



# What's the situation with RVs in Europe?

Understanding how Residual Values have evolved and what has driven the change over the last years



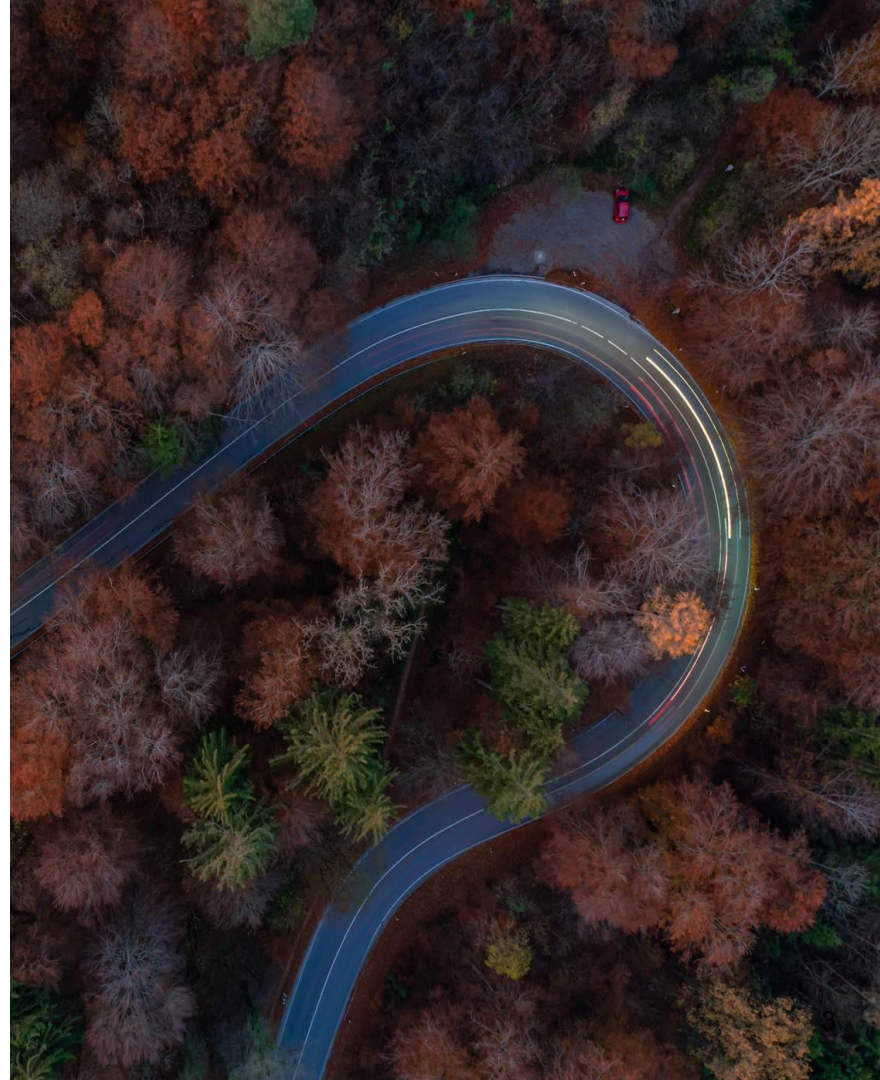
September 2026

## Executive summary

At first sight, BEVs appear to retain lower residual values than other powertrains. **However, the analysis shows that this headline gap is partly driven by temporary market dynamics, policy design and falling new BEV prices, rather than by a structural lack of demand for used BEVs.** Once these factors are taken into account, the picture becomes more balanced and points towards a market that is gradually maturing.

- **The BEV / Petrol RV gap is smaller than headline figures suggest.** After adjusting for inflation, purchase subsidies and acquisition taxes, the 2025 gap falls from 12.9 pp to 7.7 pp, showing that part of the difference is explained by policy and price effects.
- **Falling new BEV prices have weighed heavily on used BEV values.** When used BEVs are compared with current new vehicle prices, the gap with petrol falls further to 2.6 pp, suggesting buyers value used BEVs much more closely to petrol vehicles than standard RV metrics imply.
- **The BEV market is not moving as one single block.** Spain shows stable BEV RVs, France remains relatively resilient, while Italy has seen sharper declines. Smaller BEVs are also performing better than larger, more expensive models, and European brands tend to retain stronger values.
- **Signs of market confidence are emerging.** BEVs have historically depreciated more with age and mileage, but this gap is narrowing, while recent trends suggest lower volatility and a gradual stabilisation of BEV RVs.
- **Policy and industry action can help lock in this progress.** Battery health certification, OEM approved-used schemes, stronger transferable warranties, targeted used-BEV finance and better-designed tax measures can reduce buyer uncertainty, improve confidence and support stronger second-hand BEV demand.

# Introduction and scope of the analysis



# Main variables and scope

TABLE 1. AUTOVISTA DATASET PARAMETERS

| Criteria     | Options                                     |
|--------------|---------------------------------------------|
| Country      | EU: France, Germany, Italy, Spain           |
| Timeframe    | 2020 - 2026                                 |
| Powertrain   | BEV, Diesel, Hybrid, Petrol, PHEV           |
| Vehicle Size | M, A-F; BMPV-DMPV; BSUV-GSUV                |
| Age          | 6, 12, 24, 36, 48, 60 months                |
| Mileage      | 5,000-150,000 km (15 groups)                |
| Dates        | Monthly reporting from Jan 2020 to Dec 2025 |
| Brand        | 51 brands                                   |

