

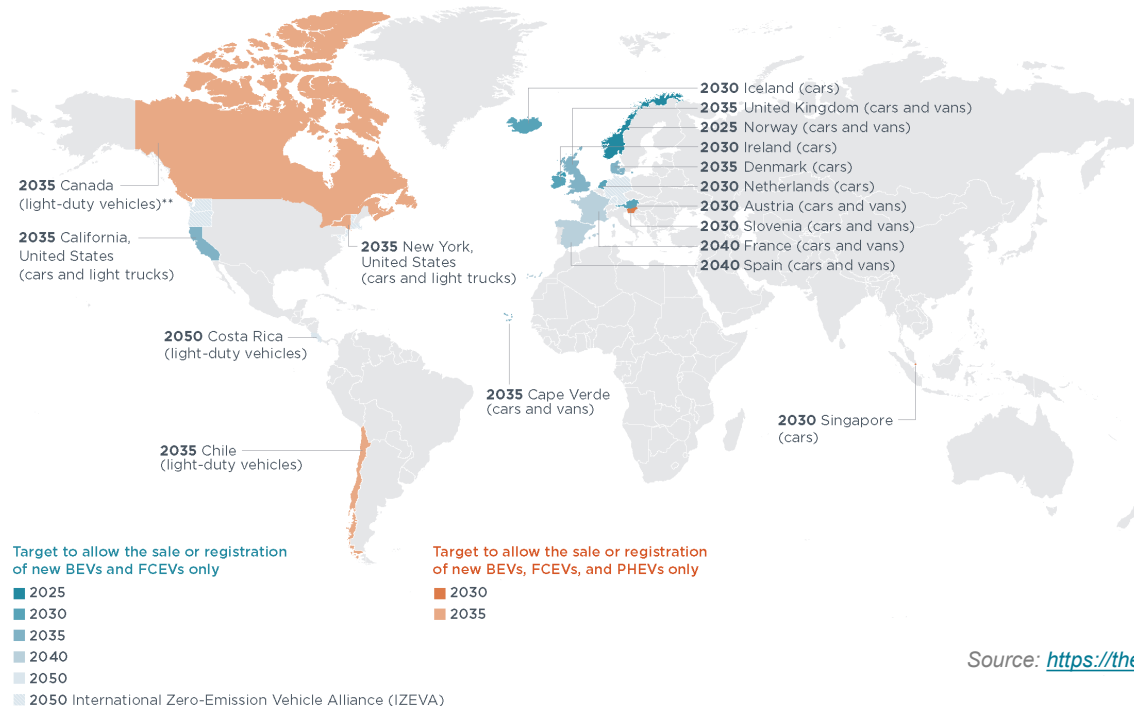
Driving the electric vehicle market

Lessons from Europe

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An increasing number of governments are committed to only allow the sale of new electric light-duty vehicles by a certain date

Governments with official targets to 100% phase out sales or registrations of new internal combustion engine light-duty vehicles (passenger cars and vans/light trucks) by a certain date* (Status: October 2021)

