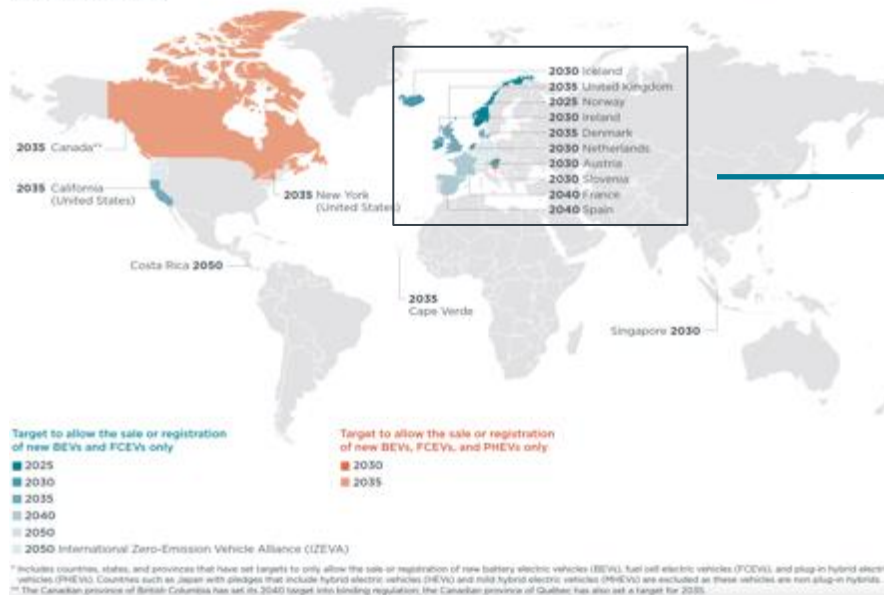


Dekarbonisierung des Pkw-Verkehrs

Dr. Sandra Wappelhorst, Senior Researcher, ICCT
October 7, 2021

Governments around the world are aiming for the sale or registration of new electric cars and vans only

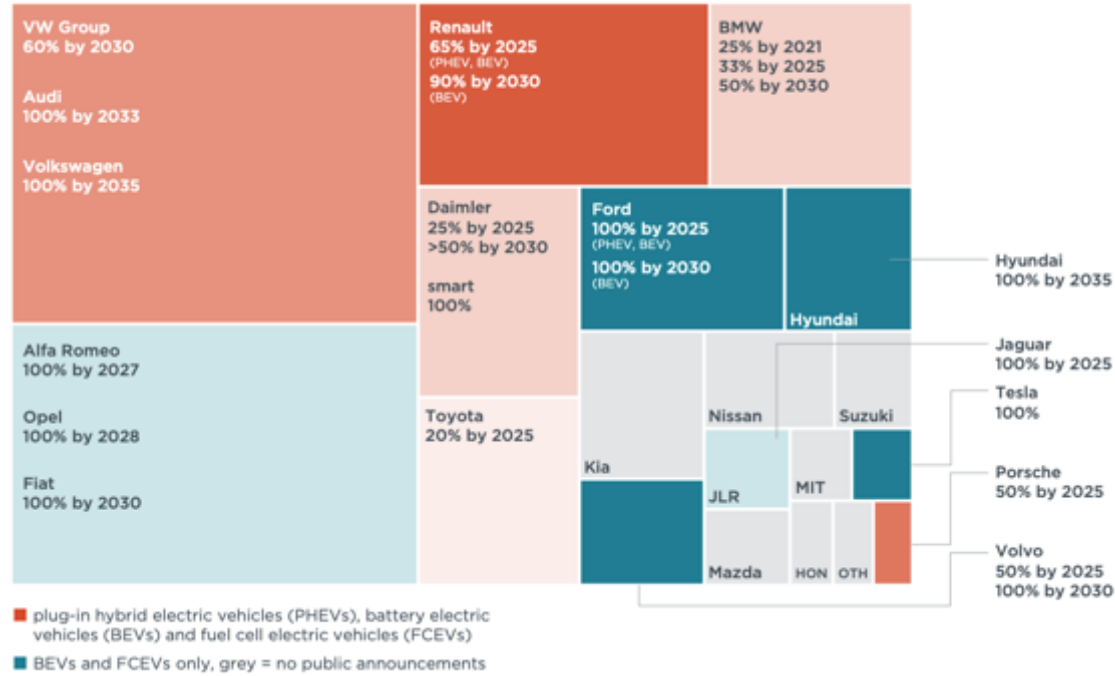
Governments with official targets to 100% phase out sales or registrations of new internal combustion engine cars by a certain date*
(Status: September 2021)