TABLE 2. AUTOVISTA DATASET VARIABLES

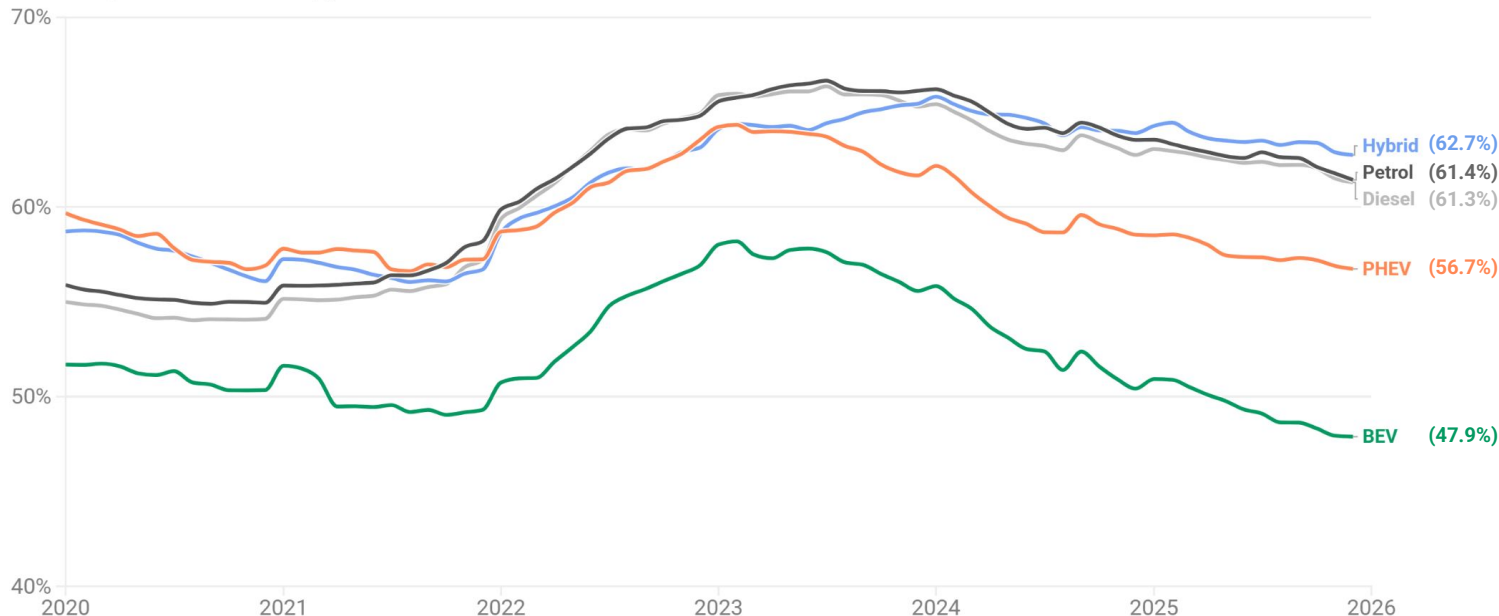
| Variable                            | Options                                                                              |
|-------------------------------------|--------------------------------------------------------------------------------------|
| Residual Value (RV)                 | Nominal resale value of car, including VAT                                           |
| New price                           | Nominal price of new car when originally bought, including VAT                       |
| RV%                                 | RV divided by New price                                                              |
| Market share (powertrain dataset)   | Split by powertrain for a specific country/size/age/mileage/date combination         |
| Market share (vehicle size dataset) | Split by vehicle size for a specific country/powertrain/age/mileage/date combination |

# Key factors affecting Residual Values



# At the first look, RVs for electric vehicles have been retaining the lowest residual values in the European used-car market

Raw average of RV% over time by powertrain



Source: T&E analysis of Autovista RVI data. RVs are non weighted.

# There are several factors that can affect the observed raw RV% without properly representing trends within the market

01

**Inflation:** The first factor to account for is the Consumer Price Index (CPI), which has risen significantly across all countries studied between 2020-2026. Since nominal RV% does not account for changes in the value of money over time, inflation can distort observed residual values (RV), creating apparent spikes over the vehicle ownership period.

02

**Purchase subsidies and acquisition tax** affect the effective purchase price of new vehicles but are not reflected in traditional RV calculations. As BEVs are often subsidised and ICE vehicles taxed, BEV RVs may appear artificially low when calculated against retail prices rather than actual purchase prices paid by the first owner.

