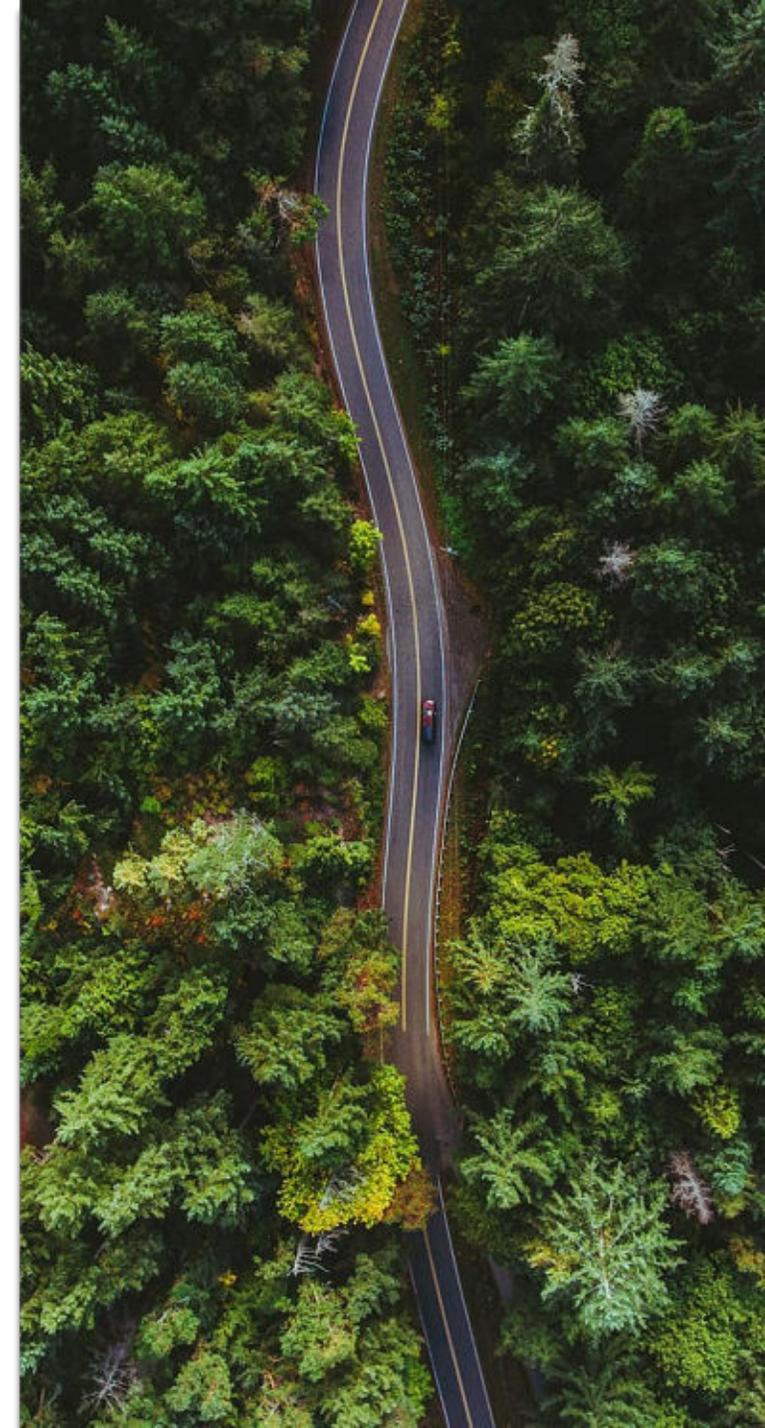


## Fit for 55

Enough to decarbonise road transport in Southeastern Europe  
by 2050?