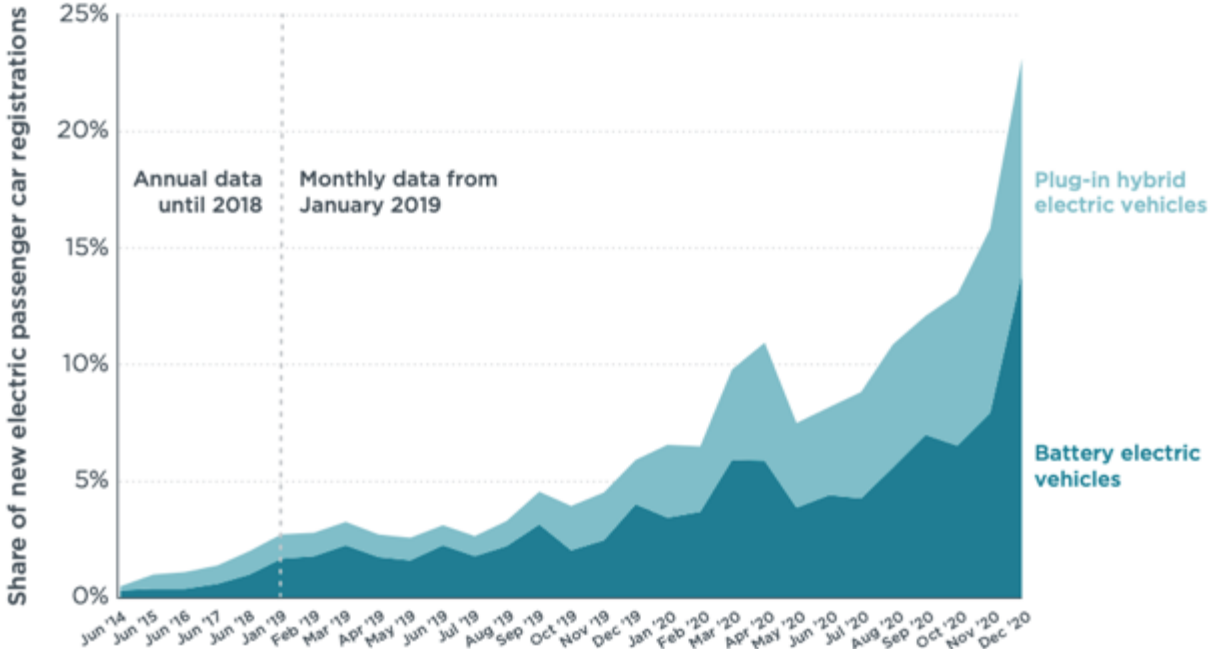
Proposal by the European Commission (EC) for amending the binding regulation on CO₂ emission performance standards for new passenger cars and vans* to only allow the registration of new zero-emission vehicles from 2035
(Proposal date: 14 July 2021, not adopted yet)



