T&E

REPORT

Are electric trucks cheaper to operate than diesel?

A new T&E analysis looking at major truck markets in the EU

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Executive summary

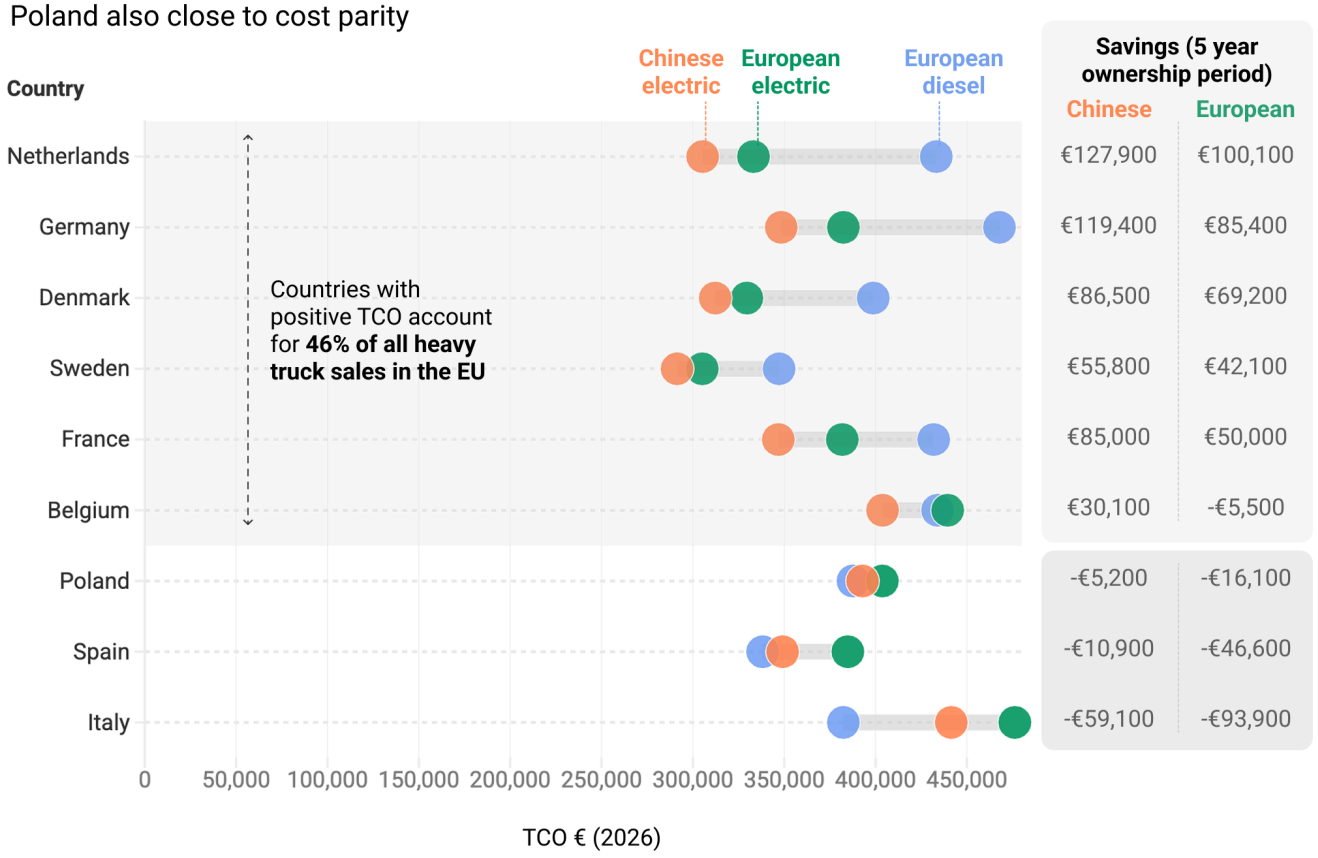
E-trucks already cheaper to operate today

A new total cost of ownership (TCO) analysis reveals that in six out of nine major EU markets, electric trucks are already the best financial choice today. These six markets alone account for 46% of all new heavy trucks sold in the EU.

In the Netherlands, Germany, and Denmark, savings can reach €100,000, €85,000 and €69,000 respectively over five years, with electric trucks already paying off after 2 years. When operating a Chinese truck—which has a considerably lower price tag—savings over five years can go up to €128,000 in the Netherlands.

In six out of nine EU countries e-trucks are already cheaper today

Poland also close to cost parity



Source: T&E modelling • Results for a new 5-LH tractor purchased in 2026

Increased scale and lower truck prices—driven by the EU's truck CO_2 targets—as well as national incentives such as vehicle subsidies and lower road tolls, explain this trend.

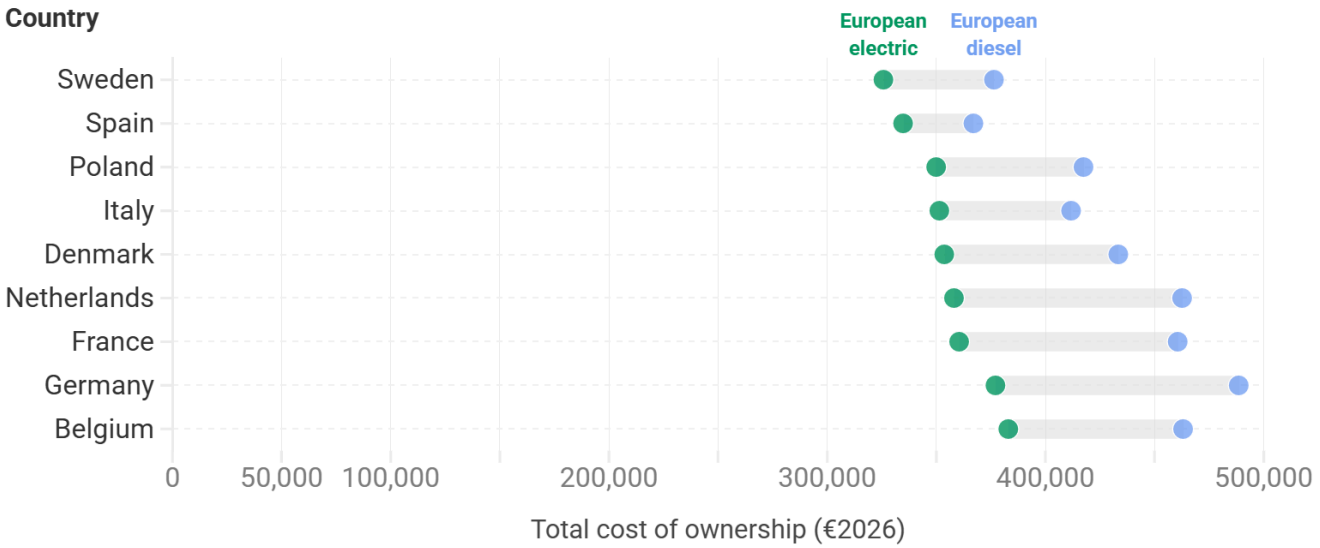
T&E's findings confirm that Europe is a prime market with the right enabling conditions for truckmakers to further accelerate production and sales of e-trucks.

With a new energy crisis looming over Europe, the cost gap between operating a diesel and electric truck is widening further, making e-trucks the cheapest and safest investment for transport companies.

Total cost of ownership in 2030

T&E modelling shows that with the continuation of existing policy measures and the introduction of a limited set of new ones, such as the implementation of the Eurovignette Directive and the RED III, by 2030 electric trucks will be cheaper to operate in all nine EU Member States—even when phasing out or reducing today's vehicle purchase subsidies.

By 2030 electric trucks can be cheaper in all nine EU countries



Source: T&E modelling • Results for a new 5-LH tractor purchased in 2030

Key recommendations

01	**Maintain the ambition level of the EU truck CO_2 standards:** The -43% 2030 CO_2 target is crucial to ensure manufacturers offer more electric trucks and achieve the economies of scale necessary to further bring down vehicle prices—which is the most important variable defining a positive TCO.
02	**Implement CO_2-based tolling:** Italy, France, Spain and Poland need to implement the Eurovignette Directive exempting zero-emission trucks from road infrastructure charges (100% until 2031 and 50–75% afterwards). Member States should also introduce a CO_2 charge.
03	**Enable REDIII e-credits for depot charging:** Sweden, France, Poland, Italy and Spain need to implement REDIII for both public and private (depot) charging. This will lower electricity costs at depots–which is where most trucks charge

