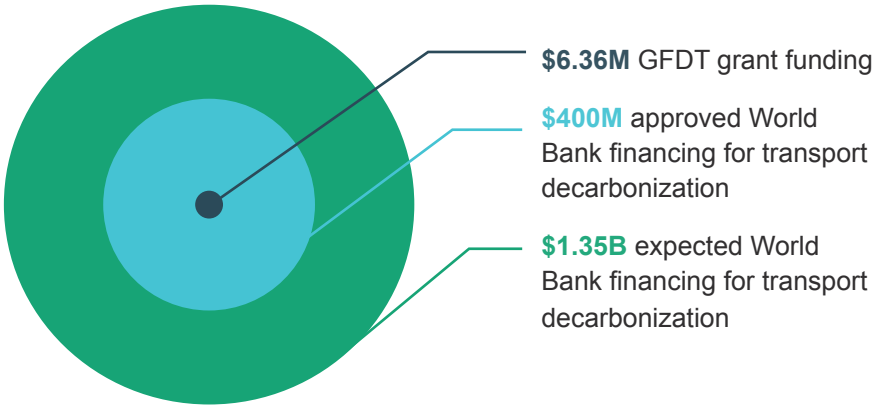
$200 million for decarbonization of informal transport in **Benin**

$100 million for e-mobility ecosystem development in **Malawi**

$250 million for urban transport electrification and improvement in **Brazil**

$200 million for green mobility infrastructure policy development in **Brazil**

Taking this expected financing into account, each $1 disbursed by GFDT has either already mobilized—or is on track to mobilize—$212 in World Bank financing for transport decarbonization projects.



* In the 2023 Annual Report, the number of expected GHG emissions avoided (from World Bank investments both under preparation and under implementation) was reported as ~7 million, largely due to a proposed World Bank transport decarbonization project in India. In addition, the 2023 Annual Report stated that "...each $1 disbursed by GFDT is expected to mobilize $150 in financing for transport decarbonization projects", which also included the same proposed project. However, that project was subsequently dropped, explaining why the expected GHG emissions avoidance figure decreased in 2024 to ~3 million, and why the financial leveraging ratio in 2024 is 1:63 for approved financing, and 1:212 for expected financing.

Grantee Impact Highlights

GFDT grant-funded activities typically have a duration of 12-18 months. The boxes below showcase the impact of selected GFDT grants that closed in 2024.

Sub-Saharan Africa

Supporting a Regional Financing Facility to Decarbonize Transport

Sub-Saharan Africa's transport sector is at a critical juncture, with GHG emissions rising rapidly alongside increasing motorization. The region faces significant challenges, including an aging vehicle fleet running on low-quality fuels, high rates of air pollution, and severe road safety risks.

Recognizing the urgency of curbing emissions and modernizing transport, this GFDT-funded activity supported the development of a regional financing facility to unlock climate and development finance for low-carbon transport solutions. The facility aims to accelerate the adoption of electric cars, buses, and 2/3Ws by harmonizing policies, creating enabling regulatory environments, and scaling investment across the region. The grant has played a pivotal role in advancing the facility's design, ensuring it can channel blended financial resources from development finance institutions, climate funds, and ESG investors.

Key achievements include extensive market assessments and stakeholder consultations to define governance structures, financial products, and asset eligibility criteria. The project also developed a strategic roadmap to support public transport modernization and fiscal reforms that incentivize the adoption of cleaner transport technologies. Additionally, an initial pipeline of projects has been identified, focusing on electric BRT systems in cities such as Abidjan, Côte d'Ivoire; Douala, Cameroon; and Kumasi, Ghana; alongside investments in e-2/3Ws in Benin.

Looking ahead, the facility's operationalization is expected to be funded through additional sources, with a World Bank International Development Association (IDA) lending operation anticipated in FY26. The investment outlook is promising, with an estimated demand of 8,000 e-buses valued at $5-6 billion and further investments required for e-2/3Ws, highlighting significant market potential.

Egypt

Decarbonizing and Digitizing Public Transport

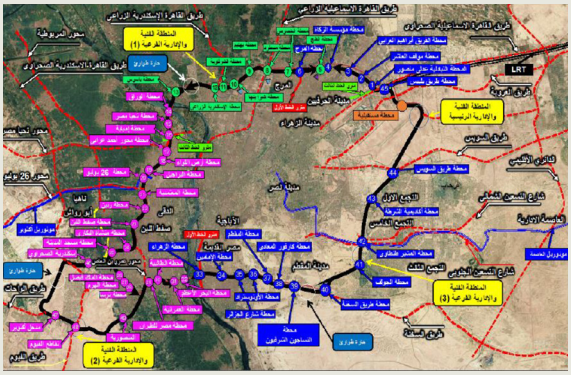
The Greater Cairo Region, home to over 20 million people, faces significant challenges in its public transport system. A fragmented regulatory framework and a mix of formal and informal services result in unreliable transit options, with the average commuter able to reach only 20% of jobs within 60 minutes—one of the lowest accessibility rates among comparable megacities. Addressing these challenges is crucial to Egypt's broader climate goals, which include expanding sustainable transport options such as metro, monorail, and bus rapid transit (BRT) systems.

To support Egypt's low-carbon transport transition, this GFDT-funded activity sought to develop a roadmap for the digitization of public transport sector management, as well as a strategic concept for a public transport investment project based on international best practices such as the strengthening of intermodal connectivity and the mitigation of risks related to competing informal public transport operators.

Key achievements include the completion of several critical assessments, such as a BRT Regulatory Institution Development Strategy, an analysis of informal public transport to mitigate BRT operational risks, an assessment of inter-city public transport services to identify opportunities to improve intermodal connectivity, and a survey of low-income users to ensure inclusivity in the BRT and future transport projects. These studies were submitted to Egypt's Land Transport Regulatory Authority (LTRA), which is implementing the Cairo Ring Road BRT project.

The activity also facilitated partnerships with development partners and the private sector, laying the groundwork for future investment. As a direct result, the World Bank is in discussions to finance a fleet of 10-20 electric buses for the Ring Road BRT, aligning with Egypt's green transport transition.

Looking ahead, strategic consultations toward the development of a World Bank Development Policy Lending operation are ongoing, with key milestones set for 2025, including the launch of tenders for electric buses.



Cairo Ring Road BRT Alignment and Stations

Sahel Region

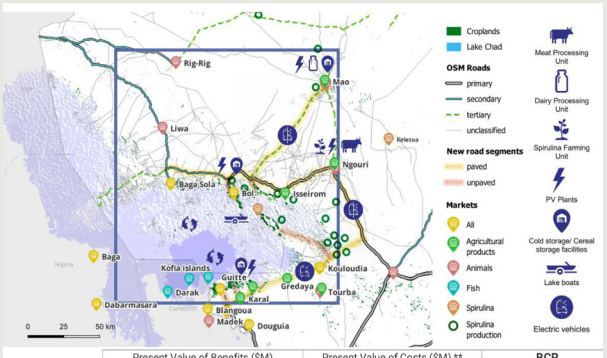
Identifying Opportunities for Resilient and Lower-Carbon Development

The Sahel region of Africa faces a persistent food insecurity crisis, exacerbated by fragile logistics networks, climate vulnerability, and limited resilience. Poor rural connectivity hampers access to essential goods and services, while the region's transport sector struggles with high emissions and inefficiencies.