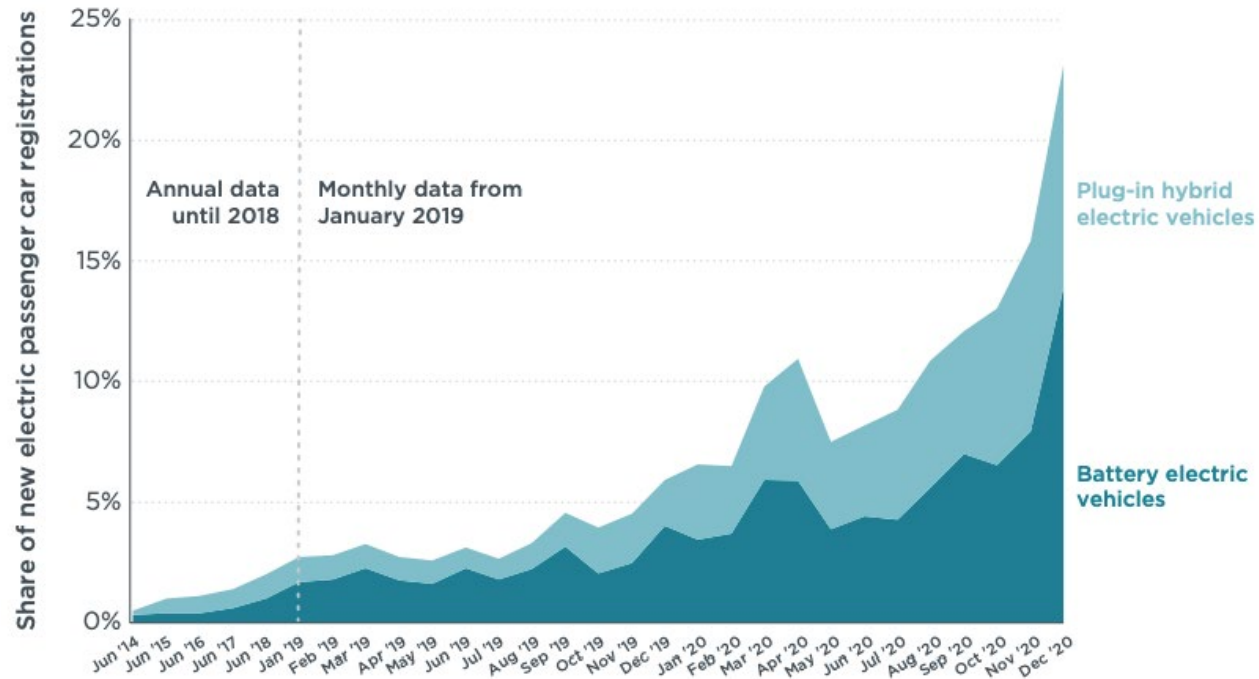


Source: <https://theicct.org/ldv-ice-global-phase-out-map>

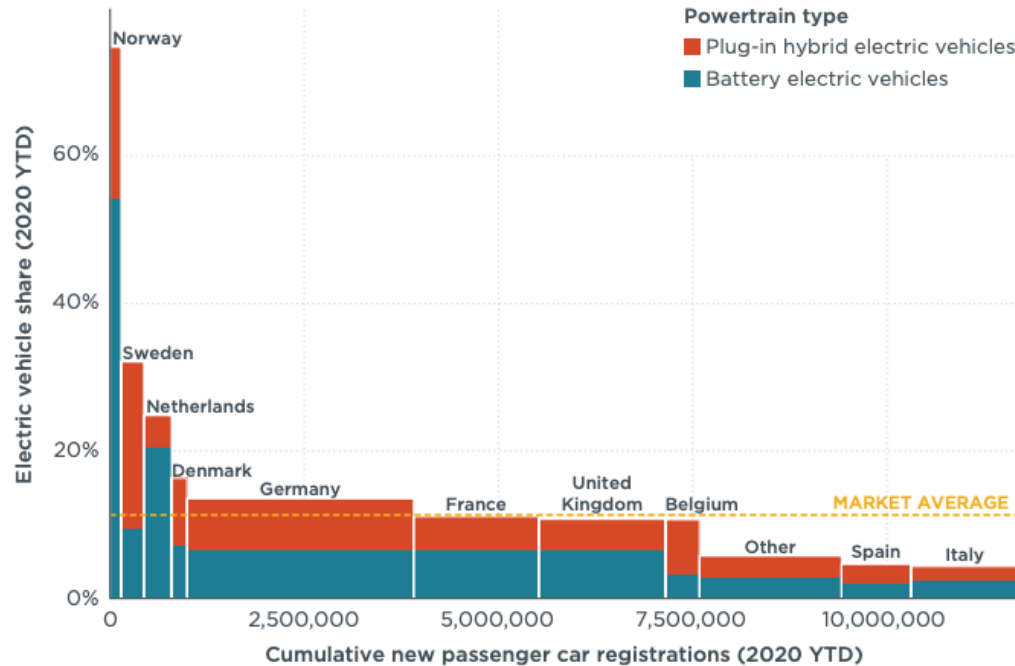
* Includes countries, states, and provinces that have set targets to only allow the sale or registration of new battery electric vehicles (BEVs), fuel cell electric vehicles (FCEVs), and plug-in hybrid electric vehicles (PHEVs). Countries such as Japan with pledges that include hybrid electric vehicles (HEVs) and mild hybrid electric vehicles (MHEVs) are excluded as these vehicles are non plug-in hybrids.

** The Canadian province of British Columbia has set its 2040 target into binding regulation; the Canadian province of Québec has also set a target for 2035.