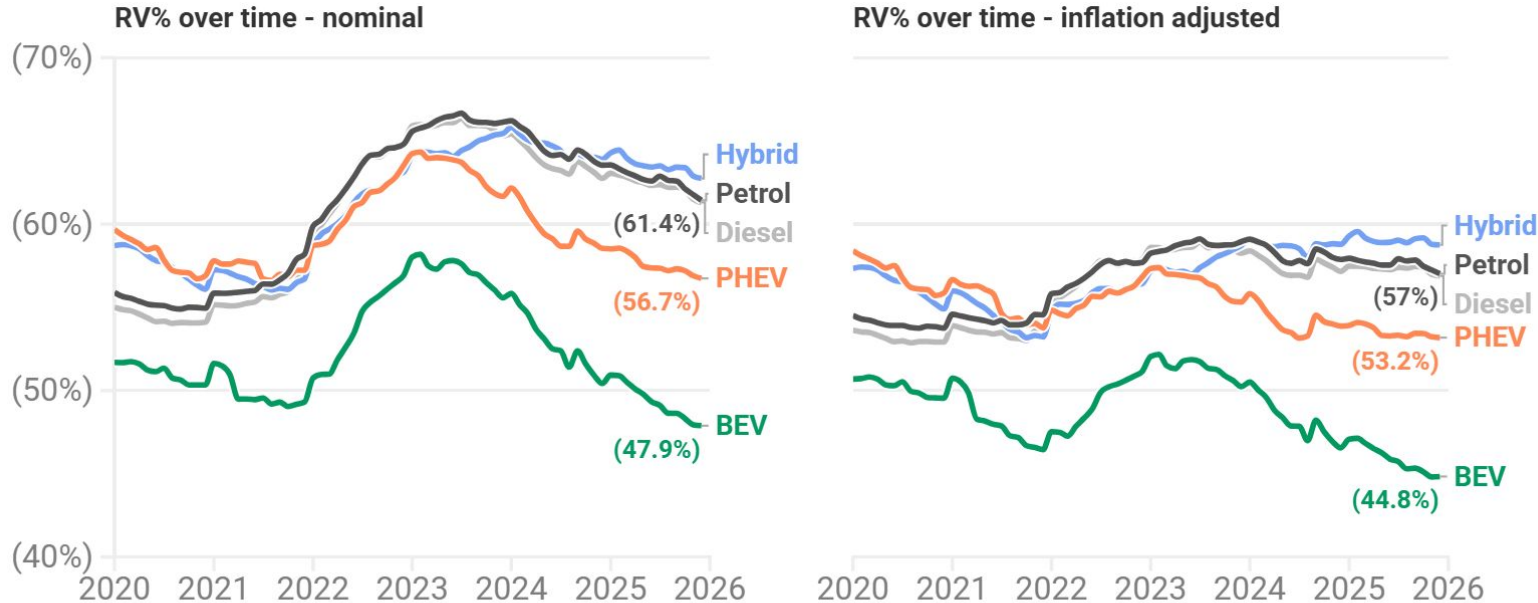
03

**Compositional changes in data:** The final correction accounts for changes in the dataset over time, such as a growing share of older BEV entries. Since older vehicles generally have lower RVs, this can make average RV% appear to decline. We therefore apply an OLS-based adjustment to control for differences in age, mileage, powertrain, country and segment, producing RV trends that better reflect the underlying evolution.

04

**Comparison to current new prices:** The report focuses mainly on real effective RVs, as it is most relevant for total cost of ownership. However, to provide wider context, it is helpful to understand how residual value compares to the current new prices (CNP), reflecting the buyer's choice between purchasing a used car or a new equivalent at the time of resale.

The general rise in RV% from 2022 is largely inflation-related due to the post COVID-19 and the supply shortage mixed with the energy crisis



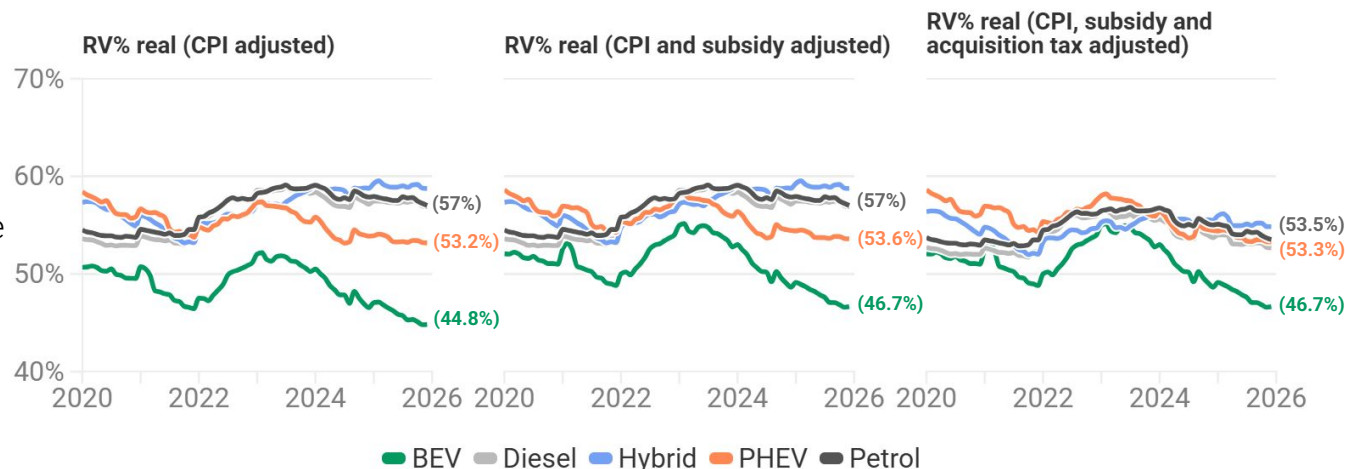
Source: T&E analysis of Autovista RVI data. RVs are non weighted.

# Accounting for purchase subsidies and acquisition tax is key to capture the real value loss of the vehicle

## Taxation can play a key role in RV homogenisation:

Subsidies increase EV effective RV%, while acquisition taxes reduce ICE effective RV%. As a result, taxation can play a key role in narrowing the RV gap between powertrains.

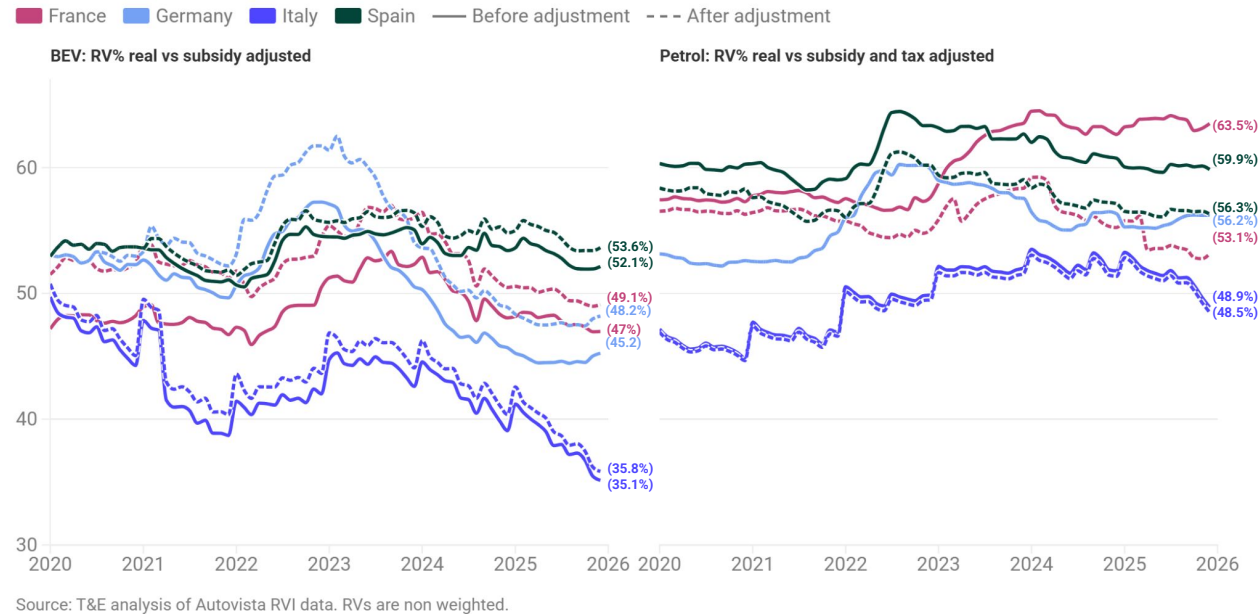
Accounting for them helps reveal the real value loss across powertrains



