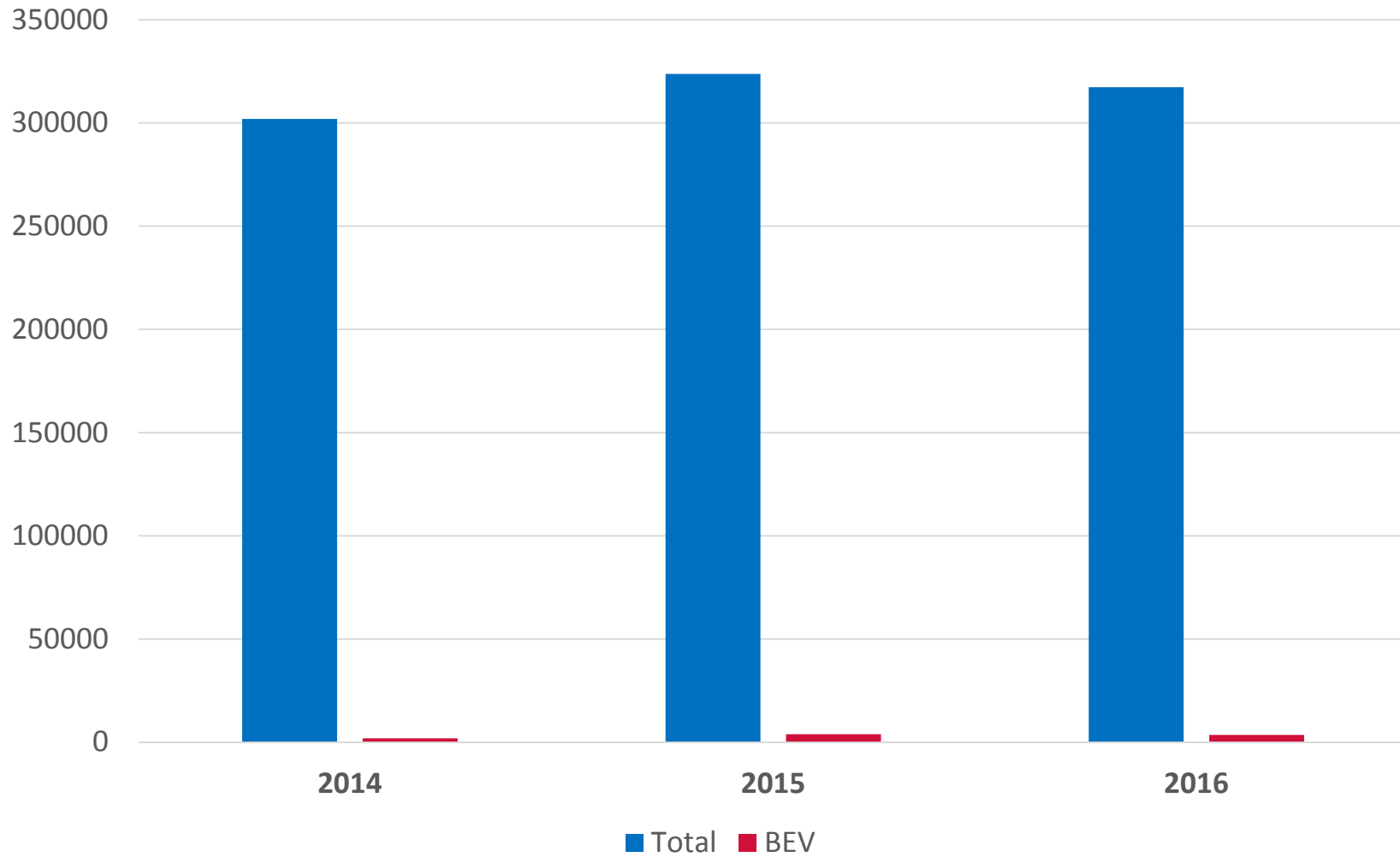


# E-Mobility in Switzerland

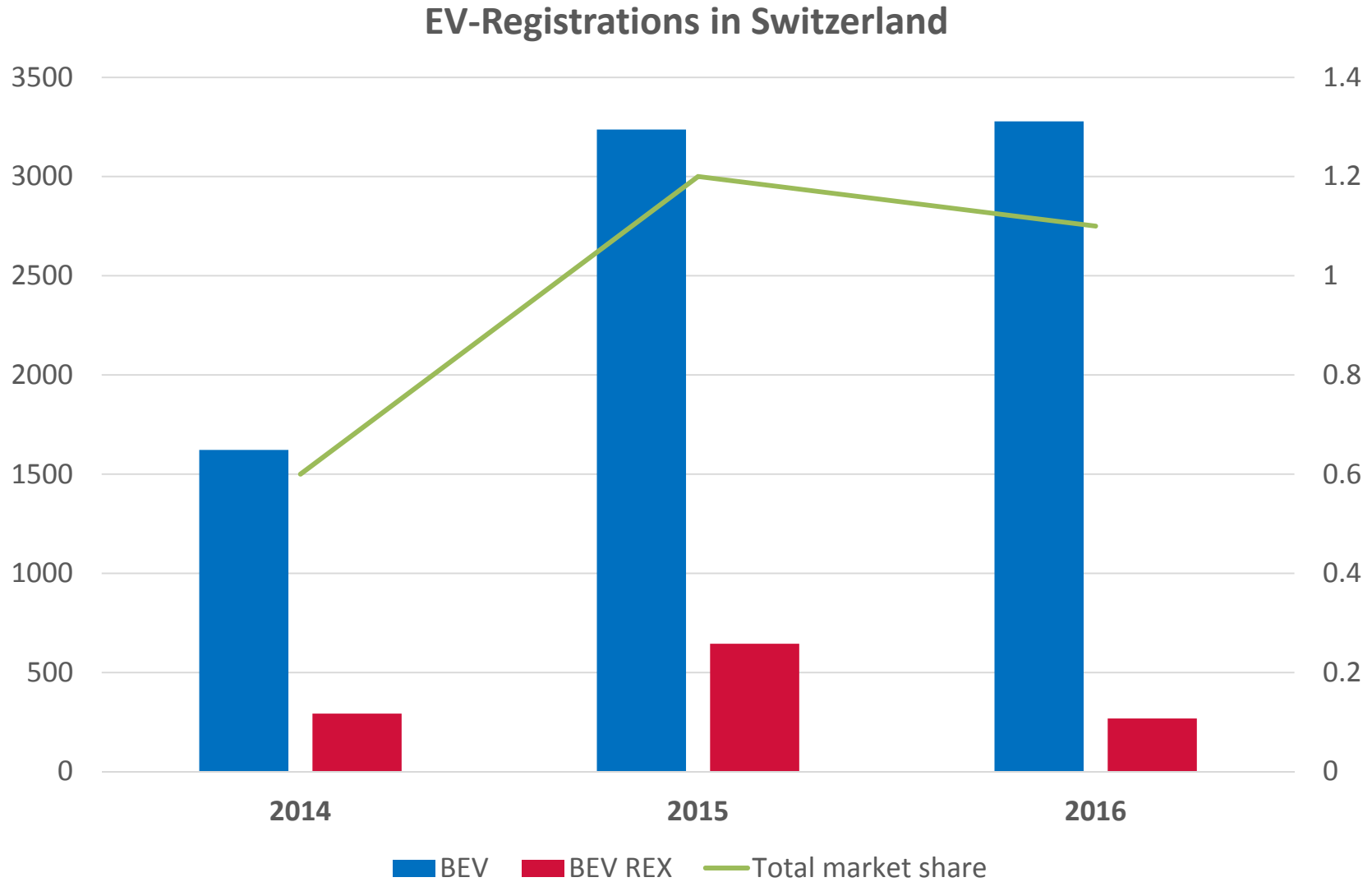


# Car market in Switzerland since 2014

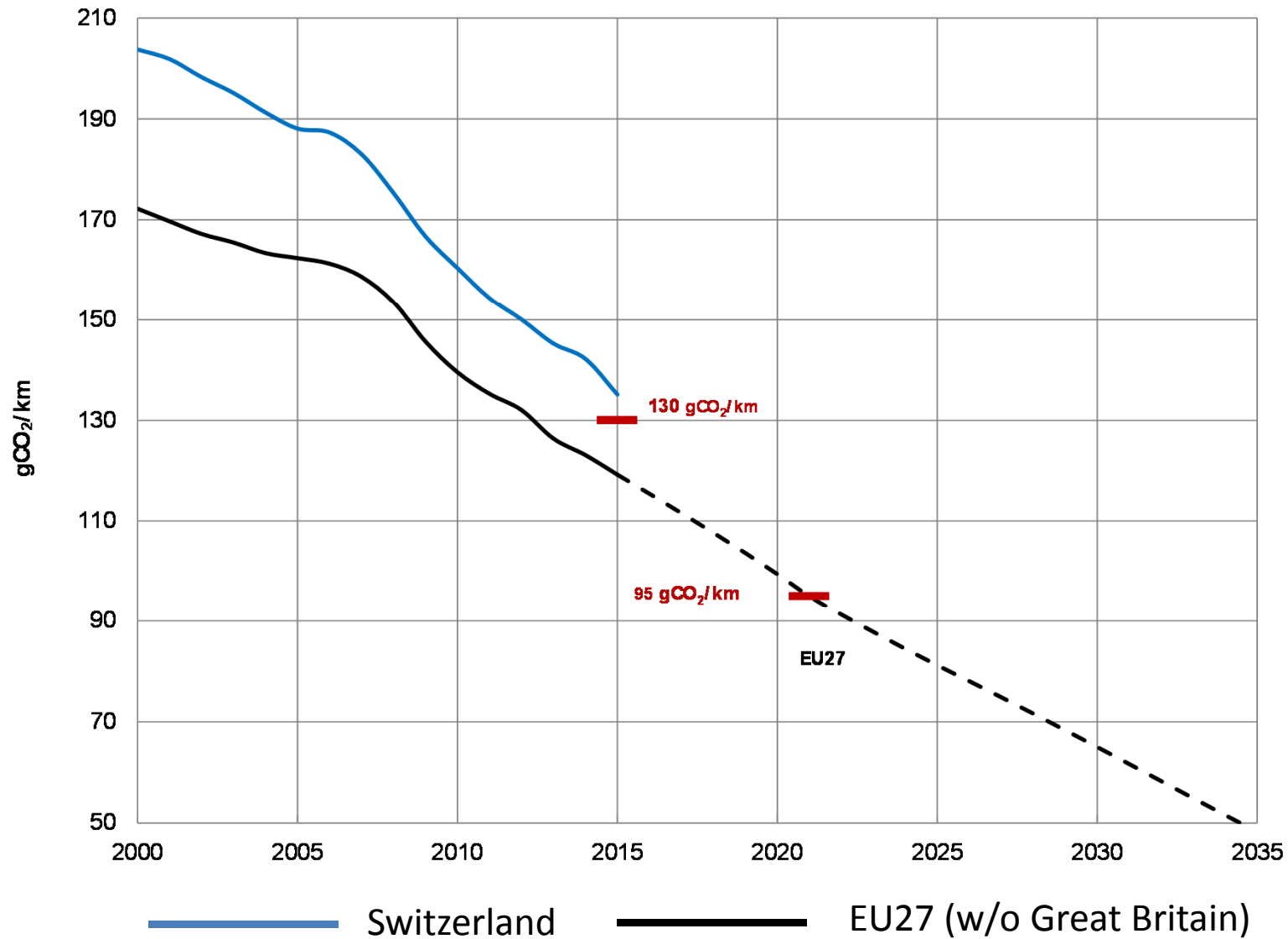
Car registrations in Switzerland



# Rising e-proportion in the market



# CO<sub>2</sub>-levels and -goals



# Why e-mobility makes sense in CH

- **Size of the country**
  - ▶ Driving distances are realistic for BEVs on a single-charge
  - ▶ Autobahn A1: 384 km from Geneva to Austrian border
  
- **Electricity market**
  - ▶ Affordable prices for electric energy
  - ▶ One of the lowest CO<sub>2</sub>-emission-levels from power production in Europe (mainly hydro and nuclear power)
  
- **Economic situation and wealth**
  - ▶ High income level
  - ▶ Many people can afford higher prices for electric vehicles
  - ▶ Modern status symbol

## Problems to face for e-mobility in CH

- **Lowest home ownership rate in Europe (around 40 percent)**
  - ▶ EV-owners can often not charge at home
  - ▶ Need for (even more) public charging possibilities, e.g. at lampposts
  - ▶ Employers are asked to help out