# History

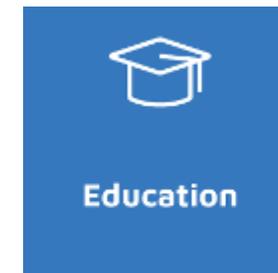
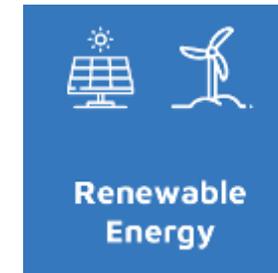
AVERE – Passion to electrify since 1978

# Vision

AVERE's electromobility vision

for Europe is:

- A strong electromobility industry;
- Clean, quiet and healthy cities;
- Energy efficient transport;
- Independence from fossil fuels.



# Members

Diverse network across the Continent and the entire e-mobility value chain:

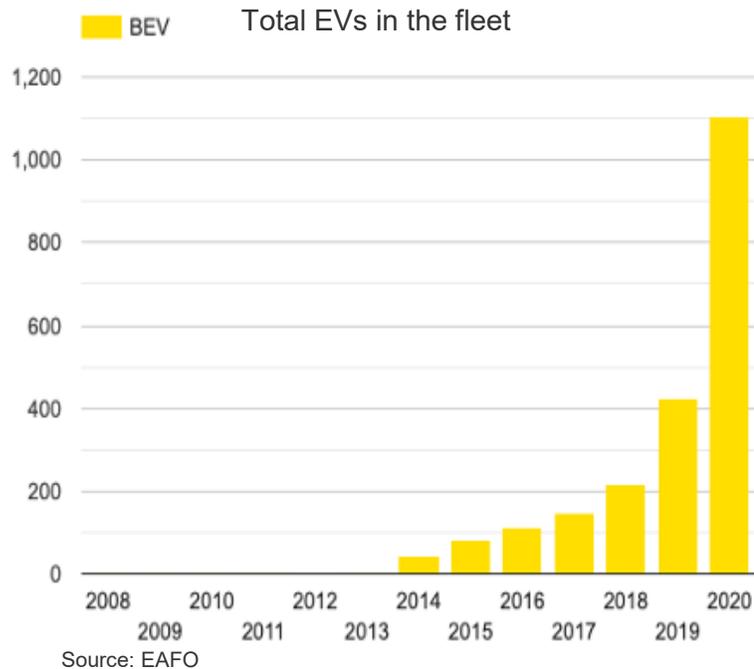
OEMs, CPOs, EV users, Public Institutions, Research & Development entities, and other relevant companies.

## AVERE represents

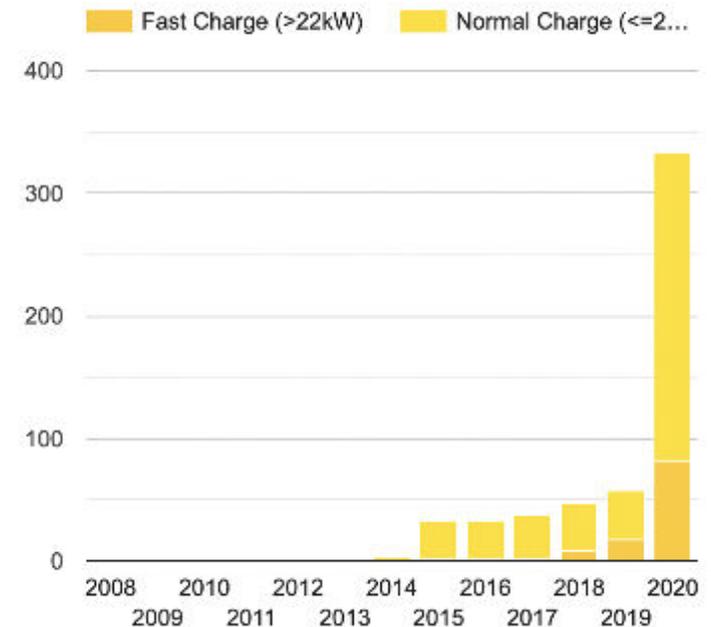
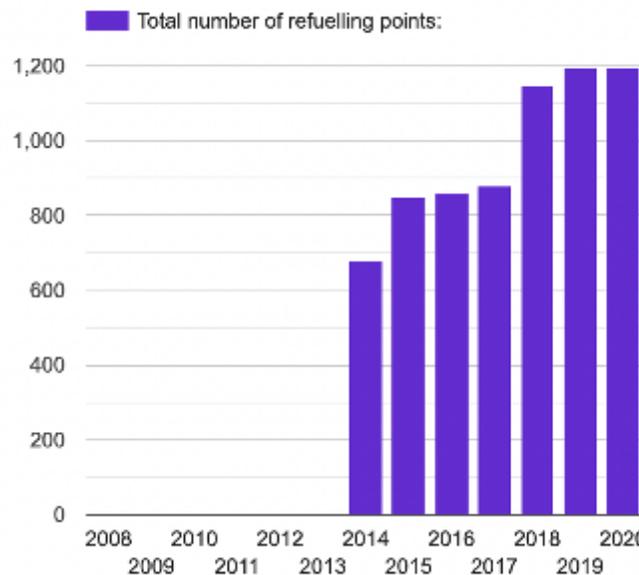
- 32 members present in 20 states
- 2 300 indirect members
- 100 000 EV users



