Current Situation and Perspectives of e-mobility in Greece

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Introduction

- Despite the environmental and socioeconomic benefits, electromobility is at an **early stage** of development in Greece

- The **percentage of electric vehicles** on the total Greek fleet is among the lowest compared to most European countries

- Until 2020, there was no **legal framework** for e-mobility in Greece and the bureaucracy was a key drawback

- Significant steps should take place to boost **electromobility** in various fields (awareness, infrastructure, incentives etc.)
E-mobility in Greece

- In 2020 there was a significant increase in the market share of EVs in Greece, regarding plug-in hybrid electric vehicle first registrations.

- In 2020, the charging infrastructure has been upgraded to a significant degree, regarding normal and fast charging public and private stations.

- In 2014 it is observed the highest number of EVs per public recharging points due to the small number of recharging points (2) comparing to the corresponding EV fleet.

Source: European Alternative Fuels Observatory
Greek Legal Framework

➢ **Promotion of E-mobility** - Law 4710/2020
  - Financial and tax incentives for production units or other e-mobility activities
  - Tax based incentives to businesses for purchasing EVs
  - Regulatory framework for EVs charging services market
  - Spatial and urban planning regulations for charging infrastructure

➢ **Specifications for charging points installation** – Minist. Decision *FEK 2040/B’/2019*
  - Terms, conditions and technical specifications required for the installation of public EVs charging stations
  - Licensing process for their installation in Greece

➢ **Electric Vehicle Charging Plans** (SFHO) – Minist. Decision *FEK 4380/B’/2020*
  - Program for spatial planning for public accessible EVs recharging points and parking spaces, prepared by the municipalities within their administrative boundaries
  - Funding from the resources of the Green Fund

➢ **EU Directives**
  - **2014/94/EU**: Alternative Fuels Infrastructure Directive – AFID
  - **2019/944/EU**: Common rules for the internal market for electricity
Incentives

- **Subsidy scheme “Go electric”**
  - Individuals & Businesses to buy/lease EVs: 100M € for 18 months

<table>
<thead>
<tr>
<th>EV Type</th>
<th>List Price</th>
<th>Grant</th>
<th>Cap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fully Electric Vehicles</td>
<td>&lt; 30,000 €</td>
<td>&lt;6,000 €</td>
<td>20% of list price</td>
</tr>
<tr>
<td></td>
<td>&gt; 30,000 €</td>
<td>&lt;6,000 €</td>
<td>15% of list price</td>
</tr>
<tr>
<td>Hybrid EVs (&lt;50 gr CO2/km)</td>
<td>30,000 € - 50,000 €</td>
<td>&lt;6,000 €</td>
<td>15% of list price</td>
</tr>
</tbody>
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- **Tax Benefits**
  - Exemption of EVs from the registration tax
  - Zero annual circulation tax
  - Zero luxury commodity tax
  - 13% VAT for EV purchases (instead of standard 24% rate)

- **Local EV Perks**
  - Exception from air-pollution related traffic circulation restrictions (Athens Ring)
  - Free Parking
Next Steps

- The **legal framework** of electromobility is a significant step towards the necessary energy transition of Greece.

- A key challenge is to raise **public awareness** and give adequate **incentives** both to the public and to the stakeholders involved in the transportation sector.

- The weaknesses and threats of electromobility should be addressed through a holistic approach with concrete and targeted actions and scientifically sound decisions, to turn them into **opportunities for the future**.
Thank you!

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