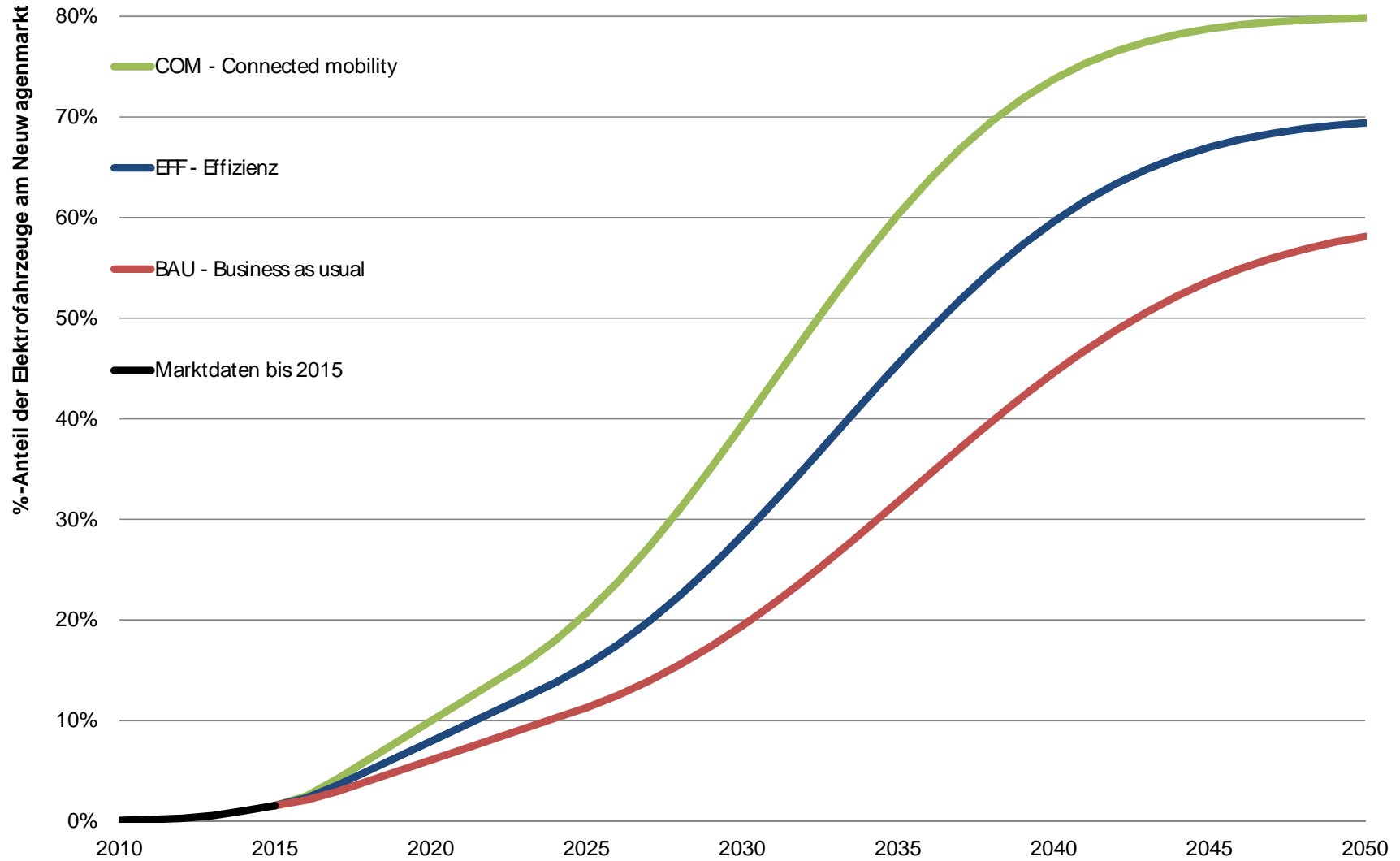
- **Hardly any public support**
  - ▶ No purchase tax of 4 percent on EVs
  - ▶ Vehicle tax is responsibility of 26 cantons – large differences, if any discount at all
  - ▶ No other benefits so far  
(support of public charging, parking, use of bus lanes etc.)

## Analysis: RIP-problem of e-mobility

- ▶ **R**ange: Not a (big) problem
- ▶ **I**nfrastructure for charging: Big problem
- ▶ **P**rice: (Soon) not a problem (any more)

# E-development forecast for Switzerland

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**C CHARGING**

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**CH  ARGING**