# Greece – an early stage of market development



- Strong growth trajectory in 2020 despite COVID, but market remains in its infancy
- At 2,6% market share of ECVs, Greece currently ranks below average in the EU (10,5%)
- The growth of charging infrastructure has been weak in the past, with a stronger focus on LPG, but strong 2020 growth



# EU Policy Agenda (selection)



# CO2 Emissions standards for cars and vans

- As part of «Fit for 55», the European Commission has proposed a **tightening of CO2 emissions standards for cars and vans**
  - Headline target: a **full phase-out of new non-zero-emissions vehicles by 2035** (likely de facto end of the ICE)
  - **2030 emissions levels need to be reduced by 55%** compared to 2021
- Ambitious targets will require **rapid electrification of the fleet across Europe**

# Alternative Fuels Infrastructure Regulation

- The European Commission has further proposed a regulation (AFIR) which **aims to ensure the appropriate uptake of public charging infrastructure.**
- **Fleet-based binding capacity targets** are introduced for member states, together with **distance-based targets along key motorways** for both LDVs and HDVs.
- The regulation further introduces a number of new provisions on pricing and price transparency, interoperability, data, smart charging, and ad-hoc payment, among others.
- Special needs of islands, mountainous and remote regions likely to be part of Parliament debate

# The role of financial incentives and support

- A proposed new **Emissions Trading System** will be applied to buildings and transport
- This will likely drive fuel prices upwards - undesirable social consequences are to be compensated via a «**Social Climate Fund**» with a financial envelope of EUR 72.2 Bn.
- Greece will further receive EUR 30,5 Bn. Under the Recovery and Resilience Facility (RRF)
  - Greek plan prominently includes €264 million for key transport projects
- Other funding measures are available (Horizon Europe for R&D, CEF...)

# Fit for 55: assessment with focus on Greece

- Ambitious growth trajectory laid out for EV rollout in Europe through emissions standards
- Key challenge in Greece: charging infrastructure – AFIR should ensure growth is in line with uptake
- Social consequences of ETS to be closely scrutinised
- Special attention may be needed for mountainous and remote regions as well as islands