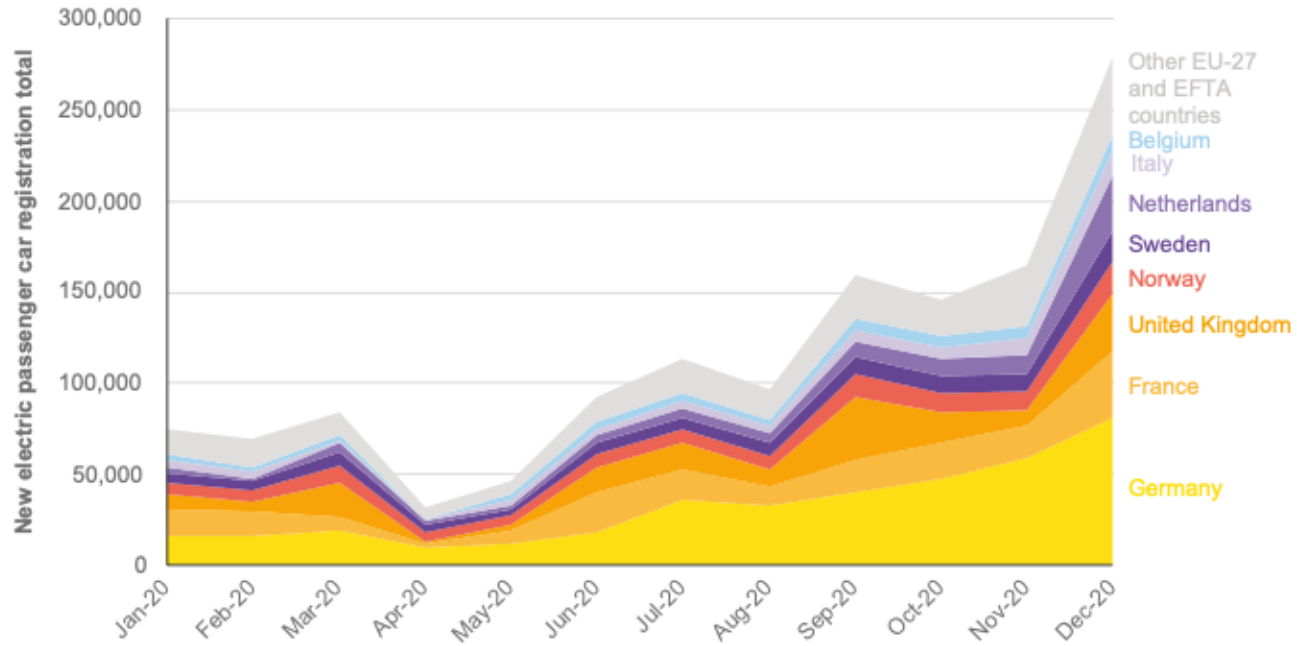
Vehicle manufacturers have also come forward with announcements to phase out of sales of ICE vehicles in the EU



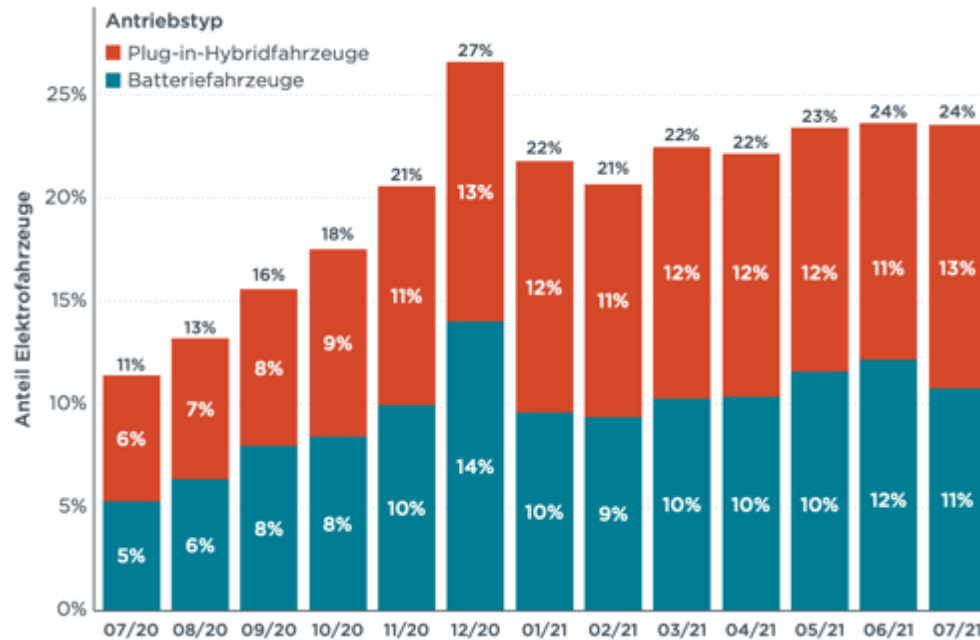
The strong growth rate of BEVs and PHEVs is mainly attributable to the phase-in of tighter CO₂ emission standards from 2020