Recognizing these challenges, this GFDT-funded activity explored opportunities for building a more resilient and lower-carbon transport system in the Sahel. Specifically, the grant supported a comprehensive assessment of rural logistics and accessibility, identifying critical barriers and opportunities for freight and logistics decarbonization. It also developed a transport strategy to guide low-carbon, climate-resilient development, with four deep dives conducted in key areas—Southern Niger, Lake Chad, the "SKBo" triangle in Burkina Faso, and the Senegal River Valley. Each deep dive included investment package options comparing business-as-usual and low-carbon scenarios, providing actionable insights for policymakers.

The initiative has had a direct impact on the World Bank's ~$1 billion transport investment pipeline in the Sahel. The insights generated are being used to inform four projects currently under preparation in Niger, Chad, Burkina Faso, and the Senegal-Mauritania border region. These projects aim to improve rural connectivity while ensuring significant GHG emissions reductions and climate resilience benefits.

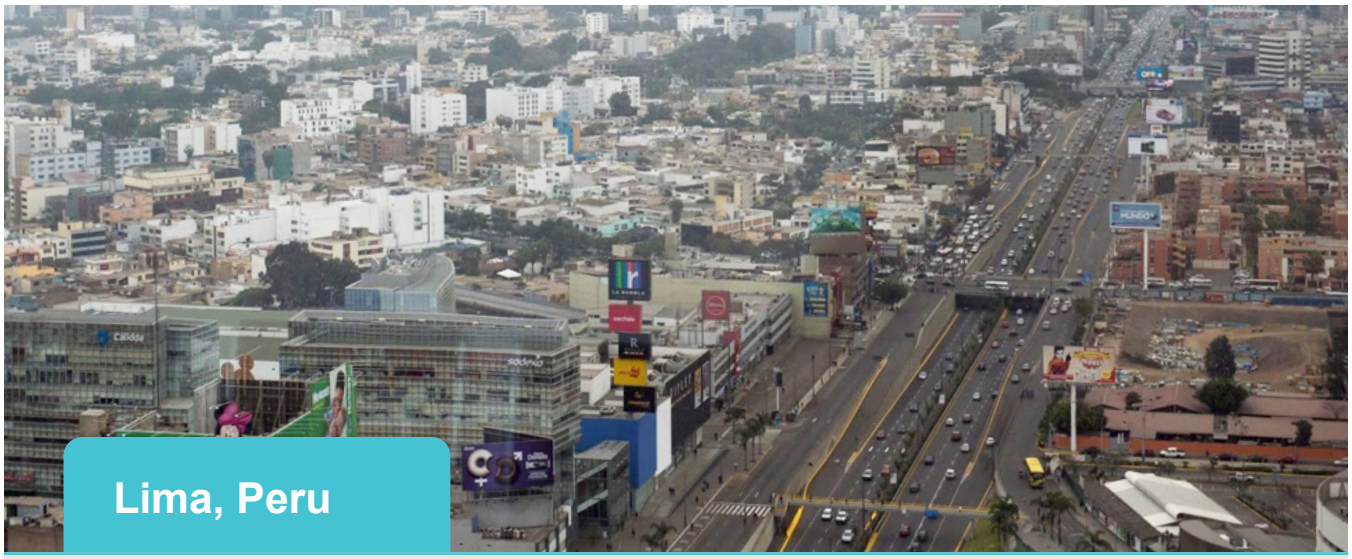
Capacity building was another key component of the activity, with workshops conducted for government officials and stakeholders to enhance their understanding of low-carbon logistics solutions. Additionally, a public knowledge document summarizing the project's findings is set to be published in 2025, providing valuable guidance for future interventions in the region.



	Present Value of Benefits ($M)		Present Value of Costs ($M) **		BCR	
	RCP4.5	RCP8.5	RCP4.5	RCP8.5	RCP4.5	RCP8.5
BAU Plan	$ 658 M	$ 727 M	$ 197 M	$ 248 M	3.3	2.9
LC Plan	$ 1,873 M	$ 1,978 M	$ 342 M	$ 395 M	5.5	5.0

** Including capital and operational expenses, and the shadow cost of carbon.

Example of the proposed investment strategy for Lake Chad Deep-Dive Assessment of Costs and Benefits



Lima, Peru

Informing Climate-Smart Transport Investments

Lima, Peru, faces severe traffic congestion, costing the country an estimated 1.8% of GDP annually and contributing significantly to GHG emissions. With only 18% of jobs accessible within 45 minutes by public or non-motorized transport, the city's growing population urgently needs sustainable mobility solutions.

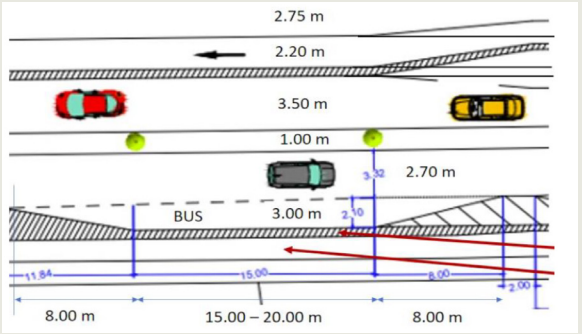
This *GFDT-funded activity* helped identify and prioritize climate-smart transport investments in Lima. Specifically, the grant supported the use of big data—such as navigation app analytics and air quality sensors—to optimize traffic management and promote sustainable transport modes such as cycling. Additionally, the grant strengthened Lima's transport agencies by delivering training programs and technical guidance on prioritization methodologies.

This support informed and helped to catalyze the first phase of a 10-year, $540 million World Bank investment, *Improving Lima Traffic Management and Supporting Sustainable Transport Project*, aimed at transforming Lima's transport network. Key achievements include optimizing traffic flow at nearly 500 intersections, planning for 50 kilometers of bike lanes, and a concept for traffic calming zones in five city districts.

Social inclusivity was a key focus, with a gender analysis ensuring that new bike lanes address women's safety needs, encouraging equitable mobility. These efforts contribute to reducing congestion, improving air quality, and increasing accessibility to economic opportunities and essential services.

The grant's impact has extended beyond Lima. By providing a data-driven foundation for urban mobility planning, the initiative is serving as a model for other cities in Latin America and beyond.

Technical capacity building in Lima on the design of low-traffic neighborhoods that support non-motorized mobility



Conceptual design for a section of the 50 km of cycleways to be implemented as part of the project

Pacific Islands

Reducing Car Dependency for Greener and Healthier Cities

Pacific Island cities are facing a growing challenge of car dependency, driven by an influx of low-quality, secondhand car imports. This reliance on private vehicles increases exposure to fuel price volatility and supply disruptions while contributing to congestion and air pollution. Recent urban planning trends in the region have further prioritized cars, creating streetscapes and communities that are neither safe nor welcoming for pedestrians and cyclists.