Source: T&E analysis of Autovista RVI data. RVs are non weighted.

# Countries with stronger tax systems manage to narrow the RV gap between powertrains

- Purchase subsidies:** All countries covered in the study have used purchase subsidies in recent years to incentivise EV uptake. These subsidies increased the effective residual value of EVs, but support levels have now been reduced.
- Acquisition tax:** Only a few countries use this fiscal instrument (FR, ES). By increasing the upfront cost of ICE vehicles, acquisition taxes reveal a greater real value loss than standard RV calculations suggest.



As a result, when purchase subsidies and acquisition taxes are accounted for, the RV gap between EVs and petrol vehicles in **France** falls from 16.5% to 4%

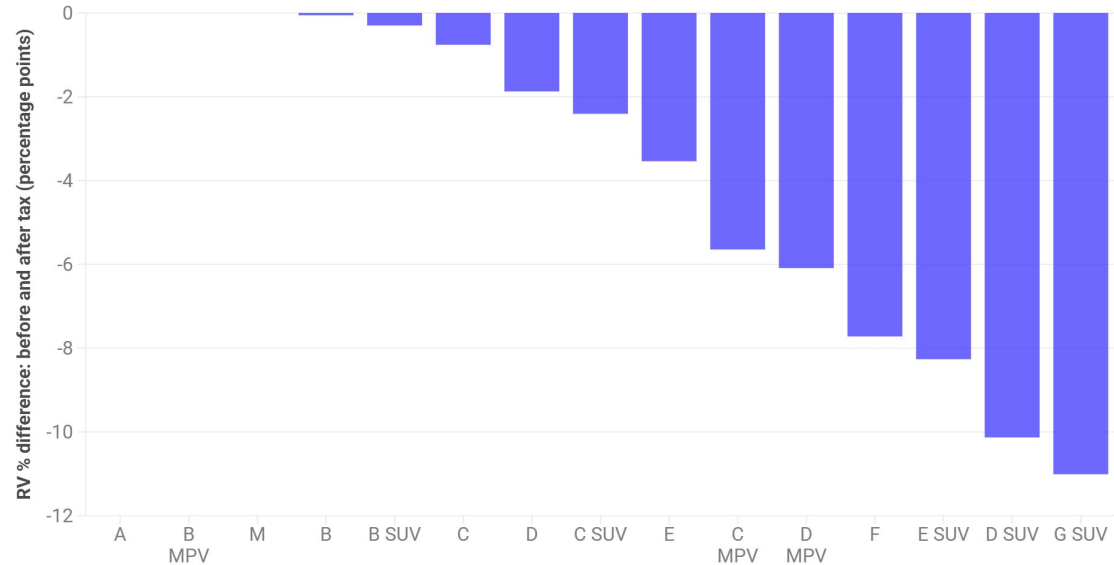
# France provides a clear example of how acquisition taxes further adjust RVs, especially in higher vehicle segments

**Including acquisition tax in the RV calculation is essential to reflect the real value loss of petrol vehicles:**

In France, accounting for acquisition taxes has a **stronger impact on larger and higher-segment petrol vehicles**.

The correction is more limited for smaller segments, at around 0 - 2 percentage points, but increases to around 6 - 11 p.p. percentage points for larger SUVs. This shows how acquisition taxes reduce the effective RV of ICE vehicles most strongly in the segments where taxation is highest.