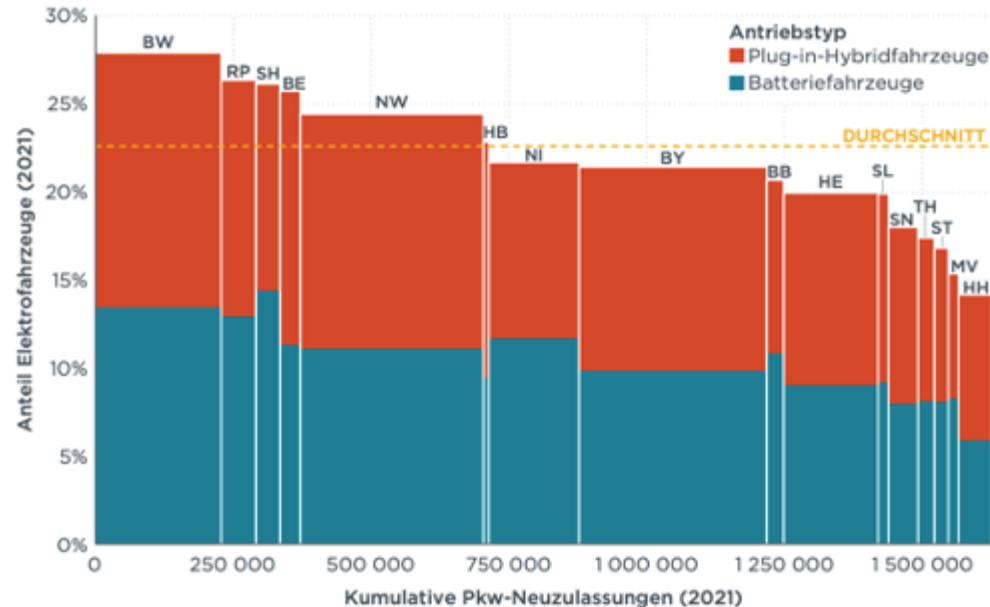
The COVID-19 outbreak in early 2020 only temporarily slowed down new electric passenger car registrations in Europe



In Germany, the share of new electric vehicle registrations have been relatively stable at high levels over the past months