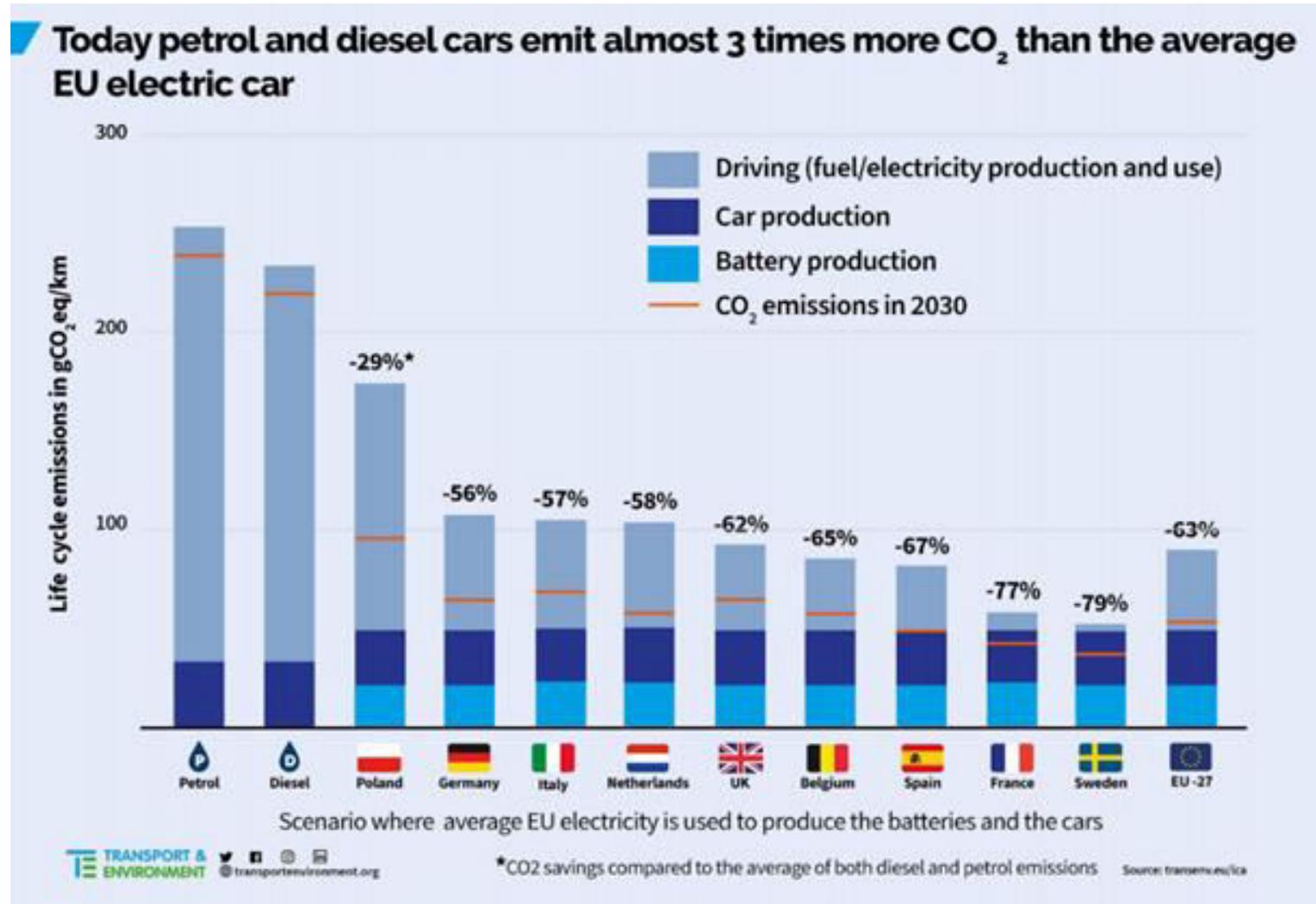
# The key role of company vehicles

Corporate vehicles are pivotal to decarbonising EU road transport:

- Corporate fleet vehicles in Europe **drive on average 2.25 times more mileage** than privately owned cars
- Company cars form an important part of new vehicle sales, at **over 50% of total sales in many member states**
- Corporate cars often quickly enter the **second-hand market** and become private vehicles after 36-48 months

AVERE and other actors in Brussels are therefore in favour of a dedicated fleet regulation driving the uptake of EVs in corporate fleets