Petrol RV % in France: tax impact by vehicle size

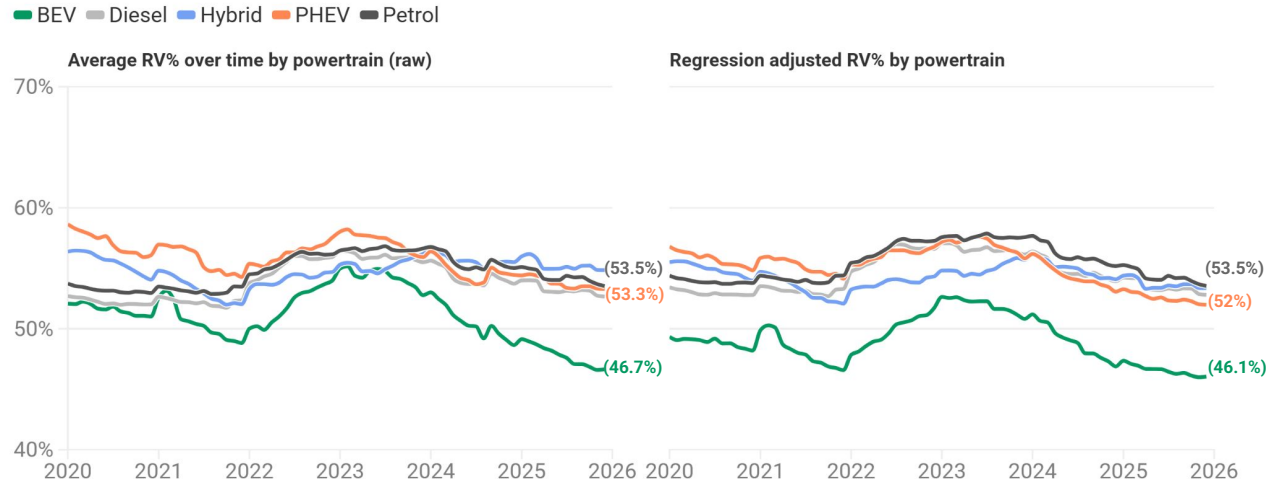


Source: Analysis of Autovista RVI data

# Adjusting for changes in data composition is key to avoid misleading RV trends over time

## Changes in vehicle age composition can distort observed RV trends if left unadjusted

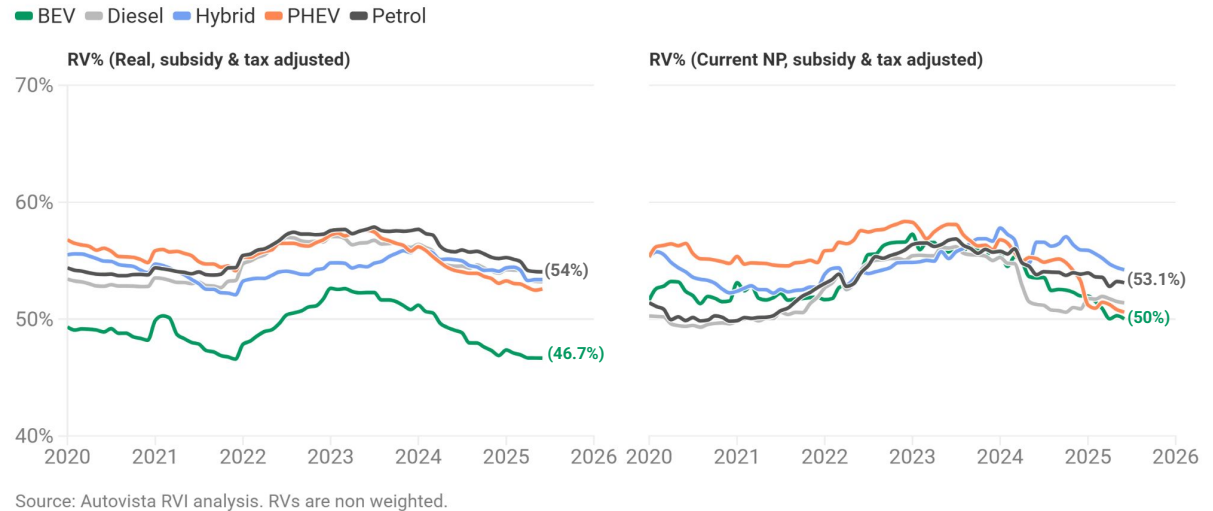
The regression adjustment controls for changes in data composition over time, such as vehicle age, mileage, powertrain, country and segment. It reduces artificial distortions in RV trends, especially the mid-2024 discontinuity, and has the largest effect on BEVs, lowering their RVs by around 2 percentage points on average. This change is largest for earlier years (pre 2023), as the data would be skewed to younger vehicles, this adjustment reduces the difference between BEV RV% in 2020 and 2026.



## When comparing to the current new prices (NP), the decrease of new prices of BEVs are compressing used BEV residual values

Due to the fact that new prices of BEVs are falling, used buyers are willing to pay less for a used BEV. This brings down RVs for BEVs more than other powertrains. When controlling for this, the RVs for BEVs increase significantly. In H12025, the BEV/Petrol RV% gap was 8 pp but when accounting of the fall in new prices, this goes down to 3 pp.

**Over the full time period there is a negligible gap between BEVs (53.4% average) versus Petrol (53.2% average)**

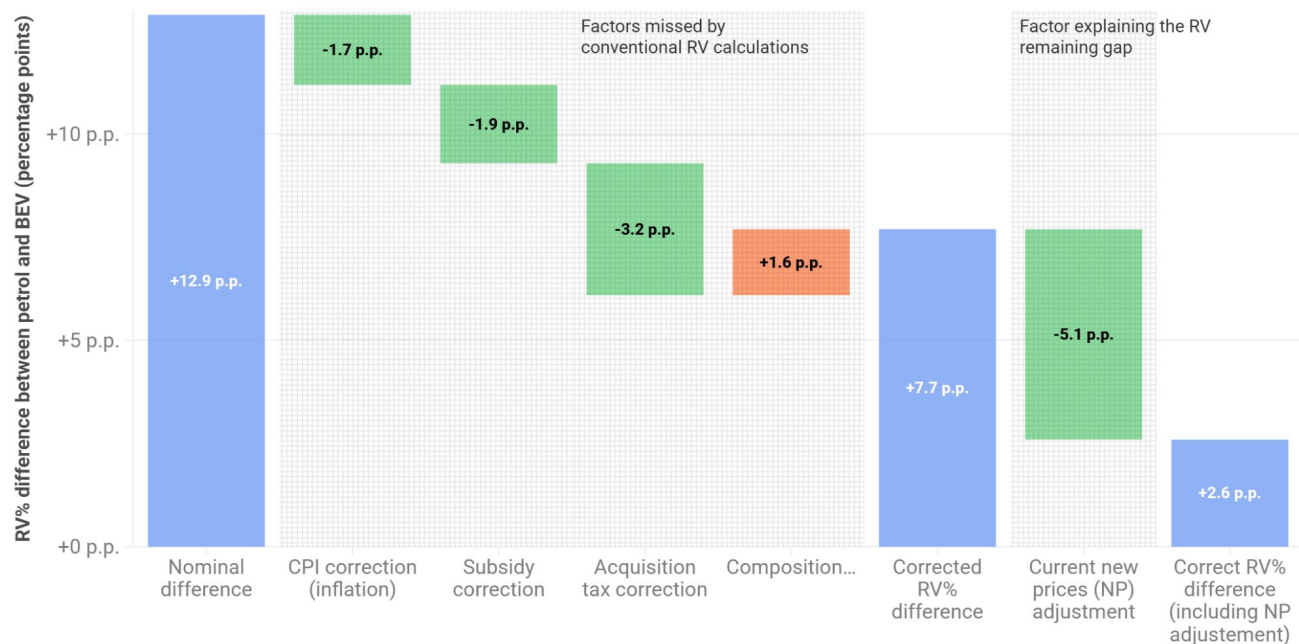


Overall, this presents a promising angle for BEVs, with the reduced gap indicating that **consumers value used BEVs similarly to other powertrains when making purchase decisions**