Key TCO levers

Three factors that define a positive TCO for electric trucks

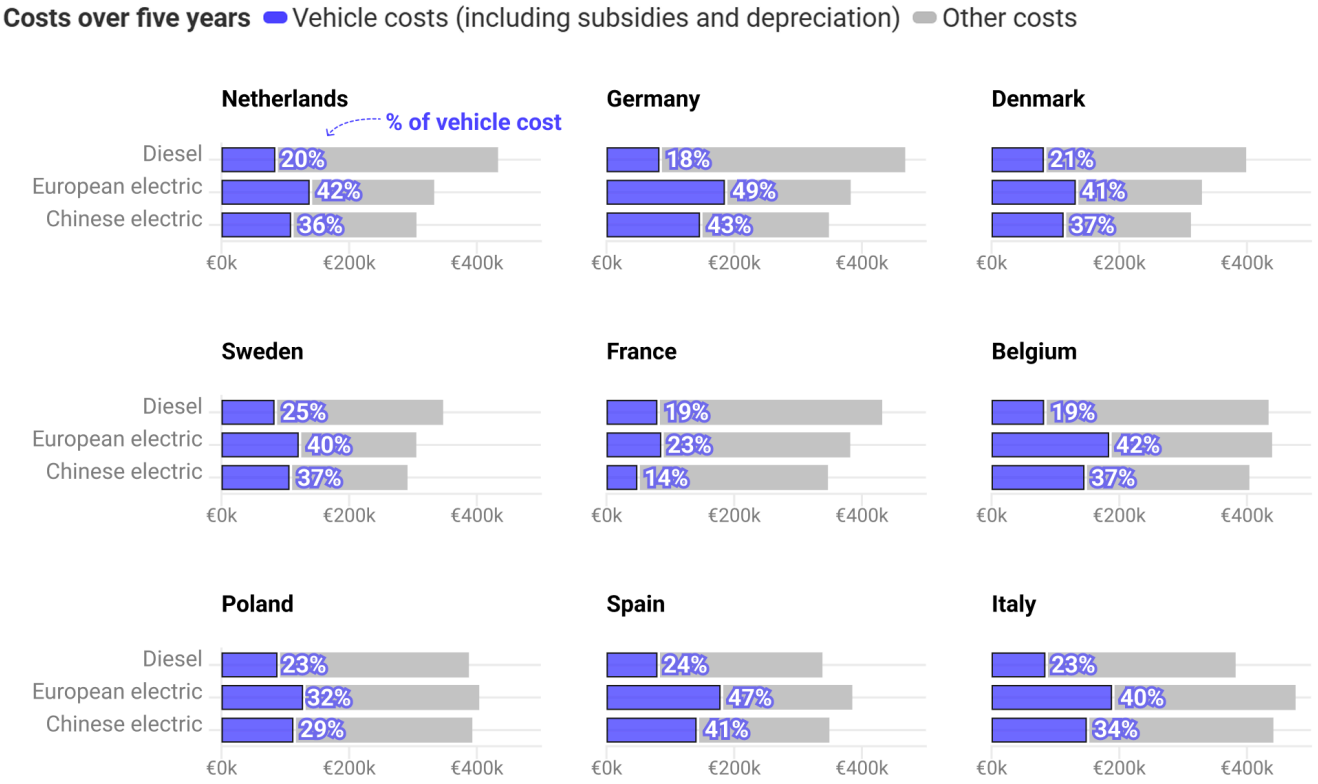
Our analysis identifies three primary factors that shape the total cost of ownership (TCO) of a diesel and battery-electric truck: vehicle price, road tolling and energy costs. The following section describes which policy measures each EU Member State has introduced for these three parameters, and how they impact the cost difference between operating a diesel and European electric truck.

1.1 The importance of truck prices

On average, the vehicle price accounts for **40% of the total TCO** (up to 49% across the evaluated markets) of a European electric truck. For diesel, this is only 21%. The large difference stems from the fact that truckmakers still price electric trucks two to three times higher. This situation changes considerably if transport companies operate a Chinese electric truck.

Vehicle price accounts for 40% of the total TCO for operating a European electric truck

For Chinese e-trucks, vehicle costs fall to 34% of TCO

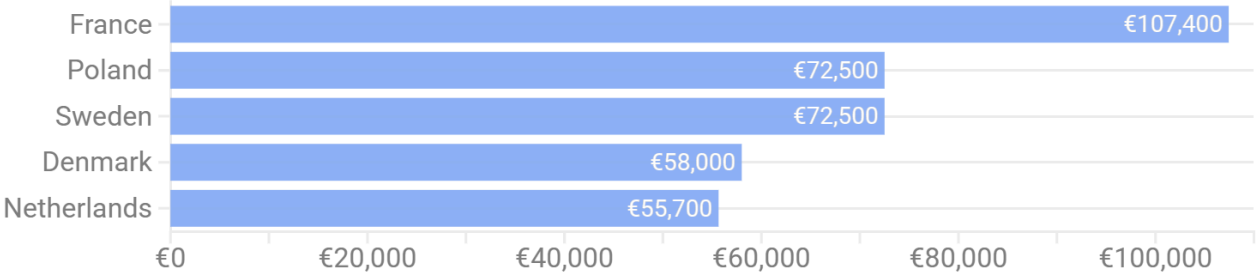


Source: T&E modelling • Results for a new 5-LH tractor purchased in 2026

The high cost of European electric trucks is a major barrier for logistics companies. Several Member States have introduced purchase subsidies to support hauliers in bridging this cost gap.

Subsidies for electric trucks across EU countries

2026 Subsidy level for a European e-truck (vehicle price €265,000)



Source: T&E modelling • Results for a new 5-LH tractor purchased in 2026
In Poland, Sweden, Denmark and the Netherlands, subsidies are capped as a percentage of the e-truck's price premium

1.2 How CO_2-based road tolling reduces e-truck TCO

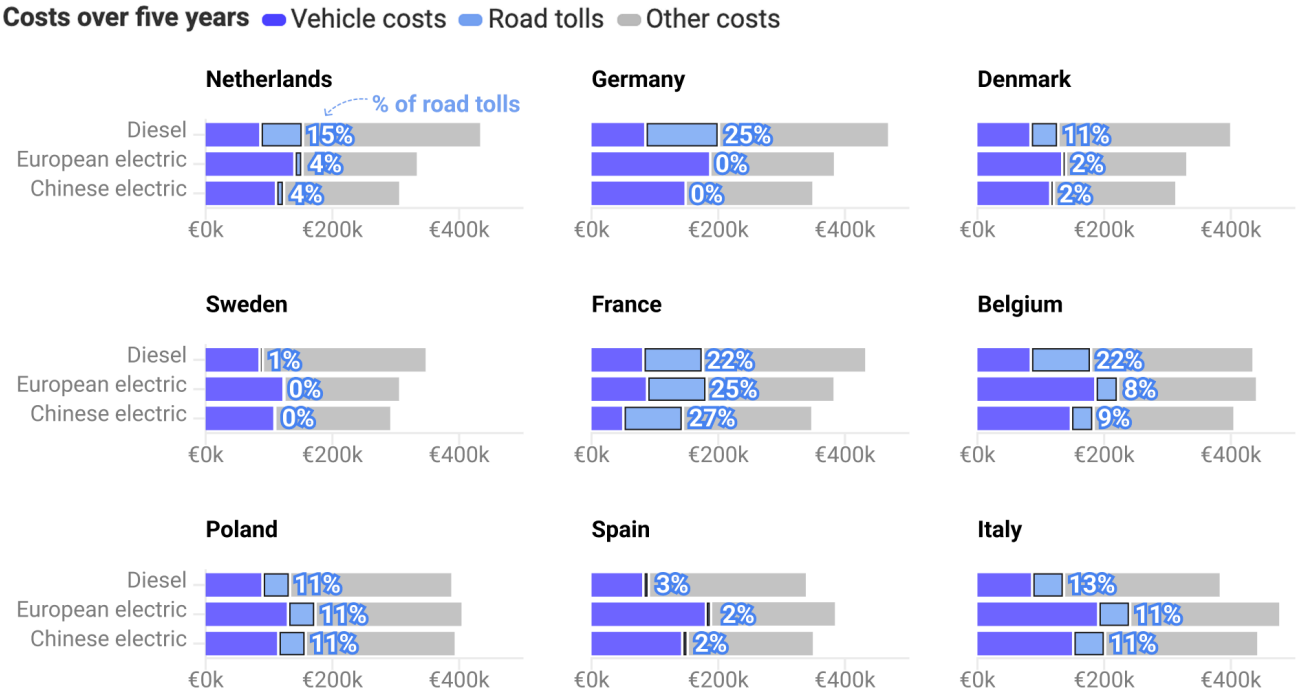
The second major factor that impacts the cost difference between a diesel and e-truck is the implementation of the Eurovignette Directive. According to this law, EU Member States have to differentiate truck tolls based on CO_2 emissions through CO_2 variation, a CO_2 external charge, or both.

In the case of CO_2 variation, Member States must grant zero-emission trucks a 50–75% discount from the road infrastructure charge. Until June 2031, a full exemption is allowed. Alternatively or in addition, Member States can apply an external cost CO_2 charge of €100–€200/tonne CO_2. The implementation of this Directive varies across the nine EU markets analysed (see infobox below).

