

# ELECTROMOBILITY

## in SE Europe starts to gain momentum

Electromobility is one of the fastest growing sectors in today's economy. The simple but sustainable development framework for the future of this industry includes most big global automotive manufacturers presenting their own hybrid and purely electric models on the market. The cycle of production covers also the development of batteries and the manufacturing of charging infrastructure in which most engineering companies in the field become active as well. As a result, the number of electric cars in use grows every year, consumer and business attitudes are changing in a positive direction, national laws are adapting to this inevitable direction in the development of contemporary transport.

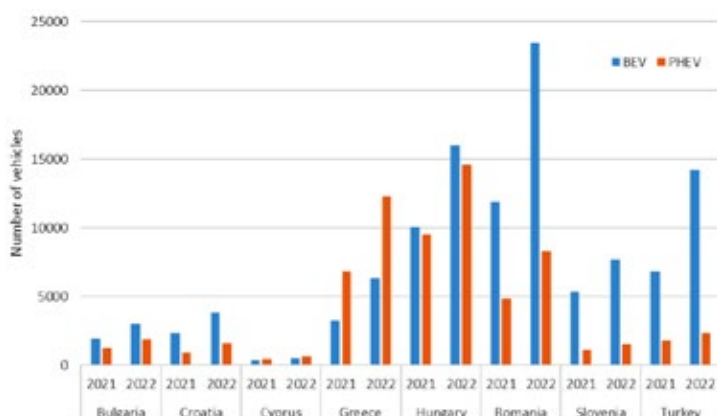
In SE Europe, electromobility is also developing but at a slower pace in comparison to other parts of the continent. In recent years, there are many different projects and initiatives related to the expansion of the sector in the SEE countries. Both local and foreign companies invest in technical and physical infrastructure, including power stations, service centres, recycling of batteries, suppliers, electricity production, potential renewable energy sources, etc. In parallel, the EU legislation in terms of electric vehicles has matured a lot over the last decades, while there are many potential partner organizations for e-mobility development in the SEE countries and outside the region.

Contrary to the sharp development of EV markets in Scandinavia, Central and West Europe, currently, the development of an EV market in SE Europe is at a nascent level, but it is expected to grow significantly over the next decades.

In 2022, the fleet of Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs) in the selected SEE countries, as shown in Figure 1, stood at 75,101 and 43,277 respectively, recording an increase of 79% and 62%, compared to 2021 levels. In terms of the share of BEVs and PHEVs registrations in SE Europe, it is notable that these are diversified and are driven by specific urban planning conditions and transport load particularities in each country. BEVs are fully electric vehicles with rechargeable batteries and no gasoline engine, while PHEVs have both an engine and electric motor to drive the car.

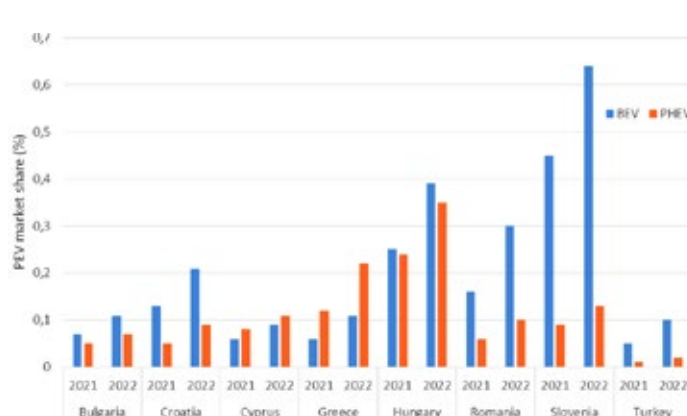
Another important aspect of the successful implementation of electromobility policies across SE Europe is the R&D and innovation infrastructure. More and more R&D labs, innovation centres, universities and companies are working in this direction, studying local and global market trends.

### 1. PEV\* Fleet in Selected SEE Countries, 2021 and 2022



\* The number of Plug-in Electric Vehicles (PEVs) includes Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicle (PHEVs). Source: EAFO

### 2. PEV Market Share in Selected SEE Countries, 2021 and 2022



Source: EAFO

## Who are we?

The Institute of Energy for SE Europe (IENE) is a non-profit organization active throughout South East Europe, focusing on energy policy and analysis but also on information dissemination. IENE aims to promote a broader understanding of the major energy and environmental issues in the region. A key objective of the Institute is to contribute towards the implementation of the European Union's sustainable strategy which combines economic and social development, security of supply, environmental protection and climate change mitigation. Further information on the Institute, its mission and vision

Further information on the Institute, its mission and vision and its various activities can be found in [www.iene.eu](http://www.iene.eu)

## The SE European Region as defined by IENE



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