# As a conclusion, accounting for all the factors discussed in this section shows that the RV gap BEV/Petrol is smaller than headline figures suggest

Comparing effect of RV% corrections in 4 EU countries in H1 2025

■ Total/Subtotal ■ Narrows Gap ■ Widens Gap

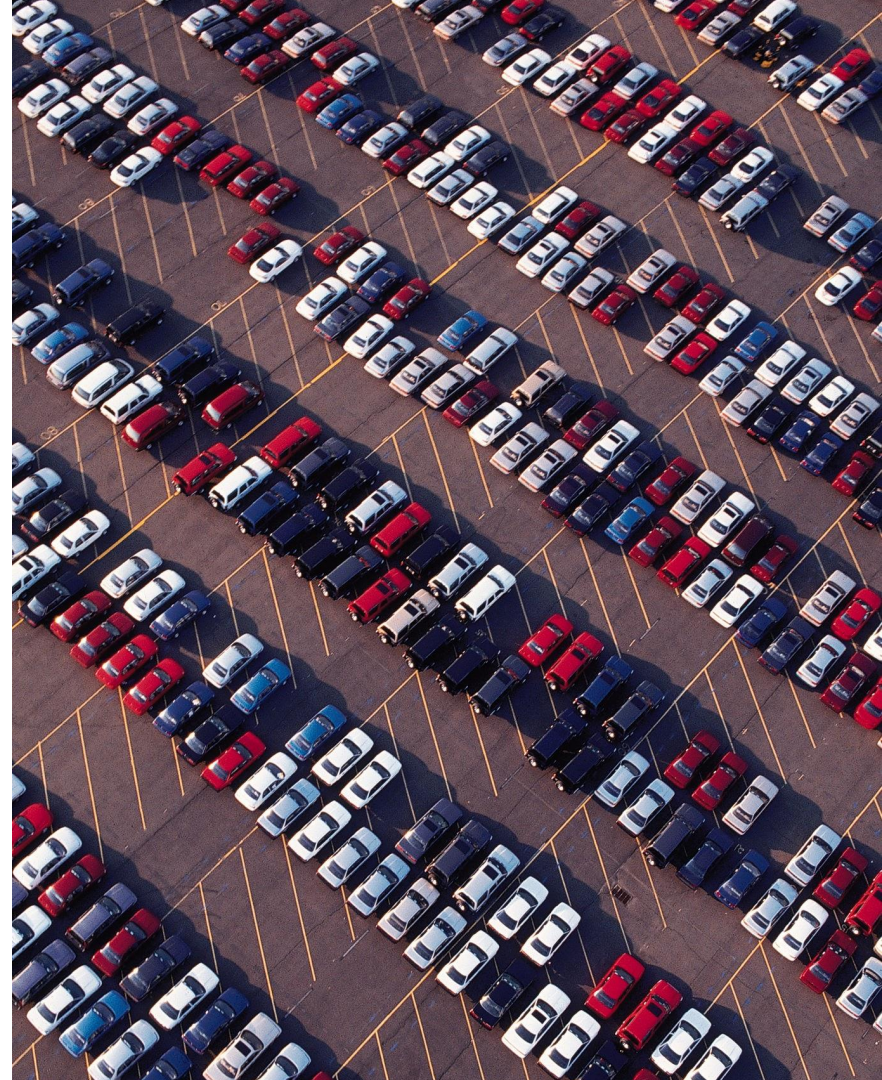


Whilst there is still a gap between Petrol and BEV used values when accounting for the above factors, this value is **much smaller than the headline figures**, and most of the observed gap can be explained through observed trends.

## The remaining residual difference compared to current new cars could down to factors such as...

- **Improved BEV technology:** Newer BEVs typically have longer ranges, and can have better charging capabilities. This would lead buyers to value new BEVs more in comparison, leading to a larger gap between new and used current prices compared to Petrol cars (whose technology improvements are more incremental).
- **Favourable taxation for BEV company cars:** BEV cars often enjoy lower taxation than their Petrol counterparts, reducing the cost of owning a new BEV more than for a comparable Petrol car. This could increase the ability to pay for new company car BEVs, widening the gap between new and used prices.
- **Higher price sensitivity of used car buyers:** Whilst BEVs can provide significant operational cost savings, used car buyers may be put off by higher up-front costs of BEVs. Used BEVs may need to be closer in value or equal to used Petrol cars (whilst new BEVs are still slightly more expensive than new Petrol cars) to encourage used car buyers to purchase a BEV.
- **Wider consumer hesitancy for used BEVs:** This could arise from uncertainties around access and cost of charging, concerns over battery longevity, or general nervousness around this new technology.