Eurovignette implementation across nine EU Member States

- **Germany, The Netherlands, Denmark and Belgium (Flanders)** have fully implemented a CO_2-based tolling system, highly discounting e-trucks compared to diesel trucks. Germany leads by example by fully exempting e-trucks until June 2031 and levying an external cost CO_2 charge of €200/tonne**.**
- **France, Italy and Spain**, whose motorway networks are wholly or partially operated under concessions, currently have no obligation to apply CO_2 differentiation. However, doing so becomes mandatory upon contract renewal. In France, the majority of highway concessions are set to expire in the early 2030s.
- **Poland** has yet to transpose the Eurovignette Directive into national law and currently faces EU infringement proceedings for non-compliance.
- **Sweden** still uses a time-based vignette, and needs to shift to distance-based user charges by 2032. Today, electric trucks receive a 75% discount from the flat rate.

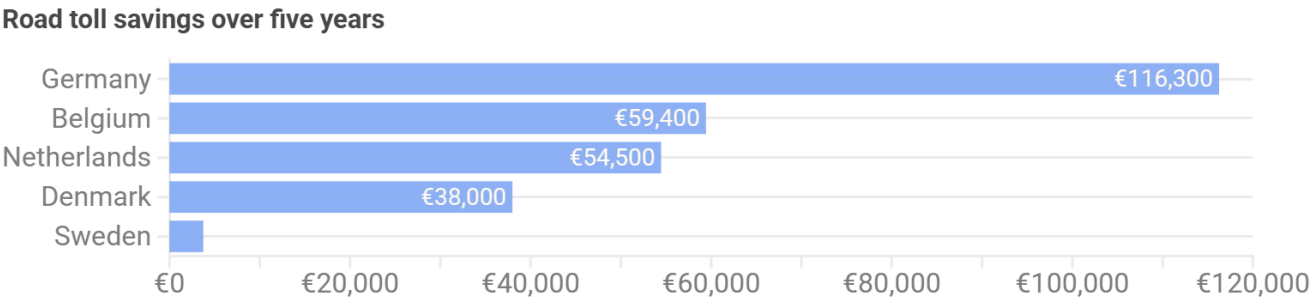
Road tolls amount up to 25% of the total TCO for operating a diesel truck



Source: T&E modelling • Results for a new 5-LH tractor purchased in 2026

Due to their high annual mileage–116,000 km–differentiated toll rates bring big operational savings for e-trucks. As illustrated in the chart below, Germany's toll exemption alone nearly allows hauliers to recoup the higher purchase price of a battery-electric truck within the first five-year ownership period.

Eurovignette implementation brings high cost savings for e-trucks



Source: T&E modelling

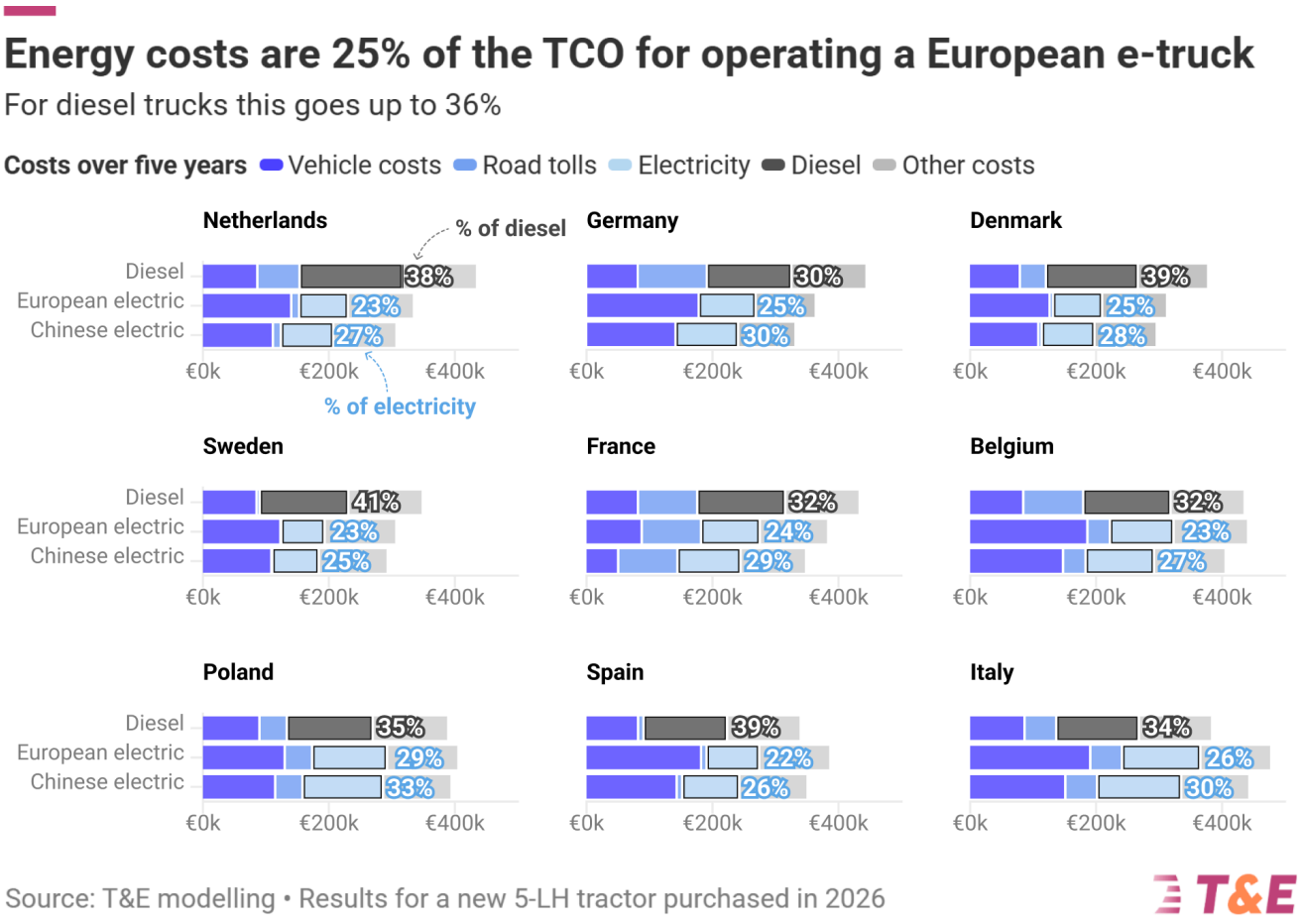
A flat-rate and time-based scheme such as in Sweden creates little financial incentive for switching to electric trucks, particularly where toll levels are already low. In Belgium—using the Flemish toll policy as a proxy—potential savings could grow further if the ZET discount on

infrastructure tolls were not phased out by 2030. Flanders nonetheless complies with the Eurovignette Directive through its CO_2 charge.

1.3 The role of energy costs

1.3.1 Large differences in electricity prices between countries

The third driver that impacts the TCO of electric and diesel trucks is the energy cost (i.e. electricity and diesel). Across the analysed countries, diesel accounts for 36% of the total TCO on average. For e-trucks, electricity accounts for 25% of the total TCO—rising to 29% in Poland.



Source: T&E modelling • Results for a new 5-LH tractor purchased in 2026

Two main factors explain why this varies between countries:

- **The impact of other policy measures**: vehicle purchase subsidies and Renewable Energy Directive (RED III) schemes lower a truck's overall cost or its energy cost specifically, which shifts the relative weight of each cost component within the total TCO.
- The second reason is the **large differences in electricity prices between countries**. Prices range from €0.10/kWh in Sweden to €0.23/kWh in Germany (see infobox below).

Electricity price structures across Europe

Electricity prices typically consist of three primary components:

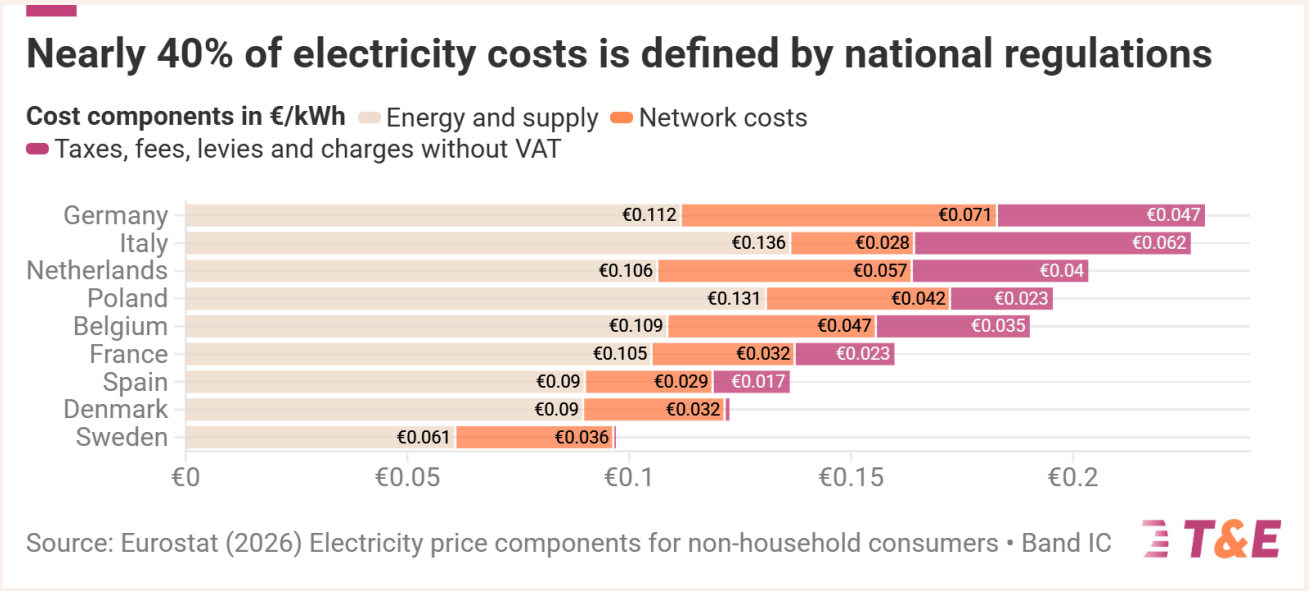
- **Commodity price:** the cost per kilowatt-hour, reflecting energy generation costs.
- **Network charges:** the costs charged for the transmission and distribution of electricity via the grid, as agreed between grid operators and the national grid regulator.
- **Taxes and levies:** a collection of regulatory charges covering renewable energy support, capacity/security-of-supply mechanisms, environmental and nuclear-related levies, and other residual taxes. VAT is excluded as this model considers non-household consumers.

National policy levers (grid costs & taxes)

While commodity prices reflect broader wholesale energy markets, national governments have direct control over the non-commodity portions of the bill:

- **High taxation burden:** in some countries, non-commodity charges (taxes, levies, and network fees) represent a substantial portion of the total electricity price—up to 51% in Germany and 48% in the Netherlands.
- **Favourable low-cost markets:** Sweden and Denmark maintain competitive overall pricing primarily due to negligible or low tax and levy burdens on industrial charging.

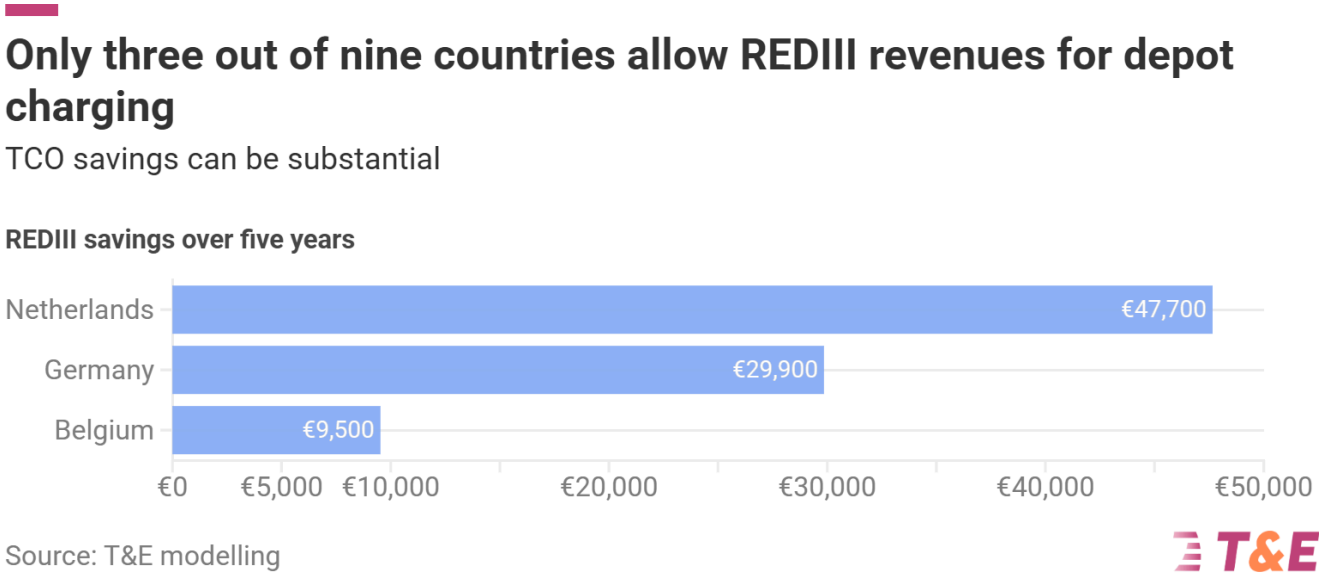
Member States with high electricity prices do not need to wait for wholesale commodity markets to cool down. Reducing network charges can be done in two ways: one option is for national governments to fund grid upgrades and support schemes for renewable energy from state funds rather than via the electricity bill.
A second option for regulators to reduce network charges is to incentivize more demand-side flexibility: Flexible network charges provide incentives for consumers to engage in smart or bidirectional charging, thereby reducing their electricity bills.



1.3.2 The role of the Renewable Energy Directive

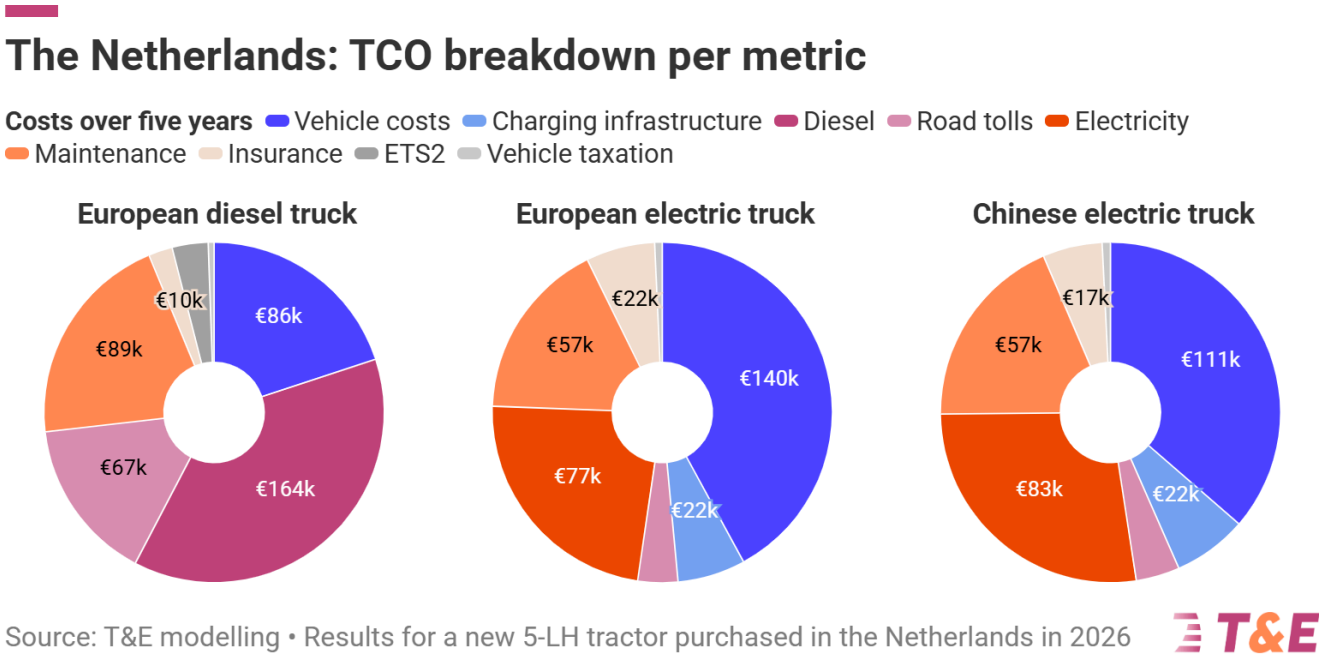
Another highly effective mechanism for reducing the energy costs of e-trucks is the transposition of the Renewable Energy Directive (REDIII). In their implementation, Member States have the possibility to allow depot operators to generate and sell renewable energy credits to fuel suppliers, who need to meet their decarbonisation targets under the REDIII.This creates an additional revenue stream for logistics companies.

To date, **only Germany, the Netherlands and Belgium have extended the REDIII energy credits to private (depot) charging.** In the Netherlands, the REDIII implementation can generate annual additional revenue of €48,000 per truck for depot charging over five years.



1.4 Full TCO breakdown

The chart below shows the full breakdown of TCO components. We show an illustration focusing on the Netherlands. As can be seen, maintenance costs, including AdBlue consumption, are a non-negligeable component of the diesel truck's TCO. E-trucks meanwhile face higher insurance costs (due to higher vehicle prices) and additional costs related to charging infrastructure. The largest cost for e-trucks—the upfront investment—has the biggest potential to fall in the coming years due to economies of scale.