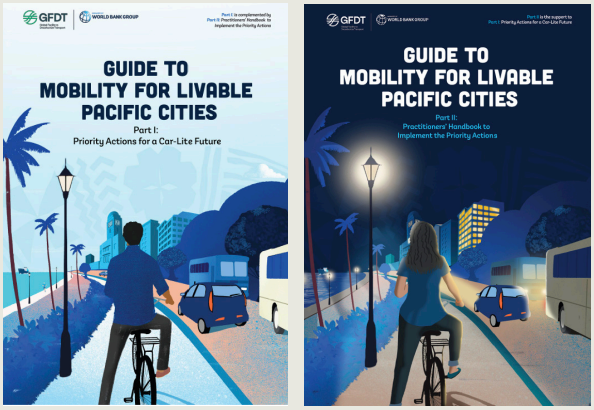
To address these challenges, this GFDT-funded activity supported the development of the *Guide to Mobility for Livable Pacific Cities*, a flagship report providing Pacific governments with actionable policy and investment options to transition toward greener, healthier urban transport. The guide has been widely adopted, informing seven World Bank operations across the region and catalyzing discussions on sustainable mobility strategies with key stakeholders.

Another major achievement was that the Guide was discussed at in-country workshops with 129 Pacific leaders in urban transport planning across four cities from 54 government, private sector, and civil society organizations involved in urban planning, as well as through a webinar series that drew 683 registered participants.

Another major achievement of the activity was the hosting in February 2024 of a Pacific edition of the Leaders in Urban Transport Planning workshop series, which engaged 129 participants across four Pacific cities and fostered collaboration between government, private sector, and civil society stakeholders. The workshop materials have since been used in follow-up capacity building efforts.

The activity also led to "tactical urbanism" interventions, with a notable pilot outside Saint John Bosco Primary School in Kiribati. In just four hours, the community transformed the streetscape with new crosswalks, signage, and greenery, resulting in a reduction in average traffic speeds from 34.7 to 19.7 km/h and an increase in cars yielding to students from 9% to 81%. This success has inspired further efforts to create safer, more pedestrian-friendly streets across the region.

The activity successfully elevated the sustainable mobility agenda in a region where it previously received limited attention. Building on this momentum, a larger $1.5 million grant has been secured from another World Bank trust fund for follow-up work that will directly support project implementation and policy reforms that will result in GHG emission reduction. So far, four governments have submitted official requests for support in the areas of public transport reform, urban planning, walking and cycling network development, and end-of-life vehicle management.



Part 1 and Part 2 of the "Guide to Mobility for Livable Pacific Cities"

3. 2024 Grantees

List of 2024 Grantees

GFDT selected its second batch of grantees in late 2023. Work on these activities commenced in 2024.

Region	Activity	Grant amount
Africa	Transforming the Informal Transport Sector in Benin	**$200,000**
	Creating a Roadmap for E-Mobility in Malawi	**$200,000**
East Asia and the Pacific	Catalyzing E-Mobility in Viet Nam and China	**$200,000**
	Greening Transport in Nepal's Kathmandu Valley	**$200,000**
Europe and Central Asia	Enhancing Rail Services in Europe and Central Asia	**$200,000**
Latin America and the Caribbean	Advancing Green Urban Transport in Latin America and the Caribbean	**$500,000**
	Expanding Rail Solutions Across Latin America	**$600,000**
	Financing the E-Mobility Transition in Latin America and the Caribbean	**$700,000**
Middle East and North Africa	Developing Climate-Friendly Congestions Solutions in Baghdad	**$200,000**
South Asia	Shifting Freight from Trucks to Trains in Pakistan	**$200,000**
Global	Building Modeling Tools for Transport Decarbonization	**$200,000**

Transforming the Informal Transport Sector in Benin

Context

- Rapid urbanization in Benin is driving increased demand for mobility, with a surge in informal 2/3W transport due to the absence of an organized public transport system.
- In some urban areas, air pollution levels are four times higher than WHO guidelines, contributing to a high annual mortality rate of 205 per 100,000 people.
- Transitioning to a modern, sustainable transport system is critical to addressing air quality and public health challenges.

Goals & Approach

- Modernize the informal transport sector by introducing sustainable mobility solutions.
- Implement a fleet renewal program to support the transition to e-2/3Ws and professionalize operations.
- Develop a Financial Model and Procedure Manual to facilitate the electrification of 20,000 2Ws, targeting annual CO_2 savings of at least 13.9 kilotons.
- Engage stakeholders to ensure successful implementation and sector transformation.
- Provide capacity-building initiatives to support the transition and ensure long-term sustainability.

Progress & Outlook

- An assessment of the current state of moto-taxi (Zemijan) drivers, business operations, and the industry ecosystem has been conducted.
- A comprehensive study covering diagnostics, financial modeling, and the development of a procedure manual has been initiated.
- Stakeholder analysis has been completed, including driver profiles, revenue models, and operational costs.
- Financial model and Public-Private Partnership structuring benchmarks have been developed, considering battery costs, fuel expenses, and subsidy models.
- Findings are informing the design of the moto-taxi fleet renewal program and contributing to the preparation of the World Bank-financed *Grand Nokoué Sustainable Urban Mobility Project*.

Creating a Roadmap for E-Mobility in Malawi

Context

- Malawi is facing a severe macroeconomic crisis, exacerbated by years of imbalances, leading to fuel shortages that hinder economic and social development.
- The power sector is financially unsustainable due to supply-demand mismatches and revenue shortfalls.
- Developing an electric vehicle ecosystem could enhance macroeconomic stability and promote low-carbon development.
- Transitioning to domestic clean energy can reduce reliance on costly fuel imports.

Goals & Approach

- Facilitate the development of an e-mobility ecosystem to support macroeconomic stability and low-carbon growth.
- Provide a model for other low-income countries to adopt clean and efficient transport systems using domestic energy sources.
- Conduct a comprehensive assessment of Malawi's policy and regulatory framework, and analyze demand for electric vehicles across public transport modes.
- Develop a national e-mobility roadmap, including technical, economic, and financial feasibility studies.
- Identify pilot projects for electric vehicles charging infrastructure and fleet investments.

Progress & Outlook

- Delivered the inception report in May 2024, marking the start of the project.
- Conducted the first stakeholder engagement workshop in Lilongwe in June 2024.
- Drafted a policy framework report, including ongoing demand-supply and grid capacity assessments.
- The study will identify pilot projects for scaling up e-mobility investments, with investment proposals expected in FY26.

Catalyzing E-Mobility in Viet Nam and China

Context

- Viet Nam's transport sector is a growing contributor to GHG emissions, with heavy reliance on road transport.
- As the world's largest CO_2 emitter, China faces significant challenges from high motorization and urban congestion.
- Both countries aim to implement transformative solutions to achieve low-carbon, climate-resilient transport systems.

Goals & Approach

- Leverage Viet Nam's e-mobility advancements and China's expertise in emission trading schemes (ETSs) to drive decarbonization.
- Develop scalable and replicable models for urban mobility decarbonization.
- Support network-level bus electrification in a pilot city in Viet Nam.
- Design a transport sector ETS concept for Hubei Province in China.

Progress & Outlook

- Viet Nam:
  - Engaged with Hanoi's Department of Transport to validate project terms and secure government support.
  - Defined an approach to conduct feasibility studies, prioritize routes, and assess implementation barriers for e-bus deployment.
  - Consultancy tender process is underway, with IFC specialists involved for a unified approach.
  - Findings will inform investment strategies to scale e-bus deployment from 2,000 to 6,000 by 2035.
- China:
  - Development of the ETS framework is underway, with a consultancy tender in progress.
  - The study will help pilot and scale up the transport sector ETS within Hubei Province.
  - Work program is supporting the World Bank-financed *Low Carbon Transition of Urban Mobility in Yichang* Project.