# Residual Value EU analysis: zoom-in

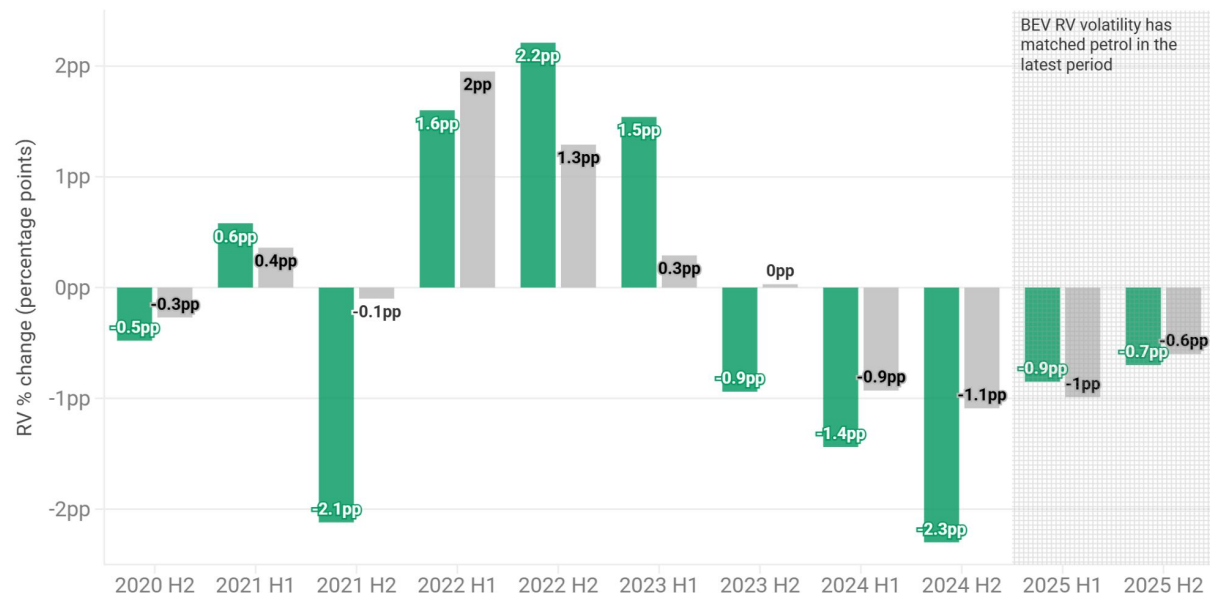


# After a period of higher volatility, the residual values of electric vehicles show signs of stabilisation

## Residual values of electric vehicles are becoming less volatile

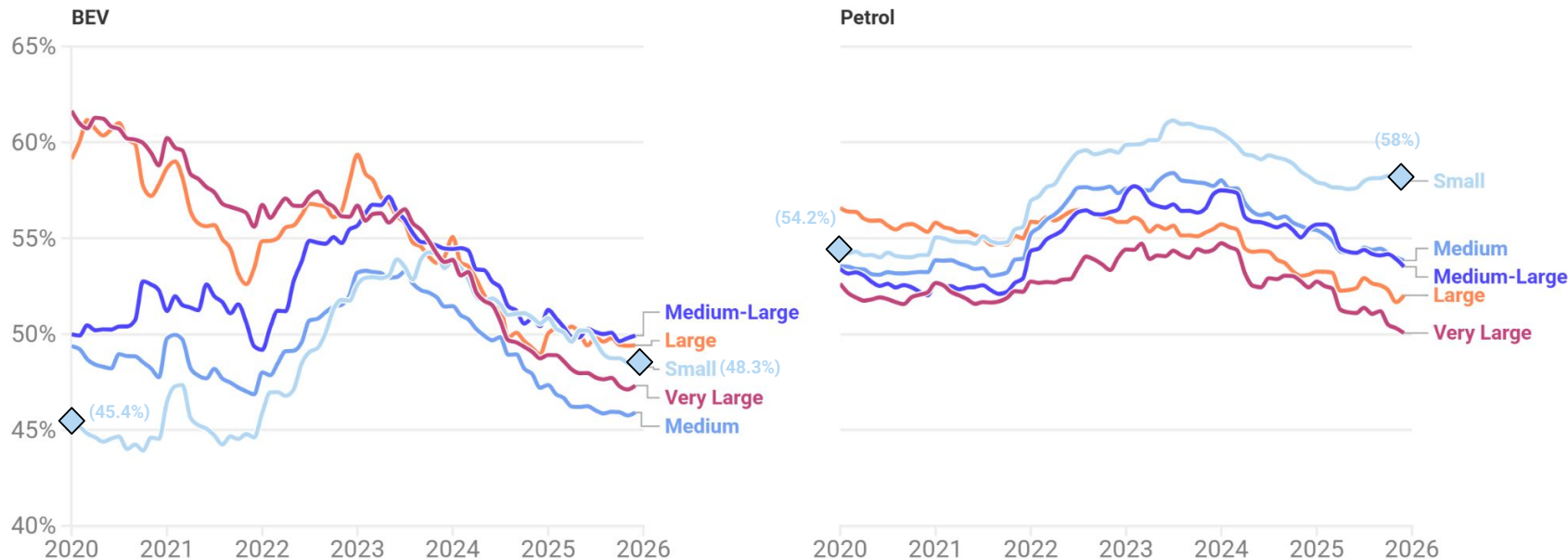
Electric car residual values are becoming more stable, with lower volatility than petrol cars in the latest half-year

BEV Petrol



An important observation from is that the decline in BEV RV% over the last 2 years appears to be tailing off; in H2 2024, the decrease was 2.3 pp for BEVs, while in H2 2025 H2 it was only 0.7 pp, **showing less volatility than Petrol vehicles.**

## Residual values for small BEVs have strengthened while larger BEVs like the Tesla model S have lost ground, similar pattern as petrol cars