Source: T&E modelling • Results for a new 5-LH tractor purchased in the Netherlands in 2026

Securing a favourable e-truck TCO by 2030

Using the T&E TCO tool, we model in this section how EU and national policy measures can further improve the TCO of e-trucks by 2030. That year, EU truckmakers have to meet their increased -43% CO_2 target under the EU CO_2 standards, translating into a 23–31% share of new electric truck sales.

2.1 Policy scenarios

The basis for comparison is always the TCO difference between a European electric and diesel truck in 2026. The T&E TCO tool allows the reader to simulate other scenarios and additional policy measures.

Modelled policy scenarios

2030 EU POLICY SCENARIO

- The 2030 EU CO_2 standards for truckmakers are maintained. This means truckmakers increase scale and battery prices continue to decrease, leading to e-truck prices being 12% lower than in 2026
- The EU ETS2 is implemented from 2028, meaning that diesel prices increase by 22% for a five-year ownership period starting in 2030
- National purchase subsidies are lowered to just 20% of vehicle costs for Italy and Poland

2030 EU AND NATIONAL POLICY SCENARIO

- The 2030 EU CO_2 standards for truckmakers are maintained. This means truckmakers increase scale and battery prices continue to decrease, leading to e-truck prices being 12% lower than in 2026
- The EU ETS2 is implemented from 2028, meaning that diesel prices increase by 22% for a five-year ownership period starting in 2030
- National purchase subsidies are lowered to just 20% of vehicle costs for Italy and Poland
- Countries that have not done so in 2026 implement the Eurovignette Directive granting electric trucks at least 75% exemption from road infrastructure charges
- Countries that have not done so in 2026 implement the REDIII and expand its scope to depot charging leading to a net revenue of €0.05/kWh charged

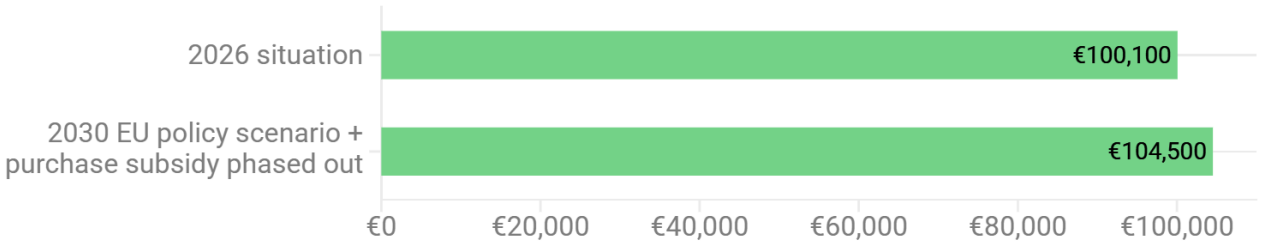
2.2 Results per country

The Netherlands

TCO today: e-truck policies in the Netherlands result in savings of €100,000 after five years for a European e-truck bought in 2026. This is driven by consistently low road tolls for e-trucks, toll revenues earmarked for a sustainable subsidy scheme for both trucks and charging infrastructure, and a mature REDIII credit market.

2030 TCO EU policy scenario: even without purchase subsidies, the price drop expected from maintaining current EU CO_2 standards further improves the TCO to €105,000 in savings for a European truck bought in 2030—paying back after just two years of use.

The Netherlands: e-trucks bought in 2030 reach TCO parity already after two years

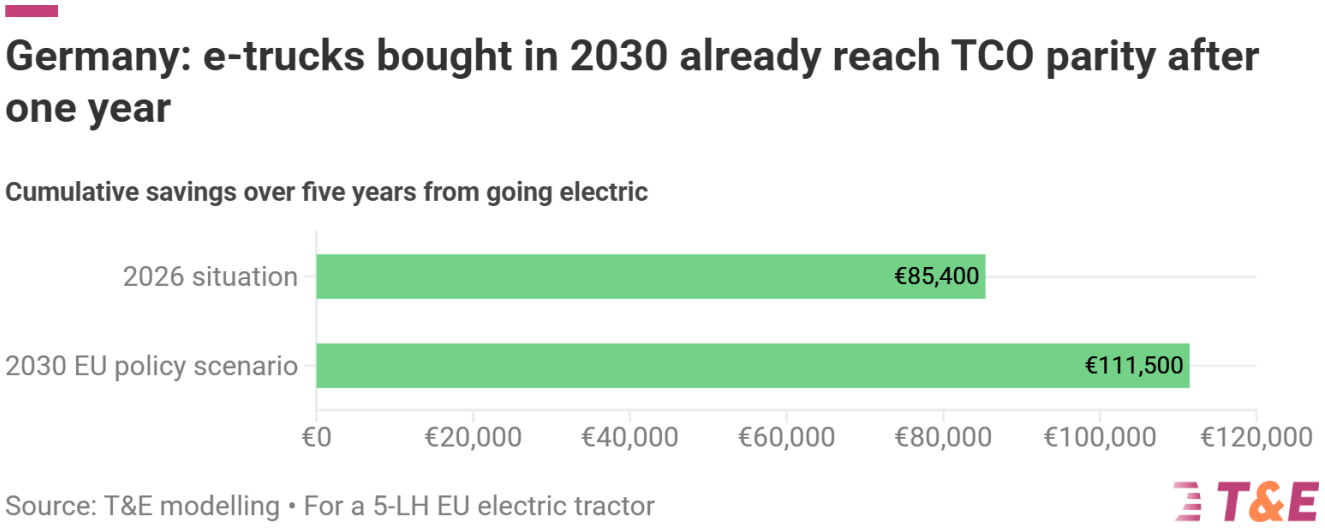


Source: T&E modelling • For a 5-LH EU electric tractor

Germany

TCO today: in 2026, Germany already has one of the best regulatory environments for e-trucks in Europe, including a full e-truck exemption from road tolls until June 2031, an external CO_2 cost charge for diesel trucks, and a mature market for REDIII e-credits. This results in €85,000 in savings after five years, with a two-year payback period for both a European and a Chinese e-truck.

2030 TCO EU policy scenario: maintaining both today's national incentives and the ambition of the EU truck CO_2 standards would further improve the business case for e-truck users, with savings rising to €111,000 over five years. E-trucks in Germany would then pay off after just one year.



Denmark

TCO today: a comprehensive Danish policy framework is already in place, including very low road tolls for e-trucks. As a result, a European e-truck bought in 2026 generates €70,000 over a five-year ownership leading to a three-year payback period.

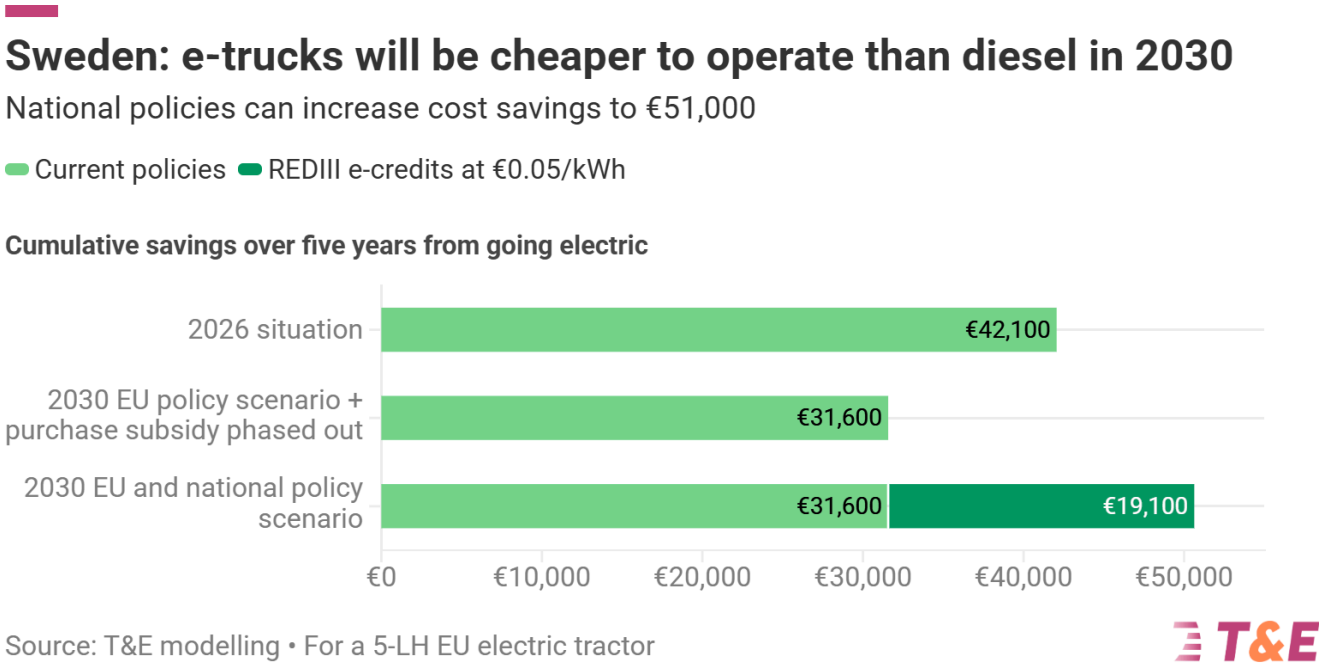
2030 TCO EU policy scenario: by 2030, a new e-truck will save €77,000 and pay back after two years, even with a phasing out of purchase subsidies. The projected large savings hence originate from falling truck prices due to maintaining the ambition level of the EU truck CO_2 reduction targets.

