

## Czech republic electric vehicle policy

### Incentives and Legislation

There is no specific regulation solely for EVs in the Czech Republic. However, there are some partial regulations favouring electric vehicles as described in more detail under point 3 below.

Aiming to encourage Czechia's switch from internal combustion engine to electric vehicles, the Ministry of Industry and Trade has introduced a subsidy that supports entrepreneurs and businesses buying electric vehicles. As part of the "Electric Mobility Guarantee" initiative, CZK 1.65 billion has been allocated to support purchases of ...

Using a structural model of global value chains, the paper examines policies to smooth the transition to the production of electric vehicles in Czechia. The analysis explores the impacts of increasing labor productivity, boosting production capabilities, and moving up the global value chain.

"In 2021, the Czech Republic had one of the lowest shares of new electric vehicle sales in the EU. There were no major financial incentives for the private sector and consumers. In contrast, almost 11% of domestic production were electric vehicles that are delivered to global markets where there is a significant demand for these products," says Michal Hrubý; in his research.

You can find the completed document under the PDF button.

"We have repeatedly said that the [EU's climate] goals must be set in a way not to harm our industry," Czech Prime Minister Andrej Babis grumbled recently in the presence of reporters. "It must be done reasonably, not based on ideology."

Babis's complaint that the target is "extremely ambitious" is not surprising. While rarely coming up with his own ideas, the populist billionaire seldom misses a chance to claim to Czech voters he's pushing Brussels for a better deal for their country and its less privileged economy.

Not only does the EU's Fit 55 plan demand a huge shift for a key industry, but it cuts to the very heart of the Czech economic model adopted when communism fell. Based on cheap labor it has long been exploited by foreign investors, and remains in play today in many sectors, including autos.

Although the challenge is huge, in the face of the existential threat posed by the transition there's no choice but to institute revolutionary change, industry figures insist.

It's not the carmakers themselves at risk. These giant, well-resourced companies have long been preparing.

Studies predict that the effect on employment at the original equipment manufacturers (OEMs) as they're known will be moderate.

The Czech Republic hosts factories for three: Skoda, Hyundai and Toyota-Peugeot-Citroen (TPCA). All of them have launched at least some ?ll-electric vehicles (EV) or hybrid production.

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