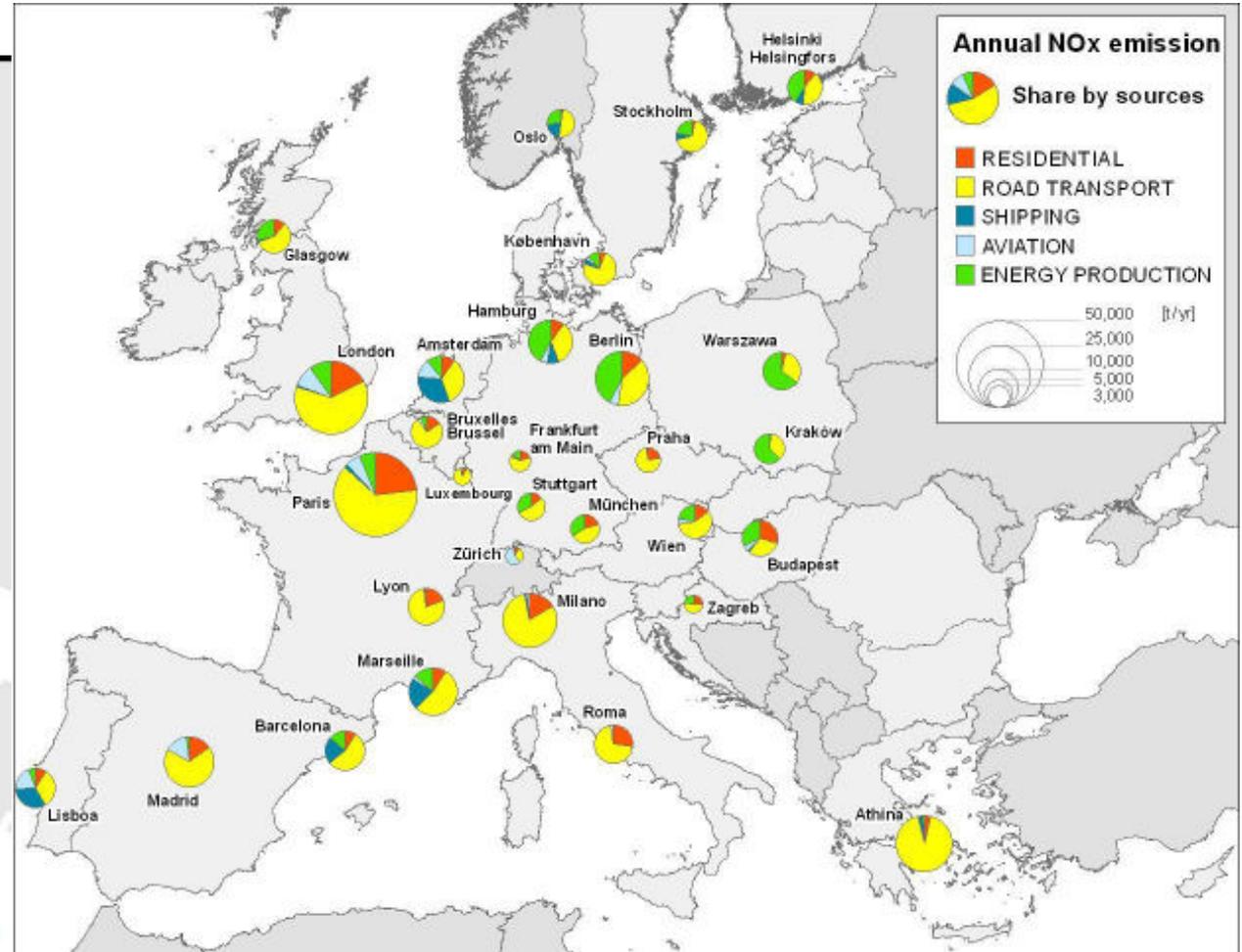
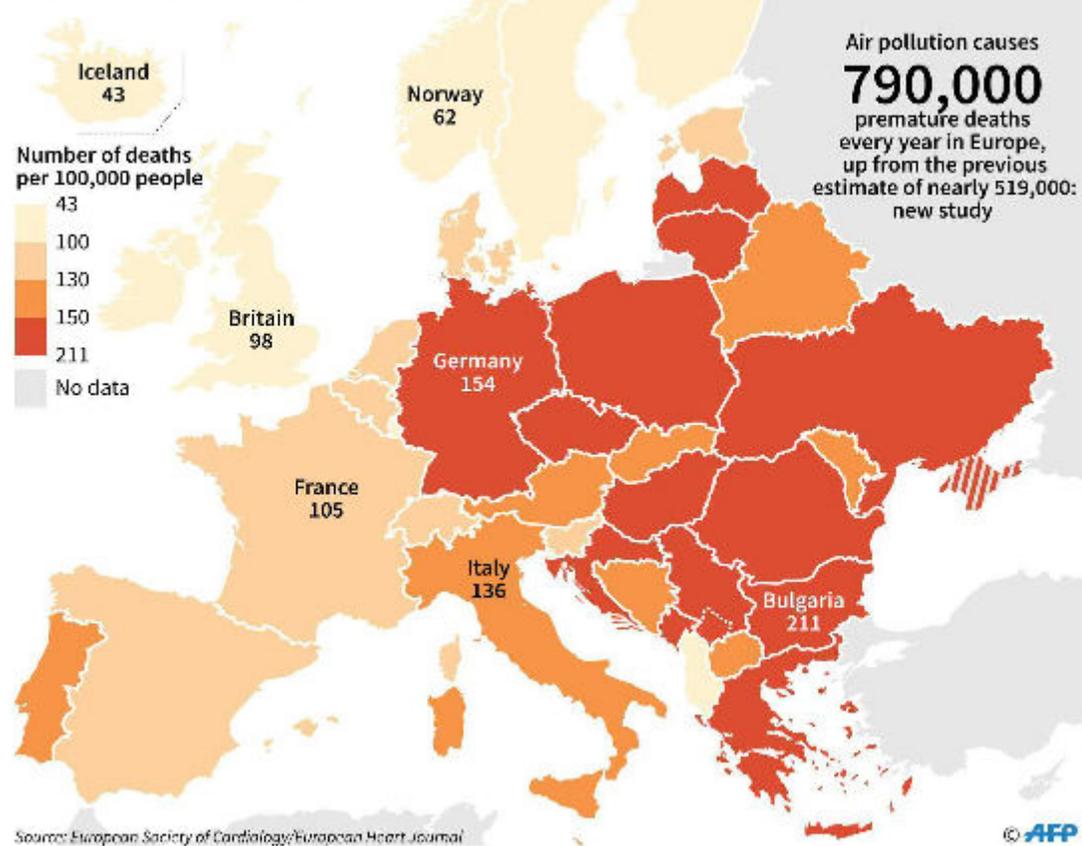
# Why switch now?