Sweden

TCO today: an e-truck already has a positive business case when bought in Sweden in 2026, with savings reaching €42,000 after five years. The country offers purchase subsidies, regular tenders to subsidise charging infrastructure, and the cheapest electricity of all nine countries studied. Road tolls are CO_2-differentiated but have only a marginal effect, since toll levels in Sweden are very low. As a result, the investment in an e-truck bought today can be recouped after four years of use.

2030 TCO EU policy scenario: fast-forwarding to 2030, the business case remains strong despite an assumed phase-out of the current subsidy scheme. Savings still reach €32,000—mainly thanks to maintaining current EU truck CO_2 standards.

2030 EU and national policy scenario: with REDIII e-credits for depot charging, savings could rise further to €51,000. This would bring the payback period down to three years.

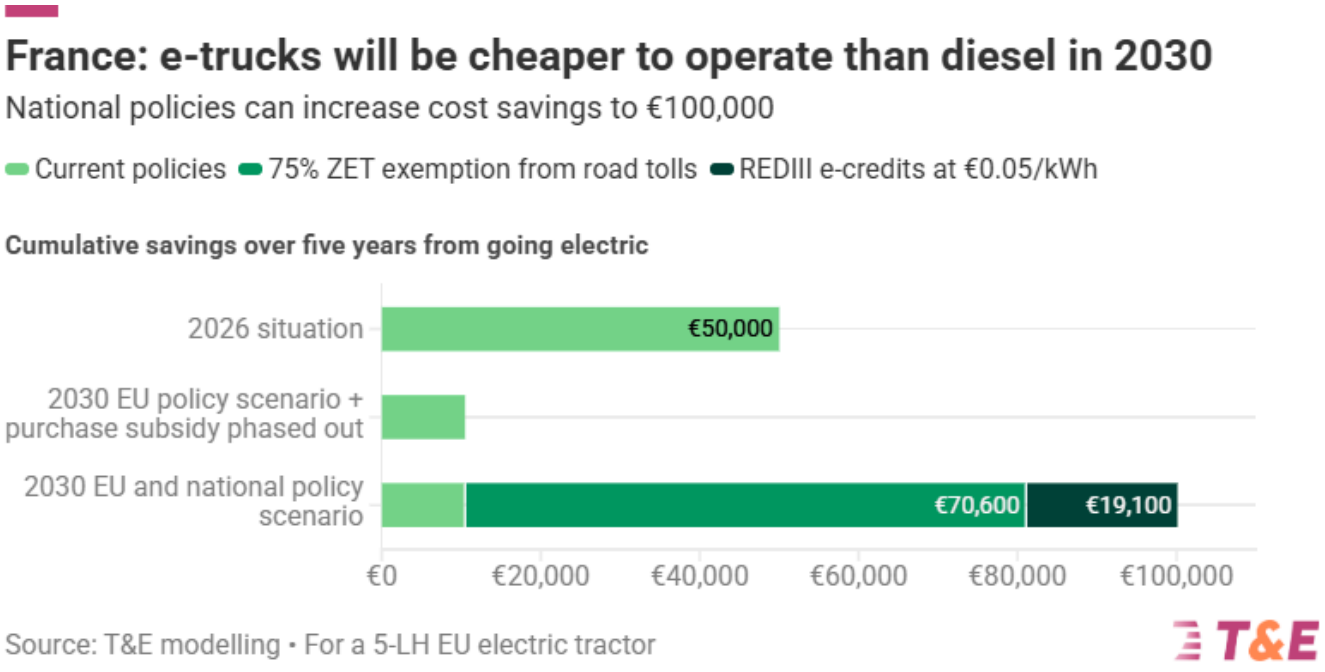


France

TCO today: a generous subsidy system—reaching up to €107,000 per e-truck—currently allows for a positive TCO. A European e-truck saves up to €50,000 over five years, paying back after four years.

2030 TCO EU policy scenario: by 2030, savings drop to just €10,000 if the current subsidy scheme is phased out. The remaining savings originate from continued declines in truck prices, driven by maintaining the EU truck CO_2 standards.

2030 TCO EU and national policy scenario: to make e-trucks a clear winner in France—the second largest truck market in Europe—CO_2-differentiated tolls and the implementation of REDIII e-credits (currently under discussion in Parliament) would both help. This would push savings from €10,000 to €100,000–up €71,000 via road toll exemptions and €19,000 through REDIII e-credits for depot charging. This would bring the payback period down to two years for a European e-truck bought in 2030.

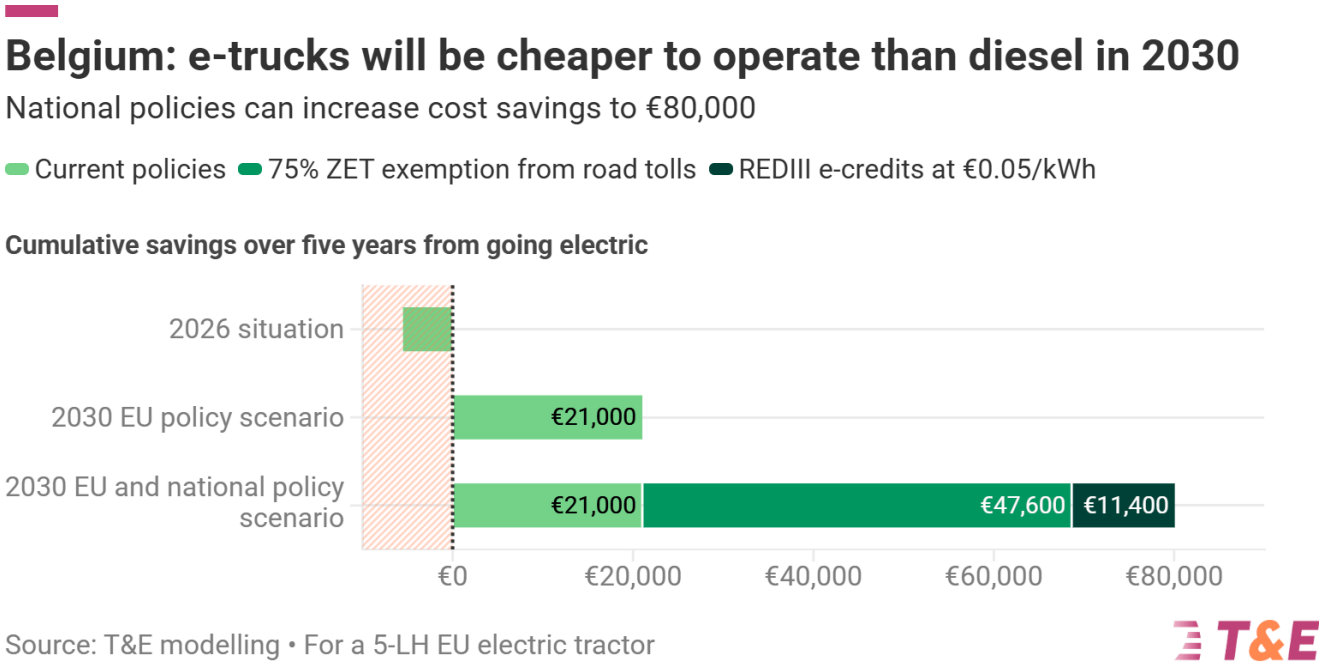


Belgium

TCO today: transport is a regional matter in Belgium. In Flanders, electric trucks benefit from a 80% discount on road infrastructure charges, phased out over time to reach zero by 2030, while diesel trucks are subject to a CO_2 external charge. REDIII e-credits for depot charging are also in place. With these measures a European e-truck almost reaches TCO parity with a difference of €6,000. Meanwhile, a Chinese e-truck already pays back after three years.

2030 TCO EU policy scenario: by 2030 a European e-truck saves €21,000 over five years. This underlines how critical it is to maintain the current European CO_2 targets for trucks.

2030 TCO EU and national policy scenario: higher REDIII e-credits (to €0.05/kWh) and not rolling back a 75% infrastructure toll exemption for zero-emission trucks would further increase the five-year cost saving from €21,000 to €80,000—up €48,000 from the toll exemption and €11,000 from higher e-credits. This would bring the payback period down to two years, for both European and Chinese e-trucks.

