



Rich & poor divide appears in EV sales

Published: 14th May 2019

Author: Robin Roberts

Online version: <http://www.wheelswithinwales.uk/rich-poor-divide-appears-in-ev-sales/>

A rich and poor divide is splitting sales of electric cars.

The European Automobile Manufacturers' Association (ACEA) has published new data highlighting the correlation between the affordability of electric cars and their market uptake.

This ACEA analysis compares national data on the sales of electrically-chargeable vehicles (ECVs) with GDP per capita in the EU member states for the full-year 2018.

The **new ACEA data** shows that all countries with an ECV market share of less than 1% - that is half of all EU member states - have a GDP per capita below €29,000.

This is the case in several southern countries - such as Spain, Italy and Greece - as well as in Central and Eastern European countries, like Lithuania, Bulgaria and Slovakia.

In Latvia, for instance, only 93 electric cars were sold last year. Poland has the lowest uptake of electric cars in the EU, with an ECV market share of just 0.2%. By contrast, an ECV share of above 3.5% only occurs in countries with a GDP of more than €42,000, like Finland, the Netherlands and Sweden.



ELECTRIC CAR SALES AND NATIONAL INCOME

LESS THAN 1% **ONLY ABOVE 3.5%**
GDP < €29,000 **IF GDP > €42,000**

> 80% OF ALL ELECTRIC CARS ARE SOLD IN JUST 6 COUNTRIES (WITH SOME OF THE HIGHEST GDPs)

TOP 3: LOWEST MARKET SHARES (2018)

POLAND	SLOVAKIA	GREECE
0.2%	0.3%	0.3%
1,324 ECVs	293 ECVs	315 ECVs
GDP €12,900	GDP €16,600	GDP €17,100



The EU institutions recently approved the new CO₂ regulation for passenger cars, setting reduction targets of -15% and -37.5% for the years 2025 and 2030 respectively. These targets will follow on from the target of 95g CO₂/km for the year 2021, set in 2013.

Sales of electric and other alternatively-powered cars will have to pick up strongly if these CO₂ targets are to be achieved. Unfortunately, however, in 2018 only 2% of all new passenger cars registered throughout the EU were electrically-chargeable.

“Besides investing in charging infrastructure, governments across the EU need to put in place meaningful and sustainable incentives in order to encourage more consumers to make the switch to electric,” said ACEA Secretary General, Erik Jonnaert at a press conference in Barcelona.

“People throughout the EU should be able to consider purchasing an electric vehicle – no matter which country they live in – north or south, east or west. The affordability of the



wheels within wales
putting *you* in the driving seat

www.wheelswithinwales.uk

latest low- and zero-emission technologies needs to be addressed by governments as a matter of priority.”

Britain’s Society of Motor Manufacturers and Traders last week also called for more UK Government support to stimulate sales of electric models, with a return of incentives for plug-in models, and support for nationwide charging points as well as help with home installations.