Source: T&E

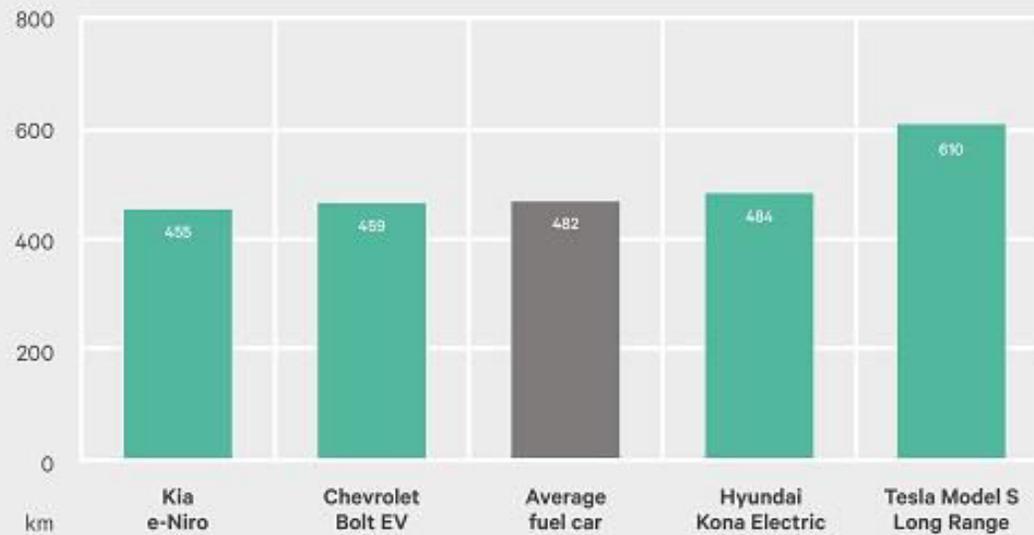
# Why switch now?

