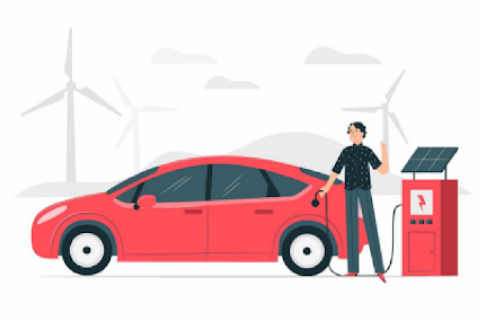
Global mobility, including shared mobility, is rising at a staggering pace. As globalization andpopulation continue to grow, mobility will be one of the most crucial developing sectors. Takinga plane, train or car at a moment's notice has become standard and expected. It has become a necessity for our economy and society. According to the United Nations, the global transportation fleet is expected to double by 2050. With the majority of this happening in the developing nations, where three-quarters of all cars will be found by that time.

Yet, mobility is the largest contributor of greenhouse gas emissions globally, contributing to a staggering 20.45% of all global greenhouse gas emissions [1]. This is expected to increase to a third within the next decade alone. Road transportation accounts for approximately 72% of
emissions within the transportation industry [2]. In order to achieve the global climate goals set out during the Paris Agreement [3], a combination of different solutions must be implemented including; increasing public transport; designing better cities and converting our transportation fleet to greener alternatives.Thus, we need to have a strong development of electric mobility. Both for private and public transport, as well as implementation of shared mobility systems. The most prominent solution and campaign being EV30@30 by the Clean Energy Ministerial (CEM), setting the objective to
reach a 30% sales share for electric vehicles (EVs) by 2030.

However, despite the ambitious goals of various campaigns, the current projections indicate thatwe are unlikely to meet them with the pace of growth that we have right now [4]. This paper willfocus on answering questions about the current state of the electric mobility market andpossible ways to visualize the data and how to present it. This research paper is split into several parts including, contextanalysis,methodology,execution and lastly the results and conclusion of the data visualizations created

Battery technology advancements and powertrain supply chain improvements are delivering substantial cost cuts to the EV market without a need for additional fiscal policies. EVs in the A segment (microcars or city cars) and B segment (small sedan or hatchback) in Europe have already achieved a lower Total Cost of Ownership (TCO) over three years than ICE vehicles The decreasing battery prices make battery EVs the least expensive power train option in terms of TCO in various segments and markets already. For instance, the average price (before government subsidies) of the five least expensive EVs in the Chinese market has already decreased by 16 percent over the last three years to approximately 11,500 euros.Simultaneously, while battery costs have been going down, the range has been increasing [5].

Understanding of resource depletion is also driving the shift towards e-mobility. short-range BEVs are attractive even without climate policy support in the case of more pessimistic resource assumptions. These results suggest that the promotion of HEVs, natural gas, and short-range
BEVs may represent a means to manage resource depletion and some of the uncertainty regarding ultimate resource availability.



Analytics

Different Electric Cars Brands In India

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Different Brands of Electric Cars Globally

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