

RE100 Leadership Award 2026 — Award Submission

Award category: RE100 Market Trailblazer

Submitting organization: General Motors

Driving market change toward a zero emissions future

"Managing energy use isn't just a checkbox for a corporate environmental report these days; it's a business necessity." – Cassandra Garber, GM chief sustainability officer

That conviction is reflected in GM's climate strategy, which focuses on reducing GHG emissions and managing climate-related risks and opportunities across its operations, product portfolio, and value chain. Central to that strategy is our commitment to match 100% of our electricity use with renewable electricity globally by 2035, in alignment with RE100 technical criteria. In 2025, we secured enough renewable energy to match 100% of our electricity use across all our U.S. facilities — the first U.S. automaker to reach this goal. Globally, we matched 70% of GM's electricity usage with renewables, surpassing our 2025 interim target of 55%.

As America's largest automaker, we're also using years of investment in batteries, software and manufacturing to build not just great EVs, but an energy ecosystem that can support homes, businesses, and the grid. That work includes using GM's scale and ambition to lay the foundation for an [energy ecosystem](#) wherein EVs, batteries, and power grids can work together to help make the electrical grid more reliable and affordable.

The difficult markets and specific challenges we face

GM's operations, including manufacturing, assembly, and supporting facilities, are a source of Scope 1 and 2 emissions and are exposed to physical climate risks such as extreme weather and water stress. At the same time, customer demand, policy, and infrastructure are evolving at different speeds across markets, requiring GM to stay flexible while continuing to invest in lower-emissions technology and infrastructure.

Scenario analysis of future energy usage and mix reinforces the importance of renewable sourcing and grid resilience under a range of climate pathways, while value-chain risks remain concentrated in upstream materials and suppliers, logistics, and the use of sold products.

How we have addressed these challenges and shared barriers openly

GM's approach to managing energy in operations and reducing Scope 1 and 2 emissions is based on four pillars:

- improving energy efficiency through a global energy management system
- matching a greater proportion of our total annual electricity consumption every year with renewables
- addressing supply reliability and grid resilience, including measures to mitigate grid interruptions
- advocating and collaborating with utilities and other stakeholders on reliable, lower-carbon power

GM reports climate-related risks, governance, strategy, and metrics in line with TCFD-informed and IFRS S2-aligned disclosure practices, and we engage an independent third party to verify selected GHG and sustainability data.

GM also turns barriers into shared solutions. In September 2024, GM joined other automakers and suppliers to launch Transform: Auto with the Suppliers Partnership for the Environment and sustainability advisory firm Trio. The program is designed to help automotive suppliers procure renewable electricity and reduce their Scope 2 emissions. Since the launch, over 200 Tier I suppliers have joined the program. In 2025, the program began expanding into European markets, reflecting continued industry collaboration to decarbonize the automotive supply chain globally.

Procurement options in markets where renewables are difficult to source

GM has built its renewable electricity progress through a diversified mix of direct investments, on-site generation, green tariffs, and power purchase agreements (PPAs). In 2025, GM's U.S. matching mix was 40% clean-energy utility programs, 37% virtual PPAs, 14% unbundled renewable energy credits, 8% default delivered renewable energy, and 1% on-site generation and landfill gas, with REC usage expected to decline as more long-term projects come online. For market-based calculations, a zero emission factor was applied wherever consumption was covered by one of the various contractual instruments in use, such as PPAs, Green Tariffs, or direct REC purchasing. Where standard instruments are limited, GM creates new ones: for example, in Silao, Mexico, we established new wholesale supply contracts that include renewable electricity.

The benefits of removing market barriers and the role of business

GM's renewable energy investments support lower emission, more resilient electricity grids, and our U.S. projects support local economies through jobs and tax revenue. Since

2015, GM's domestic renewable energy investments have generated about \$1.9 billion in GDP impact, and projects contracted through 2026 will add another \$333 million. Projects GM has invested in support an average of 1,500 construction jobs per year across states like Michigan, Texas, Ohio, Arkansas, and Illinois — and fund rural schools and emergency services through local taxes.

Removing market barriers also proves emissions reductions and revenue growth can happen together. Since 2018, our Scope 1 and 2 emissions declined by 52%, driven primarily by increased use of renewable electricity and energy-efficiency actions, while our revenue increased by 26%, demonstrating that decarbonization and economic growth aren't in conflict.

Why GM is a market trailblazer now

GM's recent electrification announcements strengthen this renewable electricity story by showing how we are not just decarbonizing our own footprint, but helping build a more flexible and resilient energy system. GM now has more than a quarter-million bidirectional-capable EVs on the road, and every new GM EV is equipped with the feature. When bidirectionally-capable GM EVs are paired with GM Energy vehicle-to-home energy systems, these vehicles can help provide power to a properly equipped home for days during localized grid failures.¹ Our EVs and home energy systems are engineered to support future vehicle-to-grid applications, creating the potential for lower energy costs, greater consumer value, and stronger grid reliability.

GM is already moving from concept to deployment. In collaboration with PG&E, GM projects that by 2030 a localized fleet of 130,000 GM EVs in Northern California could include more than 52,000 vehicles participating in grid-balancing protocols, and GM has also started to test its vehicle-to-grid technology with DTE Energy in Michigan under real-world conditions.

At the same time, GM is applying its battery expertise to stationary storage, including built-for-purpose sodium-ion chemistry for grid-scale. We're also working with Redwood Materials to use second-life EV batteries in high-performance commercial energy storage

¹ Requires the GM Energy PowerShift Charger, the GM Energy V2H Enablement Kit, an adequately charged V2H-capable GM EV, a properly equipped home, and proper grid interconnection. Weather conditions, life of the battery, vehicle variation and usage, and other external factors may impact the capability and duration of power supply. Power supply may be interrupted.

It is not recommended that the following devices be powered with the GM Energy PowerShift Charger and V2H Enablement Kit: Medical Devices.

systems for AI data centers, powering the world's largest second-life battery project that supports AI infrastructure company Crusoe.

RE100 advocacy and policy engagement

GM's renewable electricity progress aligns with RE100 technical criteria, and we continue to use our influence to advocate for cleaner, more reliable power systems and to collaborate across utilities, suppliers, and other stakeholders. Together, GM's renewable electricity progress, supplier engagement, and grid-resilience electrification work show what market trailblazing looks like in practice: not just buying cleaner power, but helping shape a more resilient energy system for industry, customers, and communities.

References

- [1] General Motors, [2025 Climate-Related Disclosures Report](#) (published June 25, 2026).
- [2] GM Newsroom, "[GM becomes first U.S. automaker to reach 100% renewable energy goal](#)" (April 21, 2026).
- [3] GM Newsroom, "[GM to highlight EV and battery progress at Climate Week NYC](#)" (September 22, 2025).
- [4] GM Newsroom, "[Bidirectional EVs are here. Let's invest in them together](#)" (June 9, 2026).
- [5] GM Newsroom, "[How GM is building a more sustainable energy ecosystem](#)" (June 25, 2026).