SCelecTRA
Scenarios for the electrification of transport

Identify long-lasting conditions for the development of EU electromobility

Project Data

<table>
<thead>
<tr>
<th>Funding/€</th>
<th>Total cost/€</th>
<th>Duration</th>
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<tbody>
<tr>
<td>455,179</td>
<td>689,000</td>
<td>36 months</td>
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Partners
- IFP Energies nouvelles, FR
- IFSTTAR, FR
- PE CEE, AT
- KanLo Consultants, FR
- EIFER, DE

Main Results

SCelecTRA aims at:
- identifying the long-lasting conditions to develop through public policies for the development of road passenger electric mobility in Europe for 2025-2030,
- assessing the environmental impacts of such policies via consequential Life Cycle Analysis and estimating their external costs.

The influence of road transport determinants has been estimated for 3 distinct groups of countries SCelecTRA showed that:
- the magnitude of the influence of the road transport demand drivers differs from one country to the next,
- the most important driver of road transport demand appear to be GDP per capita (positive effect) whatever the group of countries,
- the price of fuel do have a negative effect but not for the group 3 countries.

Project conclusion

In search of the most efficient and the best policy to follow in order to minimize its internal cost, maximize the environmental benefits and reduce the external costs, SCelecTRA analyzes the public policies at hand.

Regarding the xEV penetration in the sales and car stocks on a 2030 horizon
- electric vehicles and plug-in hybrid vehicles can claim up to 30% of the vehicle sales in the most optimistic (yet not the most realistic) scenario with approximately 15% for electric vehicles and 15% for plug-in hybrid vehicles.
- The share of xEVs begins to soar between 2025 and 2030.
- The share of xEVs in 2030 strongly fluctuates from one country (big western country) to another (eastern block countries for example).

Regarding the way to achieve these results
- Supply side policies (charging points and CO2 emission standards) appear to be more effective than demand side ones.
- Policy decisions may slow down the uptake of Electromobility as the more efficient the ICE vehicles the longer it takes for xEVs to appear.
- Thus encouraging fuel efficiency for all vehicles (2L/km vehicle for example) slows down the uptake of xEVs.