

NEWS FROM BRUSSELS 15/2023

Global EV Outlook 2023

The Global EV Outlook 2023 has been published by the Energy Technology Policy (ETP) Division of the Directorate of Sustainability, Technology and Outlooks (STO) of the International Energy Agency (IEA). This annual publication contains recent developments in electric mobility worldwide: “Electric car markets are seeing exponential growth as sales exceeded 10 million in 2022. A total of 14% of all new cars sold were electric in 2022, up from around 9% in 2021 and less than 5% in 2020. Three markets dominated global sales. China was the frontrunner once again, accounting for around 60% of global electric car sales. More than half of the electric cars on roads worldwide are now in China and the country has already exceeded its 2025 target for new energy vehicle sales. In Europe, the second largest market, electric car sales increased by over 15% in 2022, meaning that more than one in every five cars sold was electric. Electric car sales in the United States - the third largest market - increased 55% in 2022, reaching a sales share of 8%”: <https://iea.blob.core.windows.net/assets/dacf14d2-eabc-498a-8263-9f97fd5dc327/GEVO2023.pdf>

Public consultation: EU climate target for 2040

This initiative by the European Commission aims to start a process to establish a 2040 climate target putting the EU on a path towards climate neutrality by 2050. It will be supported by an in-depth impact assessment, which will inform a draft law setting the 2040 target. This call for evidence is open for feedback which will be taken into account until 23 June 2023 via: https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13793-EU-climate-target-for-2040_en

Road transport emissions: Road charging advantages for efficient trailers

The European Commission proposed to take into account the effect of trailers on the CO2 emissions of heavy-goods vehicles in road charging schemes that differentiate tolls based on vehicles’ CO2 emissions: “Although a trailer does not consume energy by itself, towing it requires energy from the vehicle to which it is attached. Efficient trailers can benefit both conventional vehicles, by reducing fuel consumption and therefore CO2 emissions, as well as zero-emission vehicles, by increasing their range.” The proposal aims at lowering the operational costs of more efficient trailers and fostering their market uptake: https://transport.ec.europa.eu/media-corner/news/road-transport-emissions-road-charging-advantages-efficient-trailers-2023-05-04_en