Greening Transport in Nepal's Kathmandu Valley

Context

- Rapid urbanization and increased vehicle ownership in the Kathmandu Valley (KV) have led to severe traffic congestion, frequent accidents, and poor air quality.
- The absence of reliable and efficient public transport services further exacerbates mobility challenges in the KV.
- Nepal's newly established Federal Capital Urban Area Public Transport Authority aims to improve public transport quality, efficiency, and safety while enhancing integration across urban mobility modes.

Goals & Approach

- Provide the Public Transport Authority with an analysis of the KV's transport challenges and a governance model tailored to the area's needs.
- Assess the feasibility of bus system reforms and the development of a mass transit priority corridor.
- Develop a policy strategy for e-mobility and an ecosystem strategy for e-buses and e-2Ws to promote sustainable transport.
- Design strategies to unlock private financing for e-mobility, focusing on risk mitigation and engagement with financiers.
- Create a comprehensive strategic plan, bus reorganization strategy, and a pre-feasibility study for an integrated mass transit system.

Progress & Outlook

- Initiated the Public Transport Strategic Plan, including a plan for bus reorganization and a mass transit corridor pre-feasibility study.
- Initiated an umbrella study to develop a detailed e-mobility strategy for Nepal.
- Conducted workshops to engage stakeholders on electric vehicle standards and strategic priorities.
- Launched the inception phase of the Electric Mobility Strategy with key stakeholders.
- Strong government support and additional funding are being leveraged to design future World Bank-financed investment projects to improve electric and urban mobility in Nepal.

Enhancing Rail Services in Europe and Central Asia

Context

- Railways in European Union accession candidate countries and neighboring countries underperform, despite their strategic role in linking Asia and Europe.
- Investment efforts have primarily focused on infrastructure and regulatory compliance, while operational efficiency and commercialization remain neglected areas.
- Railway companies in the region have struggled to become commercially viable and attract private sector participation.
- Strengthening rail services is essential to improving the region's competitiveness and achieving its transport decarbonization goals.

Goals & Approach

- Enhance rail transport services in Europe and Central Asia to improve efficiency and sustainability.
- Promote decarbonization by identifying policies and actions to make rail freight more competitive.
- Drive commercialization efforts and increase private sector participation in the rail sector.
- Complement infrastructure investments with targeted improvements to rail service management.
- Identify opportunities to mobilize private investment.

Progress & Outlook

- Defined the geographical scope and priority markets based on ongoing dialogues.
- Incorporated insights from World Bank studies and European Commission discussions.
- Secured additional grant funding to expand the analytical scope.
- Established a knowledge group, identified target countries, and prioritized initial studies.
- The activity will guide institutional support actions and investments, informing World Bank-financed investment projects such as the forthcoming *Serbia Railway Modernization Project Phase 3* and new railway projects in Bosnia and Herzegovina, and Türkiye.

Advancing Green Urban Transport in Latin America and the Caribbean

Context

- Latin America and the Caribbean (LAC) is the most urbanized region globally, with 80% of the population living in cities.
- Underinvestment and outdated business models have led to declining public transport ridership.
- The rise in private vehicle ownership has significantly increased transport-related GHG emissions, which account for 35% of fuel combustion emissions in LAC—well above the global average of 22%.

Goals & Approach

- Equip policymakers at the national and local level with knowledge on innovative financing, funding arrangements, and data tools to inform scalable urban transport policies.
- Support ongoing dialogues for National Urban Transport Programs in selected countries.
- Enhance the social, economic, and environmental benefits of transport investments.
- Explore alternative funding mechanisms and revenue streams for public transport sustainability.

Progress & Outlook

- **Peru:** A Travel Demand Management strategy is under development.
- **Argentina:** A metered parking system to promote sustainable mobility is underway in Buenos Aires.
- **Brazil:** A Mobility Fund to support public transport operations in the State of Bahia has been initiated.
- **Colombia:** A transport route optimization project for Bogota is nearing completion.
- The activity is informing national and subnational funding models and travel demand management policies, and is currently contributing to the World Bank-financed *Bahia State Sustainable Infrastructure Program Development Policy Loan*.

Expanding Rail Solutions Across Latin America

Context

- **Guatemala** faces high poverty rates and inadequate transport infrastructure, hindering economic growth.
- **Jamaica's** railway system, once a key transport mode, has been largely abandoned due to decades of underinvestment.
- **Mexico** sees over 75% of its GHG emissions from urban areas, with rising levels of private motorized transport.
- **Argentina's** freight sector generates 45% of transport emissions, with trucks carrying 90% of domestic freight.

Goals & Approach

- Expand rail solutions in the LAC region to improve urban mobility and logistics efficiency while reducing GHG emissions and increasing private sector participation.
- **Guatemala:** Support pre-feasibility studies for Guatemala City's first metro system.
- **Jamaica:** Assess rail infrastructure and identify corridors for improvements.
- **Mexico:** Strengthen capacity to prioritize investments and policies for climate goals.
- **Argentina:** Study the feasibility of an open access freight rail system.

Progress & Outlook

- A workshop in Argentina introduced key regulatory models for railway open access, informing government officials and supporting ongoing structural reforms.
- Procurement of major activities in Guatemala and Argentina is progressing, with completion expected in early 2025.

Financing the e-Mobility Transition in Latin America and the Caribbean

Context

- Urban transport is a major contributor to GHG emissions in the LAC region.
- Electrifying public transport is a pressing need, yet cities in the region face adoption challenges such as high investment costs and limited financing options.
- Analytical work is needed to identify practical financing solutions for deploying e-buses.
- Given LAC's high urbanization rates, expanding low-carbon urban transport could significantly reduce emissions and improve air quality.

Goals & Approach

- Support client countries in developing e-mobility plans, strategies, and project concepts.
- Provide technical and operational knowledge to advance e-bus and e-boat deployment.
- Analyze key financing barriers and propose tailored models based on municipal and country contexts.
- Facilitate capacity building and knowledge exchanges for stakeholders across the region.
- Foster collaboration to align electrification efforts with national climate commitments.

Progress & Outlook

- Cost analysis and charging infrastructure strategy completed for the São Paulo e-bus initiative, with further studies in progress across LAC.
- Draft study on e-boats global landscape completed; e-boats study for the Amazon region is underway.
- Plans and concepts being developed for e-bike sharing facilities in Lima, Peru.
- First e-Mobility salon planned for January 2025; expert databases and partnerships being developed.
- These efforts are informing major operations such as the *Bahia State Sustainable Infrastructure Program Development Policy Loan*, and the *Electrification and Improvement of the São Paulo Urban Transport Program*.

Developing Climate-Friendly Congestion Solutions in Baghdad

Context

- Iraq's urban transport sector has suffered from decades of neglect, damage, and destruction of physical infrastructure.
- Baghdad's public transport system is dominated by the informal sector, with minimal formalized services and a rapidly growing vehicle fleet.
- No major transport infrastructure developments have taken place in the past 30 years.
- This initiative aims to lay the groundwork for future investments in public transport and urban development.