## Premature deaths caused by air pollution in Europe



# Why switch now?

## Range Of New Electric Vehicle Models



Source: Wallbox, 2020

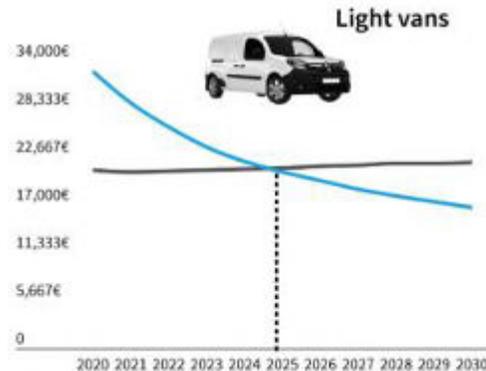
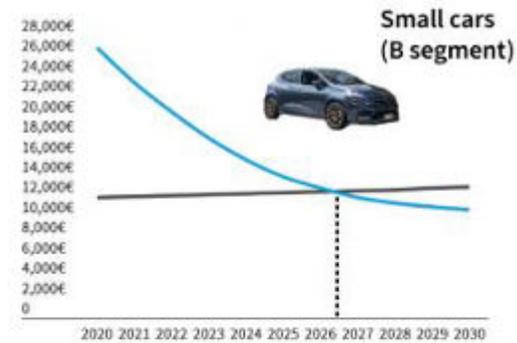
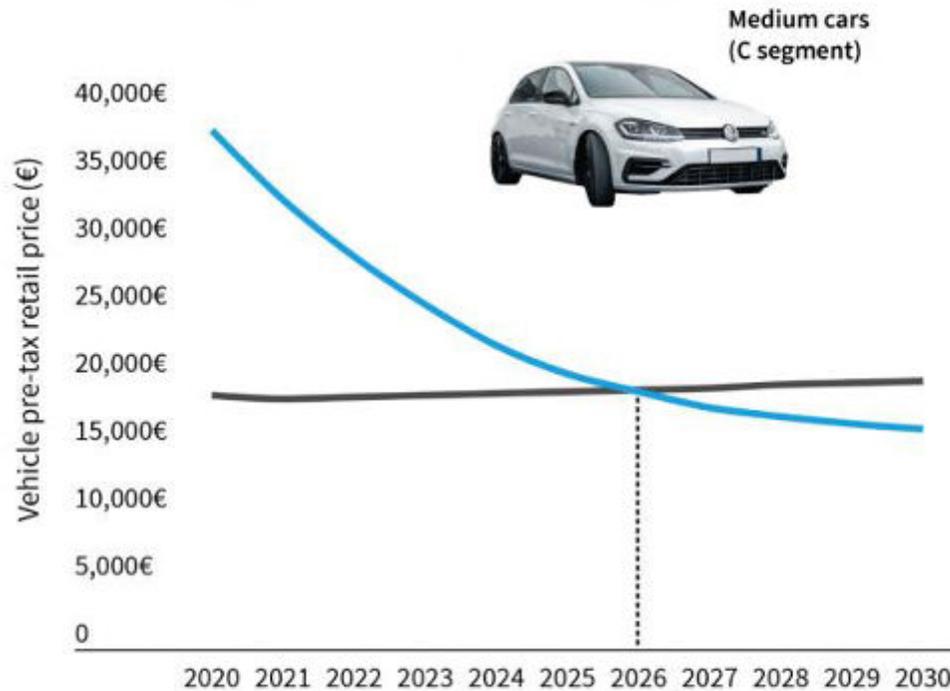
# Why switch now?



# Why switch now?



**EVs will be cheaper than fossil-fuel vehicles in Europe by 2025-2027**



● Petrol ● Battery electric

Note: all other vehicles segments, large cars, small, medium and large SUVs as well as heavy vans all hit price parity in the same year as the medium car – in 2026

## Questions? Comments? Get in touch!

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