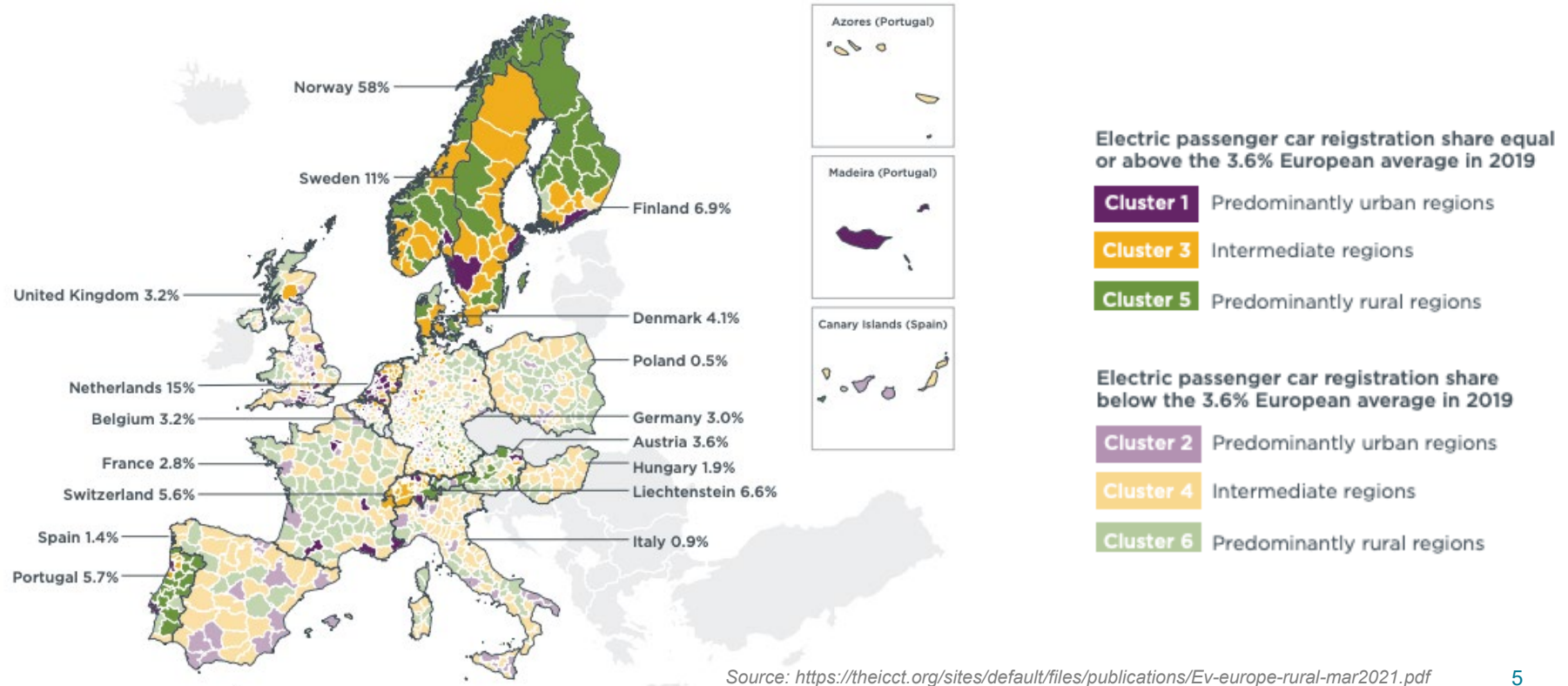
Mostly tighter CO₂ emission standards for new cars from 2020 have spurred the electric vehicle market in Europe in the past year



The registration share of new electric vehicles in 2020 was the highest in Norway, Iceland, and Sweden



Rural regions offer great potential to electrify the non-avoidable motorized car fleet



Driving the electric vehicle market requires a complex system of regulation, incentives, charging infrastructure, and local action

Global and European experience show what it takes to launch the market

- ▶ Regulation: Long-term CO₂ and electric vehicle regulations ensure investment, model availability
- ▶ Incentives: Address short-term (~5 year) market cost barrier
- ▶ Charging infrastructure: Provide convenience, consumer confidence, education
- ▶ Cities and beyond: Promote electric vehicles locally

Questions?
Contact s.wappelhorst@theicct.org



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