Goals & Approach

- Facilitate investments in public transport and promote alternatives to private car use.
- Quantify the economic costs of Baghdad’s congestion and outline measures to reduce it.
- Highlight the importance of road-based public transport (buses, etc.) as a viable solution to traffic congestion.
- Assess the key characteristics needed for an efficient new transport system.

Progress & Outlook

- Identified congestion hotspots in Baghdad using Waze data.
- Defined key components needed for evaluating the economic impact of congestion, including spatial, temporal, and social factors.
- Selection of relevant indicators and data collection for analysis is ongoing.
- Development of documents that assess traveler needs, determine empirical values of time, and design public transport corridor concepts are currently underway.
- Insights from this activity will help design a proposed World Bank-financed public transport investment project for Baghdad.

Shifting Freight from Trucks to Trains in Pakistan

Context

- Pakistan's freight transport is heavily reliant on roads, carrying over 94% of freight traffic, while rail's share has declined from 73% in 1980 to less than 6% today.
- The transport sector is the third largest contributor to GHG emissions in Pakistan, with freight accounting for 32% of transport-related emissions.
- Pakistan Railways (PR) struggles with competitiveness, limited private sector participation, and weak capacity to implement public-private partnerships (PPPs).
- PR's ability to design and execute PPP projects needs strengthening to restore private sector confidence.

Goals & Approach

- Increase private sector participation in railway operations by providing third-party track access.
- Enhance PR's capacity for PPP transactions and strengthen its existing PPP framework.
- Improve stakeholder coordination for effective PPP implementation.
- Optimize PR's freight business operations to enhance efficiency and attract investment.
- Align efforts with Pakistan's decarbonization targets by increasing rail's freight share to 20% by 2030.

Progress & Outlook

- The activity is expected to support PR in collaboration with the Asian Development Bank with the rehabilitation and improvement of "ML-1"— the main railway track carrying the bulk of the country's passenger and freight traffic.
- The activity is also expected to support a potential PPP transaction for the Karachi Pipri Rail Freight Corridor—a dedicated rail freight corridor from Karachi Port to Pipri Marshalling Yard.

Building Modeling Tools for Transport Decarbonization

Context

- A lack of robust data and modeling tools hampers the identification of efficient transport decarbonization pathways tailored to specific economic, social, and political contexts.
- Inconsistent modeling methodologies and limited understanding of policy effectiveness have resulted in ad-hoc and unreliable policy recommendations.

Goals & Approach

- Develop advanced modeling tools for passenger and freight transport to estimate CO_2 emissions and evaluate the effectiveness of decarbonization policies.
- Create data repositories, tools to estimate economic benefits, and frameworks for evaluating policy reforms and transport investments.
- Provide a "policy scenario sandbox" to help World Bank transport teams rapidly design, test, and analyze the likely impacts of various proposed policy combinations.
- Enable evidence-based decision-making to prioritize transport investments and accelerate transport decarbonization efforts.

Progress & Outlook

- A cost-benefit analysis tool for cycling infrastructure has been developed to help decision-makers simulate and assess the expected economic benefits of investing in cycling facilities, both in the short and long term. The tool will be made public in 2025.
- A passenger transport decarbonization model (“PATH”) is currently under development, and work is underway to pilot the first modeling analysis for urban transport emissions for Fiji.
- A global freight and commodity flow model, “FlowMax”, has been developed to prioritize investments and inform policy decisions on transport and logistics corridors. The decarbonization module of this tool will be ready by mid-2025.

4. Deep Dive: Fostering Electric Mobility Solutions Around the World

GFDT focuses much of its resources—including up to 50% of its recent grants—on advancing electric mobility (e-mobility). This deep dive will explore the reasons for this strategy, and the impact that GFDT support for e-mobility work has had thus far.

The Promise of e-Mobility

Transport is one of the fastest-growing sources of energy-related GHG emissions worldwide. Since 1990, global transport emissions have risen at an average annual rate of 1.7%, outpacing all other sectors except industry, which has grown at a similar rate[1].

In addition to contributing to climate change through CO_2 emissions, transport is also a leading cause of deteriorating urban air quality. The sector emits large volumes of nitrogen and sulfur oxides and sulfur oxides (SOx), which not only indirectly accelerate global warming but also pose serious health risks4. Transport is also the largest global source of fine particulate matter (PM), including PM2.5 and PM10, which are strongly linked to increased rates of cardiorespiratory diseases and various cancers. In LMICs, poor air quality—primarily driven by vehicle emissions—contributes to approximately 7 million premature deaths worldwide each year[2], with transport accounting for 40-80% of air pollution in major cities[3].

Transitioning to e-mobility offers a transformative solution by eliminating tailpipe GHG emissions, improving air quality and public health and making cities more livable and sustainable. This shift is a critical component of transport decarbonization strategies[4]. Additionally, e-mobility enhances energy security by reducing reliance on imported fuels, enabling countries to reallocate foreign exchange reserves to essential sectors such as healthcare, housing, and education[5].

Electric Vehicle Adoption: Growing Globally, But Lagging in LMICs

Due to declining battery costs and other factors, the transition to electric vehicles (EVs) makes increasing economic sense. While EVs still have higher upfront costs, their lower total lifecycle costs—driven by reduced operating expenses and maintenance—typically make them more economically attractive over the long term than internal combustion engine vehicles. This economic advantage becomes even more significant at the societal level when factoring in the additional public health cost savings associated with lower air pollution.

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1 International Energy Agency (IEA), *Tracking Clean Energy Progress 2023* (Paris: IEA, 2023), https://www.iea.org/reports/tracking-clean-energy-progress-2023

2 Shanjun Li, Jianwei Xing, Lin Yang, and Fan Zhang, *Transportation and the Environment: A Review of Empirical Literature* (Washington, DC: World Bank Group, 2020).

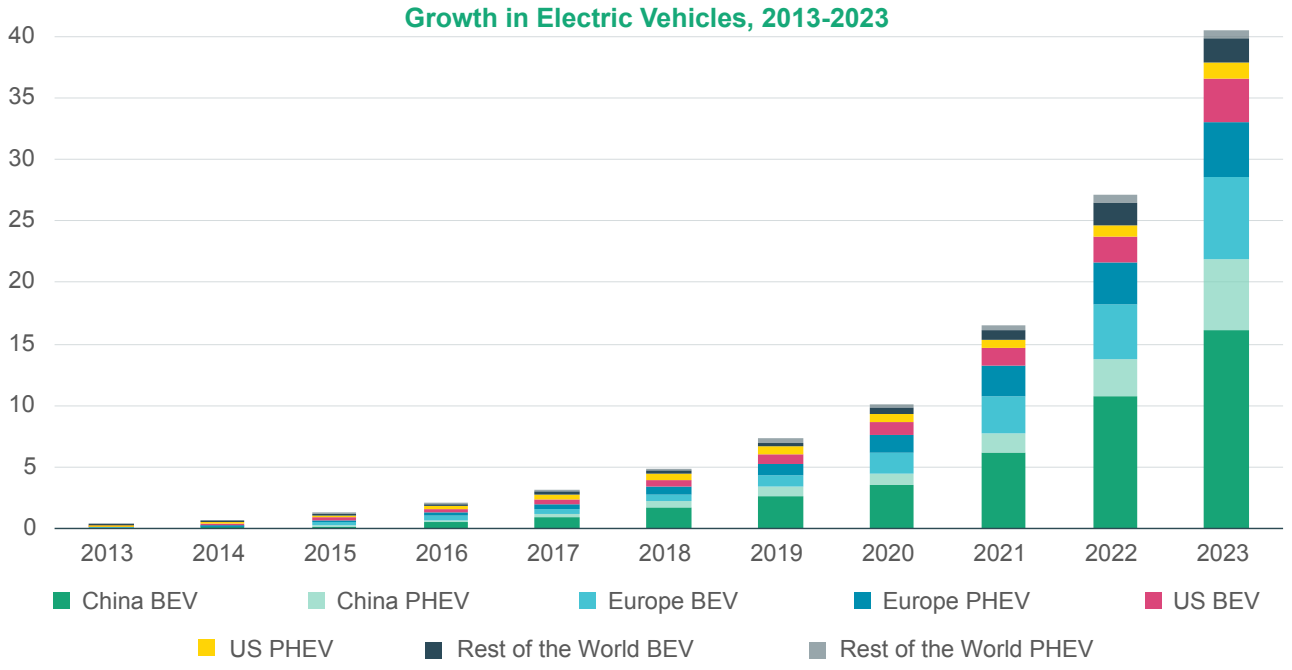
3 Hari Bansha Dulal and Govinda R. Timilsina, "Urban Road Transportation Externalities: Costs and Choice of Policy Instruments," *The World Bank Research Observer* 26, no. 1 (February 2011): 162–191