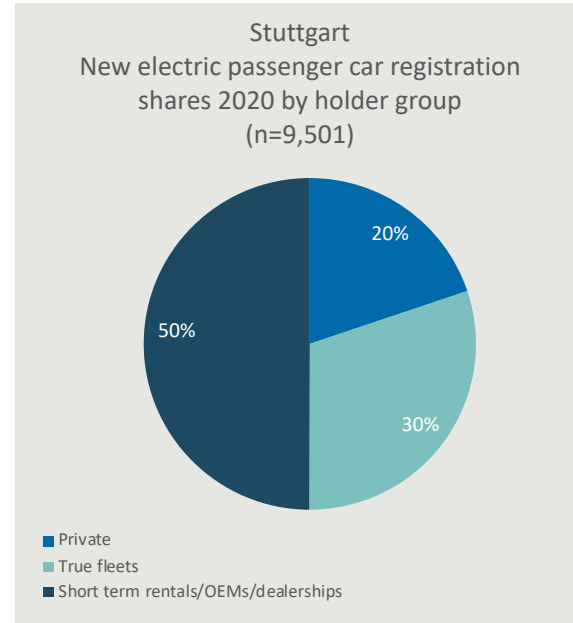
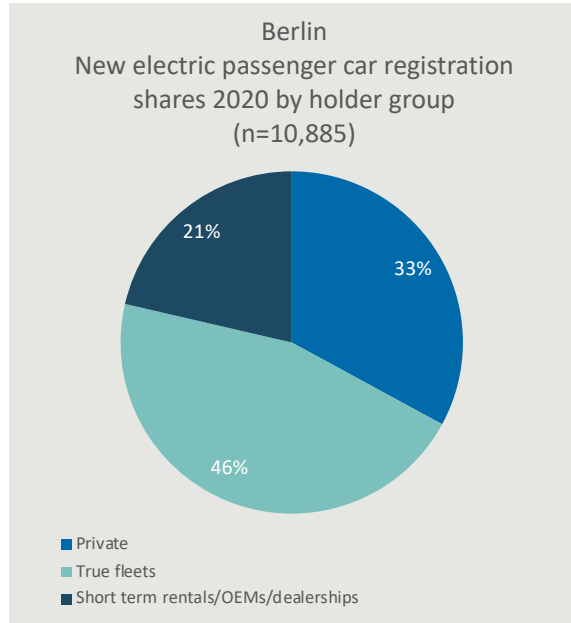
There are significant differences in electric vehicle uptake among German states in terms shares and cumulative registrations



In Germany, about half of total new electric vehicles registered in 2020 were made by companies



We find similar trends at city levels

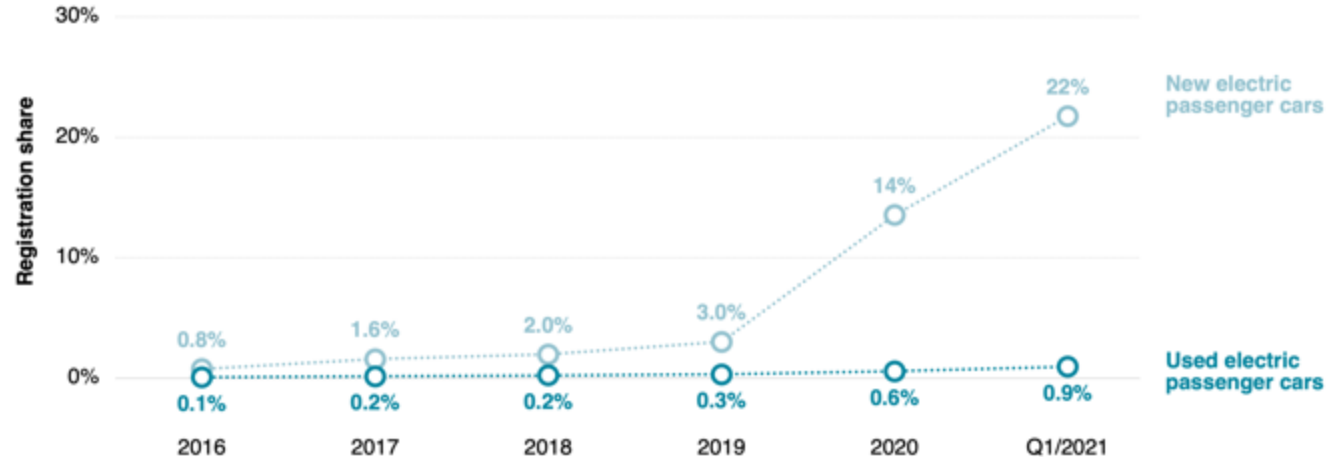


New electric passenger car registrations have increased continuously; the used car market is still at a nascent stage

Germany

Share of new and used electric passenger car registrations

(including battery electric and plug-in hybrid electric vehicles)



Questions?
Contact s.wappelhorst@theicct.org

icct

THE INTERNATIONAL COUNCIL
ON CLEAN TRANSPORTATION

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