

Commitments

We commit to reducing emissions from rides taken on the Uber platform, ultimately to zero. We aim to enable 100% of rides globally in zero-emission vehicles, on public transit, and with micromobility options by 2040, a decade earlier than Paris Climate Agreement targets. In cities in the US, Canada, and Europe, we can reach 100% on-demand car rides in battery EVs by 2030 given supportive policies that allow drivers to make a fair transition. To help reach these goals, we'll invest in innovations that reduce the impact that Uber-enabled mobility has on the environment and expand greener modes of transport. We want every passenger trip on Uber—whether it's with UberX, Uber Pool, UberXL, Uber Black, a bike or scooter via our micromobility partners, or Uber Transit—to be more efficient than the last.



We're encouraged by the initial results shared in this first report. Technology improvements and network effects on Uber's platform are beginning to result in on-demand vehicle options that can compete—on an emissions basis—with personally owned car use. Uber remains a very new participant with a nearly de minimis share of passenger trips compared to the century-old market for personally owned vehicles. But we know that cities need more mobility with much less impact. [To meet Paris Climate Agreement targets](#), we and other public and private players supporting the transportation sector must find radical new solutions to unlock deeper levels of decarbonization.

The results of this report remind us of how much work we have to do. We must accelerate our transition to zero-emission, on-demand mobility and help our users and the cities in which they use our products move more sustainably. It starts with having clear goals.

To support the future of decarbonization and electrification, we commit that:

By 2025, we'll make more than \$800 million in resources available to help hundreds of thousands of drivers on Uber's platform more affordably switch to battery EVs.

By or before 2030, 100% of rides will take place in battery EVs in US, Canadian, and European cities, as well as in major global cities where we can work with stakeholders to implement policies that ensure a fair transition for drivers. Additionally, Uber commits to reaching net-zero climate emissions from corporate operations.

By 2040, 100% of rides on the Uber platform globally will be emission-free, whether in zero-emission vehicles, on micromobility, or on public transit.



Uber has committed to 100% all-electric passenger service in London by 2025.

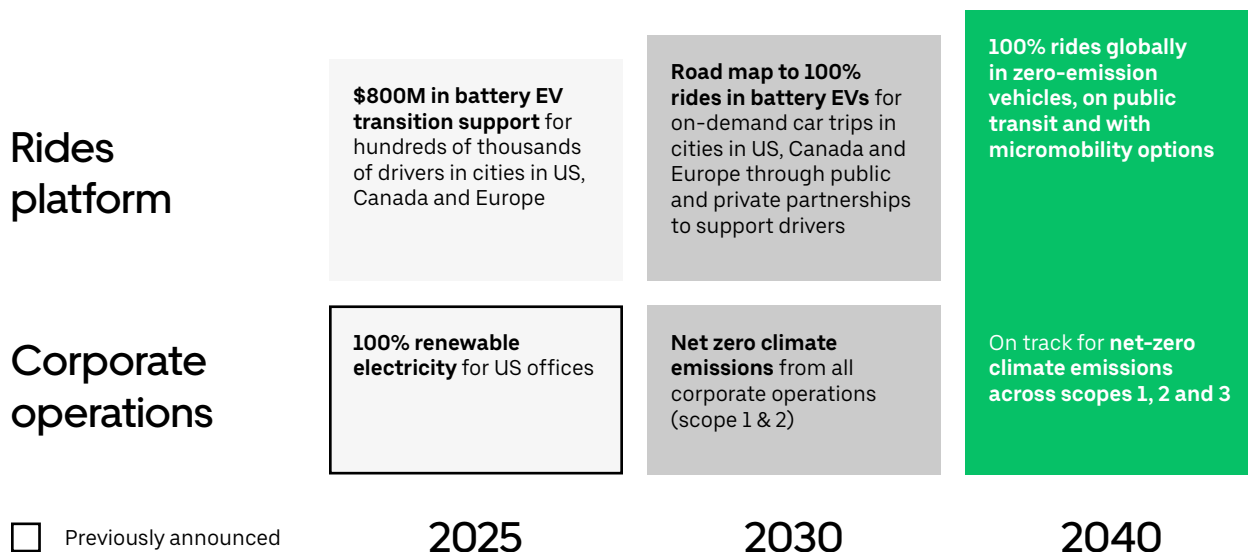
Zero-emission mobility means passenger rides supplied 100% by vehicles without tailpipe emissions, such as 100% battery electric vehicles. Enabling 100% zero-emission, on-demand mobility will be very challenging, and we cannot do it alone. Furthermore, we know it will require [new mobility initiatives and policies](#) with few precedents. To this end, Uber will work with the World Resources Institute (WRI) and consult with Transport & Environment, Sierra Club, Grid Alternatives, and EVNoire, to publish a road map that's meant to help cities work with us so we can have 100% electric options on the Uber platform. We believe the necessary policies can be win-win: for communities, for lower emissions, and for rideshare drivers.