4 Cecilia Briceno-Garmendia, Wenxin Qiao, and Vivien Foster, *The Economics of Electric Vehicles for Passenger Transportation*, Sustainable Infrastructure Series (Washington, DC: World Bank, 2023).

5 "Experts Answer: Can Electric Mobility Help Countries Achieve Sustainable Development?" *World Bank Blogs*, accessed [DATE], https://blogs.worldbank.org/en/transport/experts-answer-can-electric-mobility-help-countries-achieve-sustainable-development.

For a substantial number of countries, the shift to e-mobility is economically attractive simply due to the lower operating costs—a typical consumer is estimated to save about $10,000 in energy costs over the lifespan of a four-wheeled vehicle[6]. When the benefits of reducing externalities are considered, the number of countries for which e-mobility looks economically attractive increases significantly.

Considering the myriad advantages they offer, the global adoption of EVs has risen dramatically in recent years, driven primarily by battery EVs (BEVs)—which rely solely on electric power stored in batteries—and plug-in hybrid EVs (PHEVs) that combine an electric motor with an internal combustion engine for extended range. The leading markets for electric cars are China, Europe, and the United States, which together accounted for 94% of the global market in 2023.



Source: International Energy Agency (IEA), Global Electric Car Stock, 2013–2023 (Paris: IEA, 2024), https://www.iea.org/data-and-statistics/charts/global-electric-car-stock-2013-2023. Licensed under CC BY 4.0.

In LMICs, uptake of EVs electric vehicles has been much slower due to a range of factors including higher upfront vehicle costs as a proportion of GDP per capita, lack of affordable financing options, and a lack of charging and other supporting infrastructure. But according to World Bank's *The Economics of Electric Vehicles for Passenger Transportation* report (2022), feasible entry points to an electric mobility transition are emerging in several LMICs.

Electric buses (e-buses), which traverse long distances and have high occupancy, and electric two- and three-wheelers (e-2/3Ws), which provide last-mile connectivity, can both be cost-effective starting points that also bring development benefits. In about half the countries studied in the report, there was already a strong economic case for e-mobility adoption that is likely to further improve in the coming years.

Recognizing their potential to cut carbon emissions and advance sustainable transportation, GFDT is accelerating EV adoption in LMICs through strategic grants and partnerships.

6 Briceno-Garmendia, Qiao, and Foster, *The Economics of Electric Vehicles for Passenger Transportation*.

Supporting e-Mobility Through Strategic Grants

Since its launch in 2021, GFDT has allocated $3.3 million in grants to nine activities advancing the transition to e-mobility—accounting for just over half of its total grant funding.

GFDT grants related to e-mobility are clustered around three main strategic areas:

1) Financing Mechanisms to Facilitate EV Adoption

This strategic area focuses on developing financing mechanisms and models to accelerate EV adoption. Key efforts include establishing risk-sharing facilities to reduce borrowing costs and unlock greater investment in EVs, and structuring PPPs to facilitate private sector participation.

Some examples of GFDT-funded activities include:

Transforming the Informal Transport Sector in Benin

This activity is modernizing and professionalizing the informal transport sector in Benin by implementing a fleet renewal program based on e-mobility. Specifically, the project targets the electrification of 20,000 2Ws out of the current 484,000 in the country, which is expected to result in annual GHG emissions savings of at least 13.9 kilotons CO_2e. The project includes four components: 1) stakeholder analysis, 2) financial model and PPP structuring, 3) drafting a procedure manual, and 4) capacity building and knowledge dissemination. The initiative builds on a preliminary study funded by the Public-Private Infrastructure Advisory Facility and aims to create a sustainable financial model to incentivize participants while addressing budget constraints.

Supporting a Regional Financing Facility to Decarbonize Transport in Sub-Saharan Africa

This activity is leveraging the power of development financing institutions, concessional financing, and the private sector expertise to unlock green mobility investments in Sub-Saharan Africa, including electric buses, trucks, light-duty vehicles, and 2/3Ws, along with charging stations. Although EV uptake in Sub-Saharan Africa has been slow, there are significant opportunities to scale investment demand and attract new market players through consolidated markets and innovative business models such as leasing companies. Governments can play a key role by aggregating demand, making the sector more attractive to major financiers. To address the current low demand and de-risk investments, this regional financing facility will blend commercial and concessional financing to mobilize large-scale investors while reducing financing risks and transaction costs. The facility will start with pilot projects in West Africa and then expand based on lessons learned.

2) Technical Studies and Analysis to Plan for the EV Transition

This strategic area focuses on technical, economic, and financial feasibility studies related to the e-mobility transition. Key efforts include developing fleet renewal strategies to replace older, polluting vehicles with cleaner electric alternatives, formulating policy frameworks and national strategies, and creating stakeholder engagement plans.

Some examples of GFDT-funded activities include:

Financing the E-Mobility Transition in Latin America and the Caribbean

This activity is supporting the electrification of public transport fleets in the LAC region by assessing the economic and financial costs of electrifying bus fleets, analyzing barriers, proposing practical financing models, and developing guidelines for policymakers. The project includes four components: 1) providing assessments and recommendations on e-mobility plans, 2) analyzing key barriers in financing e-bus deployment and proposing financing models, 3) developing technical and operational knowledge for e-buses, and 4) supporting capacity building and knowledge exchange.

Support Bus Electrification in Ghana

This activity is developing a systematic national support program for bus electrification in Ghana to align national climate goals with subnational transport mandates, reduce GHG emissions, and support the transition to low-emission public transport vehicles. Specifically, the project is analyzing gaps in policies, technical know-how, and financial solutions; developing a national plan for bus electrification; and supporting pilot e-bus projects in cities like Accra, Kumasi, Tamale, and Sekondi-Takoradi. The project also identifies financial solutions and support private capital mobilization for e-bus projects, contributing to Ghana's commitment to the Paris Agreement and supporting the World Bank's *Kumasi Urban Mobility and Accessibility Project*.

