

Electric vehicle safety northern cyprus

It's only a 150-kilometer drive across Cyprus; well below how far an average electric vehicle can drive on a single charge. Range anxiety -- a major barrier in the shift to EVs -- shouldn't be a thing.

But the island's share of battery-electric vehicles is among the lowest in the EU -- in 2021, only 0.06 percent of cars on the road were battery-electric vehicles, compared to 0.8 percent -- or 2 million out of 270 million cars -- for the whole bloc, according to the EU's Alternative Fuels Observatory.

The European Commission warned in a report earlier this year that Cyprus "has a long way to go" on green mobility. Public transport is underused, pushing up private car use, and the market for zero-emissions passenger cars is "still at an early stage in its development."

But Nicosia is aware of how far behind it's lagging. It hopes to get more people to scrap their often aging gasoline and diesel-powered cars for EVs with its first electromobility strategy to promote clean cars, buses, taxis and bikes.

The grants portal operates on a first-come-first-served basis, and those who got their foot in the door had two months to claim their cash. If they didn't, the grant moved on to the next round of applicants. It's now in its fourth round, said Alexis Anninos, chairman of Cyprus' Motor Vehicles Importers Association.

He argued the cash should have been put toward the island's charging infrastructure or getting authorities to electrify their fleets. "You need to do this to feel comfortable to buy an electric car," he said.

Company-owned cars and municipal vehicles are a good place to start the electrification process, said Oscar Pulido, fleet electrification officer for Spain at green group Transport & Environment. Growing the fleet of electric company cars would add to the second-hand market and make them more affordable.

Instead, individual consumers were responsible for 94 percent of battery-electric vehicle purchases in 2021 -- the highest rate in Europe, according to the International Council on Clean Transportation.

This article is part of the Killing the Combustion Engine special report, presented by SQM and was produced with full editorial independence by POLITICO reporters and editors. Learn more about editorial content presented by outside advertisers.



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