To help plot the course for US and Canadian cities, as well as every major city globally, we'll leverage our experience from European markets. Uber has committed to [100% all-electric passenger service in London by 2025](#). Reaching 100% all-electric on-demand service in the next 5 years in these cities is possible, in part, because of world-class policy innovations including congestion and emissions road-pricing plans that apply to all vehicles; emissions-based and combustion vehicle exclusion zones; and, in the case of Amsterdam, policies that make at- and near-home on-street EV charging accessible for most drivers. [SPARK!](#), our report on electrifying ridesharing in Europe (released in tandem with this report), outlines a road map for partnering with public and private actors in major cities in the EU/UK to create a situation in which a driver is no worse off in an EV than they are in a vehicle with an internal combustion engine (ICE) and, once that situation is established, to ensure that all ride options on the Uber platform are 100% electric. The analysis and insights from SPARK! provide an important foundation that will help inform our 2030 road map to 100% EV in consultation with the organizations noted above. Key supportive policies, identified in the white paper, include those that enable 3 key market conditions:

- Drivers are able to reliably access overnight charging at or near their home, where they park
- Drivers can access secondhand or affordable EVs that can reliably drive a full day on a single charge
- Any residual total cost of ownership (TCO) differences between battery EVs and traditional ICE vehicles, including hybrids, are mitigated by financial incentives

It's important to note that local market regulations in most European cities require licensed private-hire drivers for rideshare and, often, prohibit peer-to-peer (P2P) approaches more prevalent in the US. In London, Paris, and Amsterdam, 30-50% of rideshare drivers are online on Uber's platform for more than 30 hours a week. By contrast, in Chicago; Los Angeles; and Washington, DC, less than 25% of drivers are online more than 30 hours a week. Additionally, in P2P markets in the US, significant driver segments engage with Uber's platform for only a short period of time—such as several weeks or a few months—often to reach a specific earnings goal. Therefore, European drivers' vehicle choice may be more driven by their decision to offer rideshare mobility and vehicle TCO, while US drivers' vehicle choice may be influenced more by broader vehicle consumer trends than by their ridesharing participation. These and other market differences will be addressed in the forthcoming 2030 road map.

Our global commitments



In the [Metrics](#) section of this report, we show how the carbon intensity and travel efficiency of rides taken with Uber in our [top 10 metro markets](#) outperform the same metrics for the US and Canada mega-region by more than 5%. As profiled in the [Case studies section](#), in some cities today—like Los Angeles and San Francisco—estimated carbon intensity of rides is around 24% lower than that of the US and Canada as a whole. The data indicates that we can achieve lower-emission, shared, and electric mobility faster in cities.

For our passenger mobility services in the United States and Canada, we'll develop product innovations, work with industry partners, and advocate for policies that enable a dramatic reduction of the carbon intensity of rides and a transition to full battery EV rideshare in cities over the next decade.

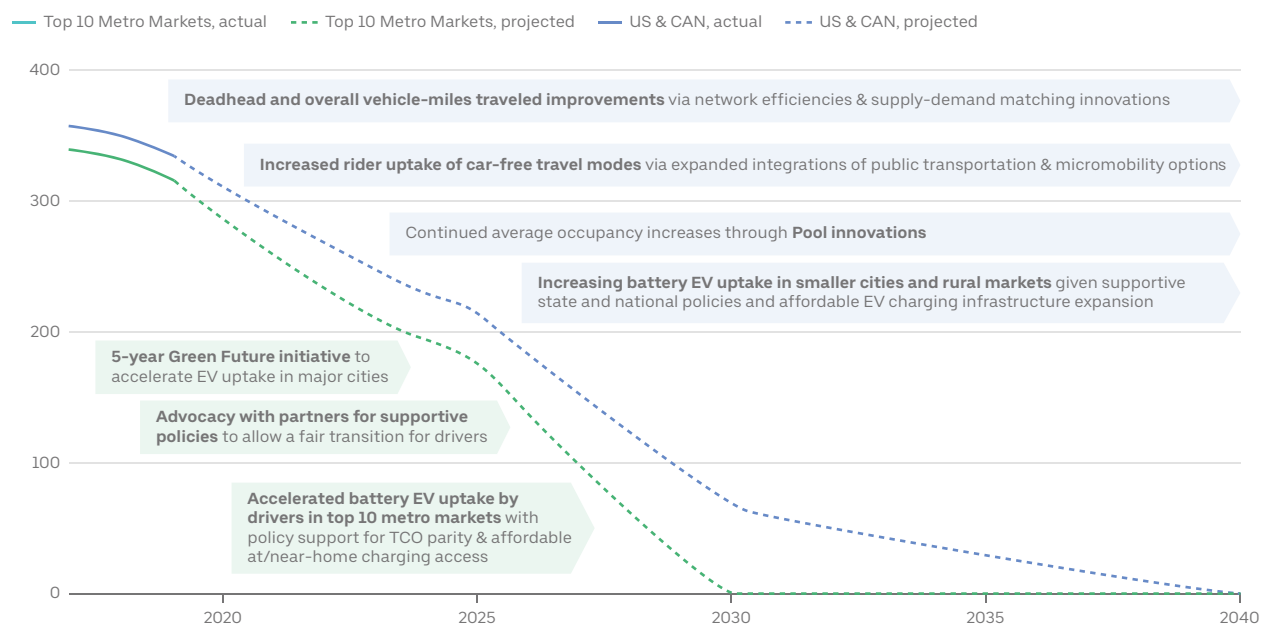
For our passenger mobility services in the United States and Canada, we'll develop product innovations, work with industry partners, and advocate for policies that enable a dramatic reduction of the carbon intensity of rides and a transition to full battery EV rideshare in cities over the next decade. According to our [real-world trip data](#), as of 2019, the annual average passenger carbon intensity of all rides completed on the Uber platform across the US and Canada was almost 340 grams of CO₂ per passenger mile (~210 grams CO₂ per passenger kilometer). We'll work with partners and policymakers to enable zero-tailpipe-emission mobility on Uber (for example, 100% battery electric vehicles available via the Uber platform) in hundreds of cities across the mega-region by 2030 or earlier. By 2040, we must drive the carbon intensity of all trips across the mega-region, including those needed in rural areas, to zero.