3) Practical Roadmaps for the e-Mobility Transition

This strategic area focuses on the development of practical roadmaps and strategies in preparation of major e-mobility investments. Key efforts include identifying policy and regulatory gaps, developing supportive policies and plans, and sharing lessons from successful programs globally.

Some examples of GFDT-funded activities include:

Creating a Roadmap for E-Mobility in Malawi

This activity aims to establish an e-mobility ecosystem in Malawi to support low-carbon development and macro-economic stability. The cornerstone of the project is the development a comprehensive e-mobility roadmap that includes technical, economic, and financial feasibility studies; an evaluation of supply considerations for vehicles, charging infrastructure, and power generation; policy and regulatory framework development; stakeholder engagement strategies; and an assessment of EV demand and adoption scenarios. Additionally, it will identify pilot projects for EV charging infrastructure and fleet investments, focusing on business and financing models to maximize private sector participation. The project will also provide a model for other LMICs to adopt clean and efficient transport systems using domestic energy sources.

Greening Transport in Nepal's Kathmandu Valley

This activity aims to decarbonize the public transport sector and improve accessibility in Nepal's Kathmandu Valley by addressing the challenges of rapid urbanization, rising vehicle ownership, and inadequate public transport services. Specifically, the project includes the development of a comprehensive public transport strategic plan and the creation of a roadmap for transitioning to e-buses and e-2/3Ws. This transition is crucial as approximately 80% of registered vehicles in Nepal are 2Ws, and electric models have already achieved cost parity with internal combustion engine models.

Supporting e-Mobility Through Strategic Partnerships

In addition to supporting EV adoption in LMICs via grants, GFDT is also a member of the Zero Emission Vehicles Transition Council (ZEVTC)'s International Assistance Taskforce (IAT), and one of the implementers of the ZEV Implementation Roadmap through the Global ZEV Transition Delivery Framework.

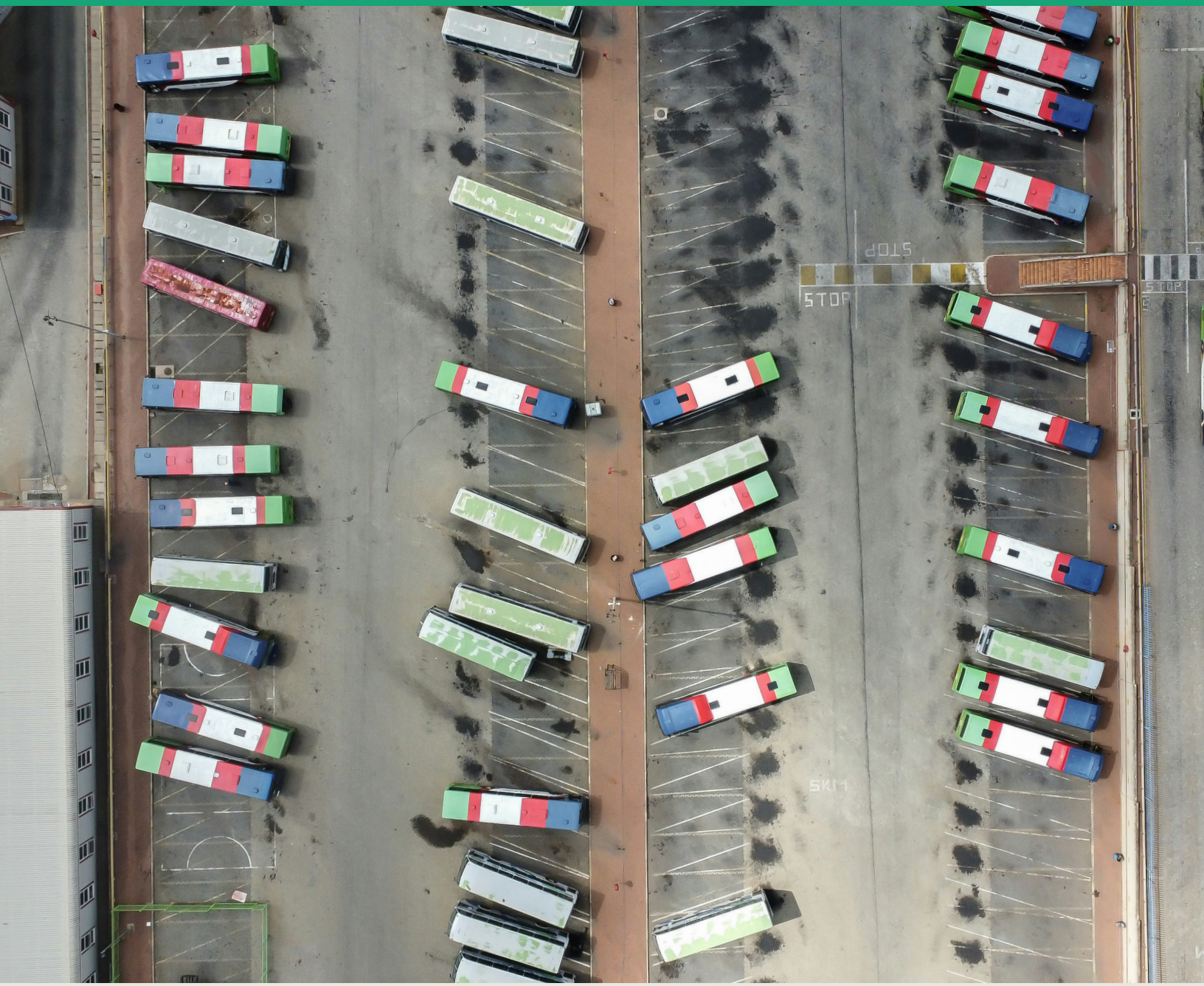
The ZEVTC brings together ministers and representatives from major automotive markets to accelerate the shift to zero-emission vehicles (ZEVs). Established in 2022, the IAT improves international development assistance by promoting dialogue, knowledge exchange, and collaboration among governments, experts, and financial supporters.

The *ZEV Implementation Roadmap to 2030*, produced by the IAT, outlines different actions to accelerate ZEV adoption in emerging markets, aiming to make them the most accessible and sustainable option globally by 2030 to meet climate targets. To achieve this objective, the IAT has partnered with existing programs and developed the Global ZEV Transition Delivery Framework to facilitate coordination and collaboration among partners.

GFDT is one such partner, serving as the Framework's global finance mobilization hub. GFDT's functions in this role include:

1. Pooling and improving access to finance
2. Strengthening in-country project pipelines
3. Aggregating demand in coordination with the Global Demand Aggregation Platform
4. Catalyzing World Bank financing for green mobility, projected to be over US $1 billion by July 2025
5. Exploring options to establish further regional financing facilities

> GFDT's comprehensive strategy towards transport electrification—encompassing targeted funding, innovative financing mechanisms, and strategic partnerships—is making substantial advancements in reducing carbon emissions and fostering sustainable e-mobility solutions on a global scale.



5. Finances

Contributions

Since GFDT was established in late-2021 it has received $15.57 million in contributions, of which $3.63 million was received in 2024.