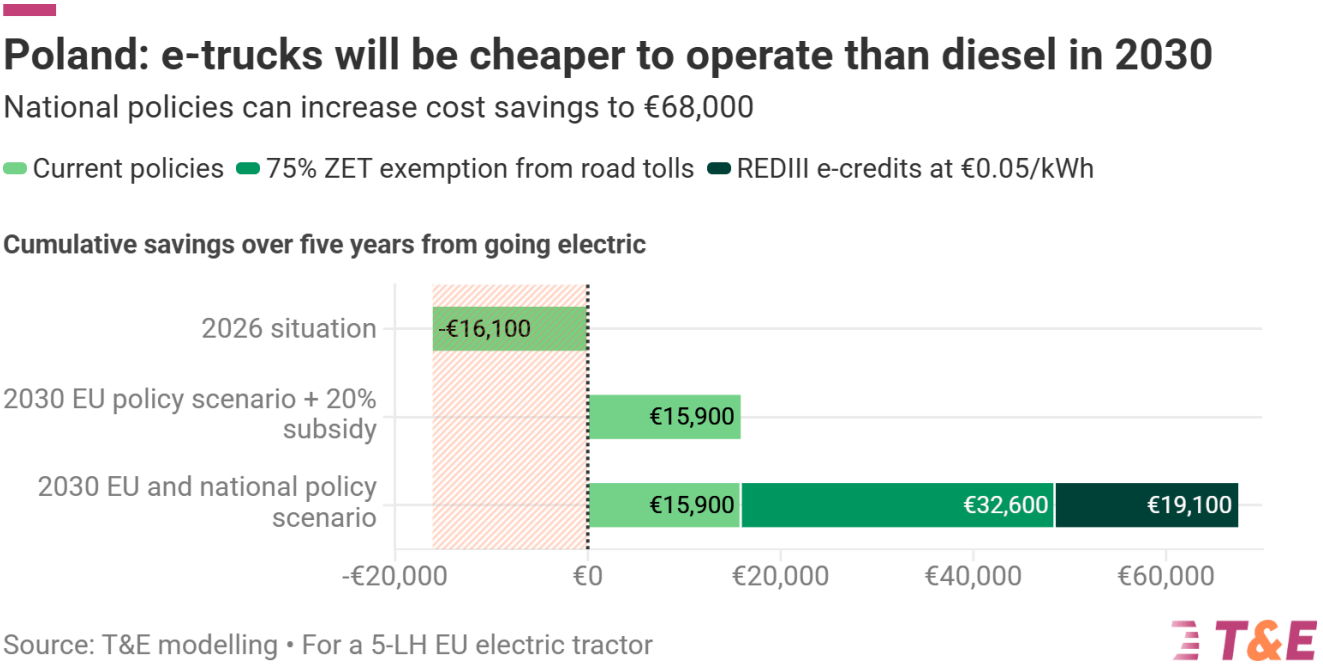


Poland

TCO today: despite a generous Polish subsidy system, e-trucks remain €16,000 more expensive than diesel trucks in 2026. One of the main reasons is that Poland has yet to transpose the Eurovignette Directive, and therefore doesn't differentiate tolls based on CO_2.

2030 TCO EU policy scenario: a subsidy covering 20% of the e-truck's upfront cost (lower than today), combined with the price drop expected by 2030, would flip the TCO from negative to positive, creating €16,000 in savings after five years—savings that depend on maintaining current EU truck CO_2 standards.

2030 TCO EU and national policy scenario: the introduction of CO_2-differentiated tolls with a 75% exemption for e-trucks would be a game changer, together with the implementation of REDIII e-credits at €0.05/kWh for depot charging. As a result, savings could rise from €16,000 to €68,000 — up €33,000 through road toll exemptions for zero-emission trucks and €19,000 via REDIII e-credits. For now, however, the Polish government only intends to introduce an external CO_2 charge on tolls for diesel trucks, rather than CO_2 variation.

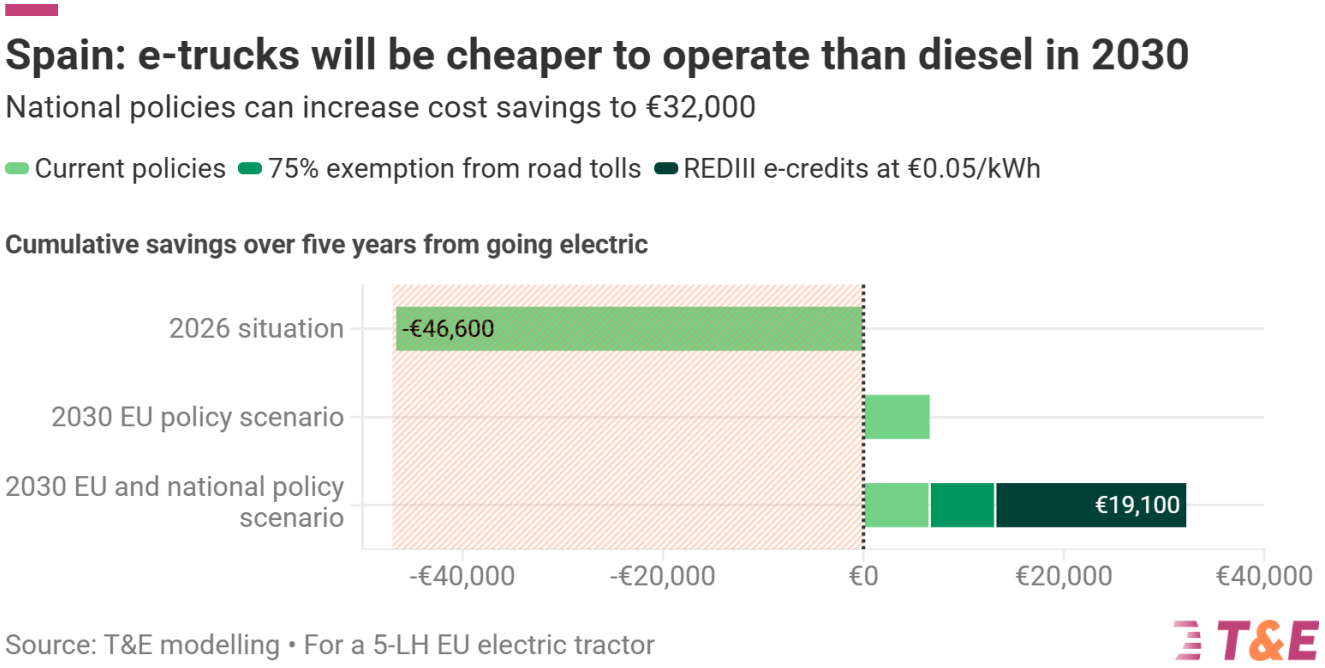


Spain

TCO today: TCO parity is largely out of reach in Spain today, with a European e-truck costing €47,000 more than diesel over five years. There is currently no CO_2 differentiation in road tolls, and no purchase subsidy exists for either e-trucks or charging infrastructure.

2030 TCO EU policy scenario: by 2030, e-trucks can save €7,000 relative to diesel trucks thanks to economies of scale leading to a drop in vehicle prices.

2030 TCO EU and national policy scenario: e-truck economics could be improved much further with CO_2-based tolling and REDIII e-credits for depot charging, turning that €47,000 investment into €32,000 in savings for an e-truck bought in 2030—up €7,000 from road tolls, reflecting Spain's small share of tolled roads, and €19,000 through REDIII e-credits.