The below chart illustrates one scenario for carbon-intensity reduction across all rides on our US and Canada on-demand mobility platform consistent with our stated goals. This scenario requires the following:

- Our 5-year Green Future initiative supports hundreds of thousands of drivers to affordably switch to battery EVs in major markets by 2025, with about 100 times more all-electric trips than 2019 levels
- By 2030, 100% of trips in our 10 largest metro markets are served by battery EV drivers aided by new win-win policies that enable a fair transition for all driver segments, including those with lower average weekly participation

- A large portion of major city markets (those with at least 100,000 active monthly riders, today) adopt supportive policies that enable up to 100% transition to all-electric rideshare by driver segments with higher average weekly participation so that, by 2030, 50% of trips across major city markets are served by battery EV drivers
- By 2030, battery EV drivers in rural markets and in driver segments with lower-than-average weekly participation complete 6% of trips, roughly consistent with current battery EV adoption projections for average consumers
- From 2019 to 2040, pooling innovations (e.g., Non-Stop Shared Rides) continue to improve average trip occupancy by 25% in top 10 metro markets, 15% in major city markets, and 5% in rural markets
- From 2019 to 2040, marketplace innovations (e.g., Hybrid Routing, supply-demand matching technology) continue to reduce the average ratio of deadhead miles to passenger miles by 30% in top 10 metro markets, 25% in major city markets, and 10% in rural markets

Scenario: reducing Uber's carbon intensity in US and Canada (gCO₂/PMT)



As demonstrated in the figure above, realizing these decarbonization and electrification improvements would lead to a 35–45% reduction of the carbon intensity of trips across the US and Canada by 2025, an 80–100% reduction by 2030, and a 100% reduction by 2040.⁹

No carbon offsets

Our plan for Uber's passenger-mobility platform intentionally avoids carbon-offset purchasing as a primary strategy. At best, offsets focus only on climate-related emissions, leaving harmful local air pollutants unaddressed. Additionally, researchers continue to critique the various weaknesses of carbon offsets, including verification challenges. With our operational excellence and global footprint, we believe we can play a more catalytic role in decarbonizing on-demand mobility without offsets that effectively pay to make it someone else's responsibility.

⁹This illustration accounts for tailpipe emissions for on-demand rides services provided by passenger vehicles. For simplicity, we do not offset the carbon intensity of rides completed by car-based products with any completed by micromobility or public transportation partners.

We do recognize, however, that reaching net-zero emissions by 2040, from a corporate accounting standpoint—across emissions scopes 1, 2, and 3—may require high-quality carbon offsets to address emissions segments that are difficult to decarbonize and hard for us to influence, such as employee business travel by air.

We call upon cities, governments, and environmental experts to join us in examining critical decarbonization and electrification needs across the transportation sector. We ultimately aim to align our sustainability goals with relevant policy and industry efforts to support the transportation sector in achieving the Paris Climate Agreement. We must do better, and we look forward to using the data in this report to reduce our carbon footprint. Uber has joined the [Science Based Targets initiative](#) (SBTi) to ensure that we implement leading practices in emissions accounting, target setting, and transparency.

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We're adding our emissions-reduction and electrification goals to a growing list of global initiatives to help Uber operate more sustainably as a company and drive product innovation so that our platform can help users and cities access more sustainable mobility options. These commitments include:¹⁰

- Joining the [Science Based Targets initiative](#) (SBTi)
- [Our pledge](#) to power all of our US offices with 100% renewable electricity by 2025
- Signing the [We Are Still In](#) declaration to support climate action to meet the Paris Agreement
- Joining other leading technology companies to launch the [Step Up Declaration](#), an alliance dedicated to harnessing the power of emerging technologies to help solve the climate challenge
- Signing on to [United for the Paris Agreement](#)
- Joining the [Standards Advisory Group](#) of the Sustainability Accounting Standards Board (SASB)

For cities and citizens, the destination is clear: zero-emission mobility. The path, however, remains unclear and fraught with challenges, and requires cooperation from every participant up and down the transportation value chain, including businesses, governments, and consumers.

¹⁰This is not an exhaustive list of highlights.