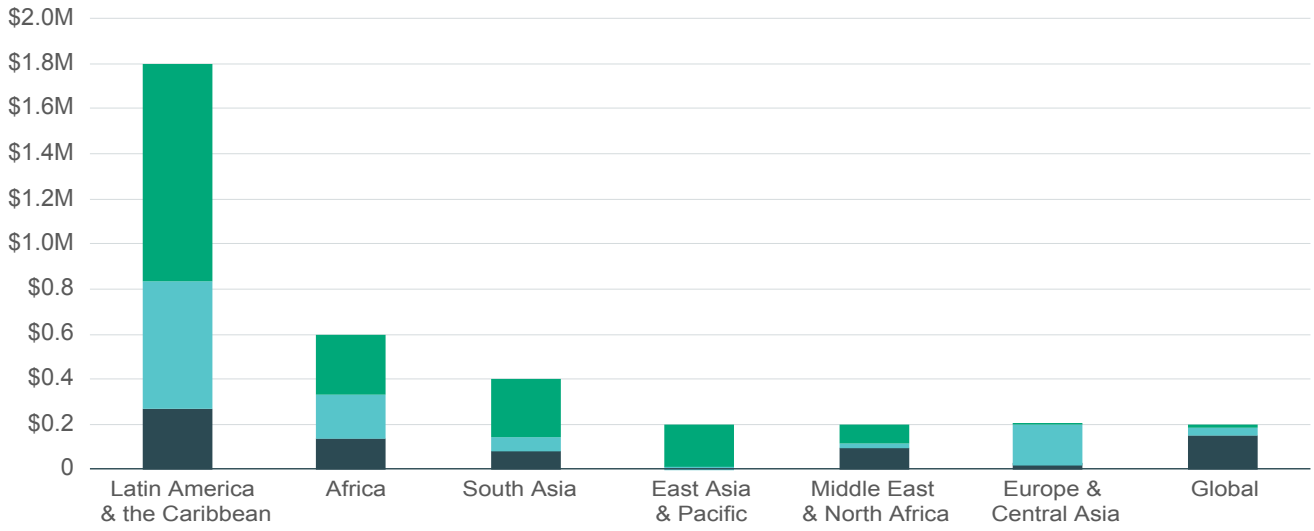
Donor	2022	2023	2024	Total
United Kingdom	$1,305,800	$1,305,800	$1,305,800	**$5,223,200***
Spain		$3,825,500		**$3,825,500**
Luxembourg	$1,707,300			**$1,707,300**
Austria			$1,679,360	**$1,679,360**
Germany	$1,480,310			**$1,480,310**
Netherlands	$902,240		$521,575	**$1,423,815**
Other	$105,232		$125,000	**$230,232**
TOTAL	**$5,500,882**	**$5,131,300**	**$3,631,735**	**$15,569,717**

**This includes an additional pledged contribution of $1,305,800 to be received in 2025.*

Disbursements

In 2024, GFDT allocated 12 grants totaling $3.6 million across six World Bank regions and to global activities. $92,000 was spent on Program Management and Administration expenses, representing 5.1% of all 2024 disbursements and funding commitments.

Grant Allocations in 2024, By Region



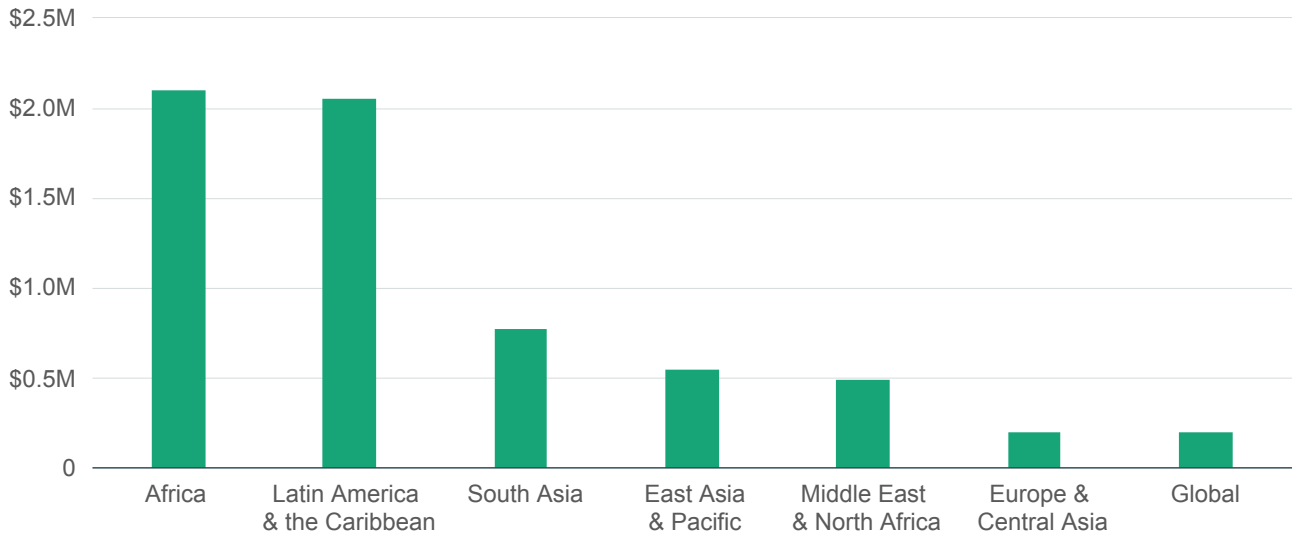
Disbursed: Funds spent by GFDT-funded activities

Committed: Funds contractually committed but not yet spent

Uncommitted: Funds not yet spent or contractually committed

Since inception, GFDT has allocated 19 grants totaling $6.36 million across six World Bank regions and to global activities.

Grant Allocations Since Inception, By Region



6. Appendix: Results Framework

Indicator	2024	Since Inception
Outputs		
Number of countries that received capacity building support or technical assistance for policy formulation	28	41
Number of governmental entities (ministries, city administrations, transport authorities, etc.) receiving advisory services	55	149
Number of transformative/political flagship reports undertaken	48	55
Number of people engaged in stakeholder engagement formats/capacity development activities	155	481
Intermediate Outcomes		
Number of World Bank operations under preparation that benefitted from research and analytics supported by GFDT	8	16
Number of World Bank operations under implementation that benefitted from research and analytics supported by GFDT	2	14
Number of governmental entities (ministries, city administrations, transport authorities, etc.) implementing or applying recommended changes	13	15
Number of people with enhanced access to transport services*	0	0
Total expected greenhouse gas emissions savings (tCO_2e)	508,000	508,000
Urban transport and rail projects that are disability-inclusive in their design	3	4
Operations compliant with WB's Gender Tag	3	3
Projects undertaking Climate and Disaster Risk Screening	4	6
Operations compliant with Transport Climate Mitigation / Adaptation requirement	3	3
Private capital mobilized ($M)	0	0
Co-financing ($M)	0	0
Outcomes		
Amount of World Bank lending volume mobilized ($M)	400	400
Number of countries in which policies or strategies promoting enhanced resilience of transport systems and increased ability to manage shocks and reduce vulnerability are recommended	4	4

The methodologies used in the Results Framework is available to GFDT Partners via the *Development Partner Center.*

** This indicator is currently 0 because World Bank-financed transport projects—such as those catalyzed by GFDT—typically take a number of years to implement, and therefore the number of beneficiaries is normally evaluated and reported closer to the end stage of a project.*


GFDT
Global Facility to
Decarbonize Transport
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