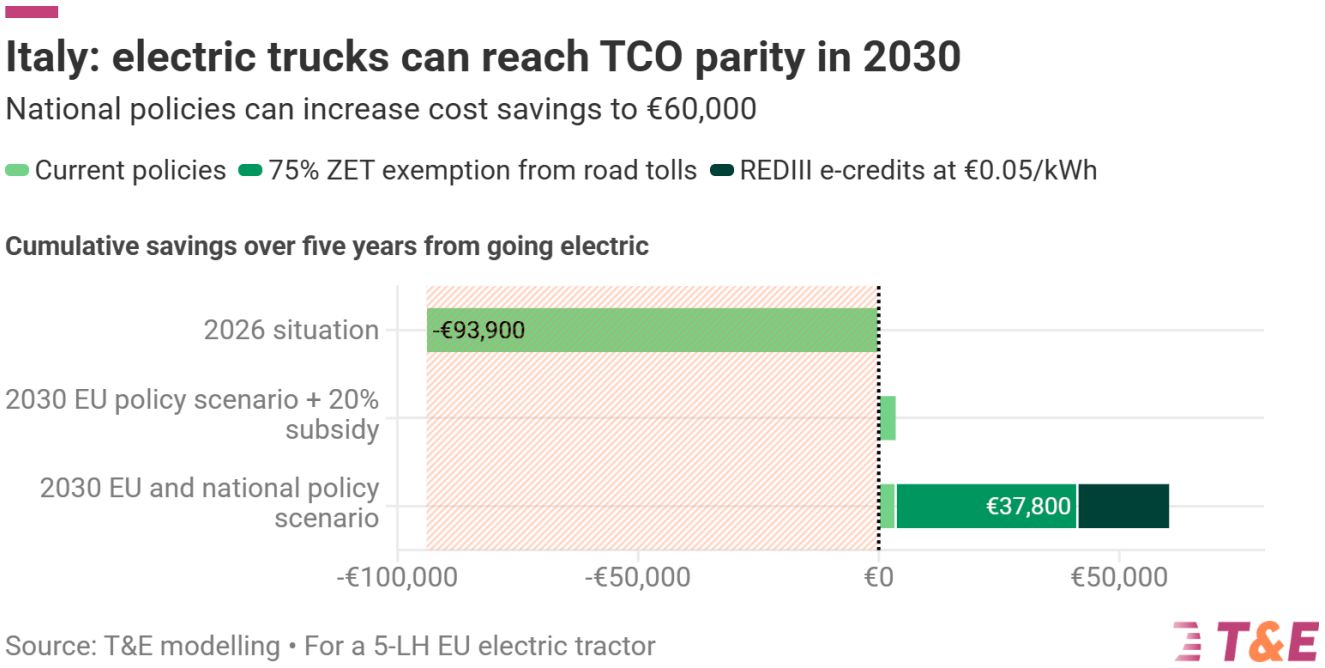


Italy

TCO today: e-trucks in Italy are currently far from TCO parity with diesel. Italy's motorway network is largely concession-controlled and does not yet apply any CO_2 differentiation, There is no REDIII credit market, and no predictable subsidy scheme exists for trucks or depot chargers. As a result, e-trucks are €94,000 more expensive than diesel trucks after five years of ownership.

2030 TCO EU policy scenario: by 2030, TCO could turn favourable if a subsidy covering 20% of the upfront cost were introduced, combined with the price drop expected from maintaining the current EU CO_2 reduction ambitions.

2030 EU and national policy scenario: e-truck economics could be improved much further with CO_2-based tolling and REDIII e-credits for depot charging, raising savings from €3,500 to €60,000 over five years—up €38,000 through a 75% road toll exemption for e-trucks and €19,000 via REDIII e-credits worth €0.05/kWh. This would bring the payback period down to two years.



Conclusion and policy recommendations

01 The European Commission must safeguard the ambition of the truck CO_2 standards to ensure that European truckmakers continue to scale up electric truck production and bring down their prices.

02 Member States should roll out CO_2-based truck tolls (and/or a full exemption) where they are still missing. Where new revenues are raised, a part should be channelled towards e-mobility.

03 ETS2 should be implemented in 2028, and Member States should use a portion of the revenues to support the trucking sector, notably small and medium enterprises (SMEs).

04 As part of the review of the CO_2 standards for heavy-duty vehicles, the European Commission should introduce binding zero-emission freight targets for large shippers in Europe.

The TCO tool explained

This analysis utilises a proprietary Total Cost of Ownership (TCO) model to economically compare long-haul heavy-duty trucks purchased by a medium-sized enterprise in 2026, 2028, and 2030.

Vehicle scope and technical attributes

The heavy-duty Total Cost of Ownership tool explained

A TCO calculator for trucks bought in 2026, 2028 and 2030

VEHICLE SCOPE AND TECHNICAL ATTRIBUTES

This model evaluates two primary vehicle configurations under the EU's Vehicle Energy Consumption Calculation Tool (VECTO):

VECTO segments

- Segment 5-LH: 4x2, 2-axle tractor-trailer combinations (>16 tonnes).
- Segment 10-LH: 6x2, 3-axle tractor-trailer trucks (>16 tonnes).

Vehicle attributes do not mirror a single specific commercial model. Instead, they represent a weighted average across multiple brands within each particular segment and powertrain type. The model evaluates both European and Chinese manufacturers. European models include diesel, HVO, B100, and battery-electric vehicles (BETs), while Chinese models focus exclusively on battery-electric. All modelled trucks cover 116,000 km annually over a 5-year first-ownership period.

TCO PARAMETERS INCLUDED

To establish a baseline Net Present Value (NPV), the model aggregates the following cost components discounted at a 9.5% discount rate:

Capital expenditure (Capex):
Vehicle price, residual value after five years, purchase & installation of charging infrastructure

Operational expenditure (Opex):
Fuel (incl. AdBlue), electricity, maintenance, insurance, charging infrastructure operational expenses

Policy and market dynamics
Registration & annual ownership taxes, road tolls, ETS2 & REDIII energy credits

Methodological boundary: This tool evaluates pre-tax market economics; it strictly excludes driver labour costs and national corporate fiscal schemes (such as accelerated depreciation or corporate income tax write-offs). The inclusion of these fiscal mechanisms can further improve the TCO of zero-emission trucks.

Interactive policy scenario levers

To empower policymakers to simulate the direct impact of national framework conditions on zero-emission logistics, the tool allows users to define custom scenarios based on seven key policy variables. For all subsidy-based variables below, only schemes that were in force—and not close to expiring—at the time of publication are included.

- Vehicle purchase subsidies: several countries have subsidies in place to promote e-truck sales. However, such subsidies cost taxpayer money and can backfire by leading to higher purchase prices. As a result, other measures can be more effective.
- Charging infrastructure subsidies: these can cover charging equipment and/or installation costs.

- CO_2-based road tolls: with the 2022 Eurovignette reform, truck tolls in the EU must either vary with vehicle CO_2 emission class (where zero-emission trucks are granted a 50–75% exemption, temporarily up to 100%) or include a CO_2 charge, or both.
- ETS2 implementation: from 2028, fuel prices should include a CO_2 price. Germany already has one in place.
- Diesel fuel excise recuperation: several countries allow transport operators to recover part of fuel excise duty, thus promoting diesel consumption. Financial support should instead incentivise electrification, thus reducing the sector's dependence on volatile oil markets.
- Electricity grid cost reductions: lower grid costs through lower network charges or lower taxes and levies (or both) can bring down electricity prices for e-truck owners
- REDIII energy credits for depot chargers: extending REDIII electricity credits to depot charging can lower electricity costs for e-trucks

In addition, the tool allows users to include a diesel premium of 20% in 2026–27. Fuel prices significantly increased since March 2026, following the closing of the Strait of Hormuz.

Model assumptions

The tool models TCO over a first ownership period of five years. Annual distance is 116,000 km for 5-LH trucks and 107,000 km for 10-LH trucks. All future costs are subject to discounting, assuming a discount rate of 9.5% reflecting transport operators' preference for earlier savings.

Vehicle prices in 2026 are based on literature and contacts with truck dealerships. For future years, diesel truck prices are projected based on previous work assuming higher costs due to lower economies of scale and investments in less polluting diesel engines. For B100, truck prices are assumed to cost slightly more than diesel trucks due to their specific engine. For electric trucks, battery prices are projected to decline according to BloombergNEF's forecast.

We assume SMEs purchase trucks through loans, assuming a 15% downpayment in the first year. Residual value after five years is assumed to be 35% of pre-subsidy, pre-tax purchase price.

Country	Interest rate	Country	Interest rate
Belgium	5.08%	Netherlands	5.90%
Denmark	4.91%	Poland	7.23%
France	4.03%	Spain	4.07%
Germany	5.30%	Sweden	5.42%
Italy	5.90%	United Kingdom	7.42%

Energy consumption data comes from manufacturer information as well as official data from the European Environment Agency. AdBlue consumption is assumed to be 6% of fuel consumption.

Subgroup	Fuel	Origin	Vehicle price (€$_{2026}$)	Efficiency (l/100km or kWh/km)
5-LH	Diesel	EU	€120,000	26.4
5-LH	B100	EU	€124,000	27.4
5-LH	Electric	EU	€265,000	1.07
5-LH	Electric	CN	€210,000	1.15
10-LH	Diesel	EU	€140,000	27.8
10-LH	B100	EU	€145,000	28.9
10-LH	Electric	EU	€300,000	1.09
10-LH	Electric	CN	€250,000	1.03

Charging infrastructure costs (both equipment and installation) are based on data from the Netherlands. We assume a 150-kW charger is used overnight by two electric trucks. Installation costs are adjusted to labour costs by industry in the different countries.

For both vehicle purchases and depot charging infrastructure, subsidies are only included if they are in force at the time of publication—schemes close to expiry at that time are excluded. Vehicle registration and ownership taxes were collected from government websites and included where applicable. Insurance costs are equal to 2.14% of vehicle pre-tax purchase price. Maintenance costs excluding AdBlue consumption and trailer tyres are estimated at €$_{2026}$18.6/100km for diesel and HVO, €$_{2026}$19.7/100km for B100, and €$_{2026}$12.8/100km for battery-electric trucks.

Road tolls are based on currently applicable rates as available on government websites. 75% of truck mileage is assumed to occur on motorways. The tolled share of the motorway network depends on the country.

Diesel prices are based on average price in 2025 excluding VAT and take partial excise duty recuperation into account. Projected CO_2 prices under ETS2 were obtained from Veyt. Electricity prices at depots assume consumers are in band IC (500–1,999 MWh) and exclude VAT. Electricity credits for private charging under REDIII are included in Belgium, Germany, and the Netherlands. 20% of electricity consumed is assumed to come from public charging.

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