Transport contributes almost one-quarter (23 percent) of the current global energy-related greenhouse gas (GHG) emissions and is growing faster than any other energy end-use sector. GHG emissions from transport are anticipated to rise from today’s levels by nearly 20 percent by 2030 and close to 50 percent by year 2050 unless major action is undertaken.

Limiting the global temperature increase to below 2 degrees Celsius requires changing this transport emissions trajectory, which involves the development of an integrated electro-mobility ecosystem encompassing various transport modes, coupled with the low-carbon production of electricity and hydrogen, implemented in conjunction with broader sustainable transport principles.

According to the International Energy Agency, this transition will require, inter alia, pursuit of global rail transport electrification, already underway, as well as at least 20 percent of all road transport vehicles globally to be electrically driven by 2030 – if warming is to be limited to 2 degrees or less. Of this, light vehicles would primarily contribute: more than 400 million two and three-wheelers in 2030, up from roughly 230 million today; and more than 100 million cars in 2030, up from 1 million today.

To achieve this goal IEA modelling says electric drive vehicles (battery-electric, plug-in hybrid, and fuel cell vehicles, including two and three wheelers, cars, light commercial vans, buses, trucks and others) need to represent 35 percent of global sales in 2030.

We, the undersigned, acknowledge the scale of the challenge and the scope of opportunity.

With varying mandates, capabilities, and circumstances, we commit to advance our work individually as well as collectively wherever possible to increase electro-mobility to levels compatible with a less-than 2-degree pathway.

We also call on governments at all levels, businesses, cooperative initiatives, and others to commit to this Declaration, take action, and advance global momentum for electro-mobility.