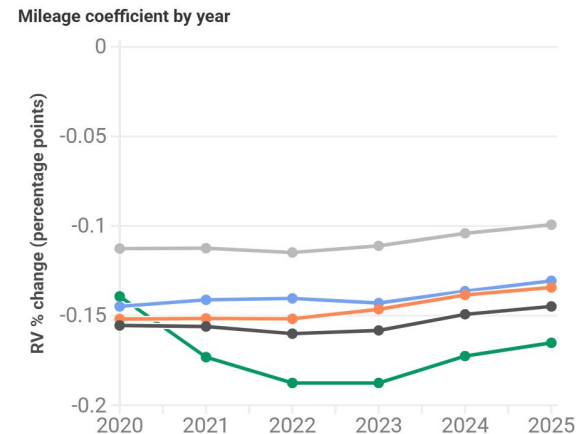
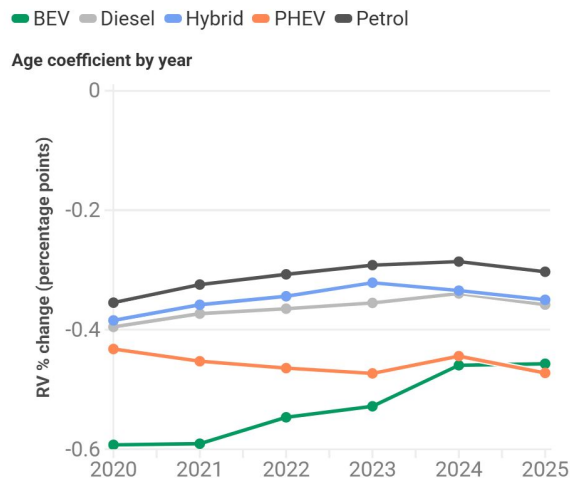
Source: Autovista RVI analysis. RVs are non weighted.

Note: Small: A and B segment; Medium: C, B SUV, B MPV and C MPV; Medium-Large: C SUV, D MPV; Large: D and D SUV; Very Large: E, E SUV, F, and G SUV

# Electric vehicles still depreciate faster with age and mileage, but the gap with other powertrains is narrowing

**Age:** BEVs have historically depreciated faster with age, but the gap has narrowed since 2022. PHEVs show the weakest age performance in recent years, and are now at a similar level to BEVs, with both showing comparatively high age-related depreciation than ICE.

**Mileage:** BEVs have been more volatile, worsening between 2020 and 2022 before improving from 2023 onwards. Despite this variability, recent trends indicate that BEVs are moving closer to the depreciation patterns observed for other powertrains.



Source: Analysis of Autovista RVI data  
Note: Change per month of age and change per 1,000 km.

## European brands tend to retain stronger residual values than non-European competitors such as China or the United States

TABLE 1. AVERAGE BRAND RV% IN 2025 BY REGION (EU COUNTRIES)

| Region      | Average brand BEV RV% | p.p. Diff from European OEMs |
|-------------|-----------------------|------------------------------|
| Europe      | 53.9                  | -                            |
| USA         | 53.8                  | -0.1 p.p.                    |
| Vietnam     | 53.8                  | -0.1 p.p.                    |
| South Korea | 51.9                  | -2.0 p.p.                    |
| China       | 50.6                  | -3.3 p.p.                    |
| Japan       | 48.4                  | -5.5 p.p.                    |

**European and US brands tend to retain the highest BEV residual values**, while South Korean, Chinese and Japanese brands show lower average RVs compared with European manufacturers. When brands are analysed individually, without weighting by sales volumes, Chinese brands are around 3.3 percentage points below European brands on average, while Japanese brands are 5.5 percentage points below.

**Brand effects show that BEV residual values vary meaningfully**: in 2025, the spread between brands reaches around 19 percentage points, from the lowest-performing brand (Mitsubishi/Citroen) to the highest-performing ones (Skoda/Polestar). This suggests that brand perception, trust, market maturity and expected reliability can still play an important role in shaping used BEV values.

# Country specific data

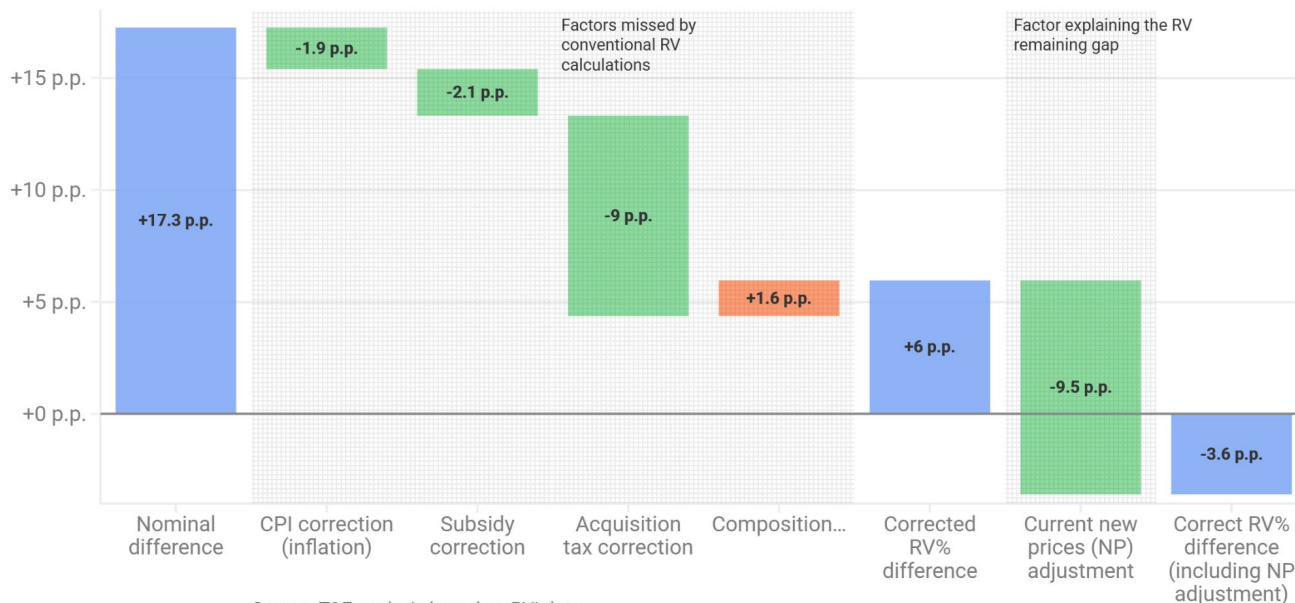


# France is a good example of how acquisition taxes further adjust petrol car RVs, reducing the difference in RV% between BEVs and petrol cars

Comparing effect of RV% corrections in France (2025)

■ Total/Subtotal ■ Narrows Gap ■ Widens Gap

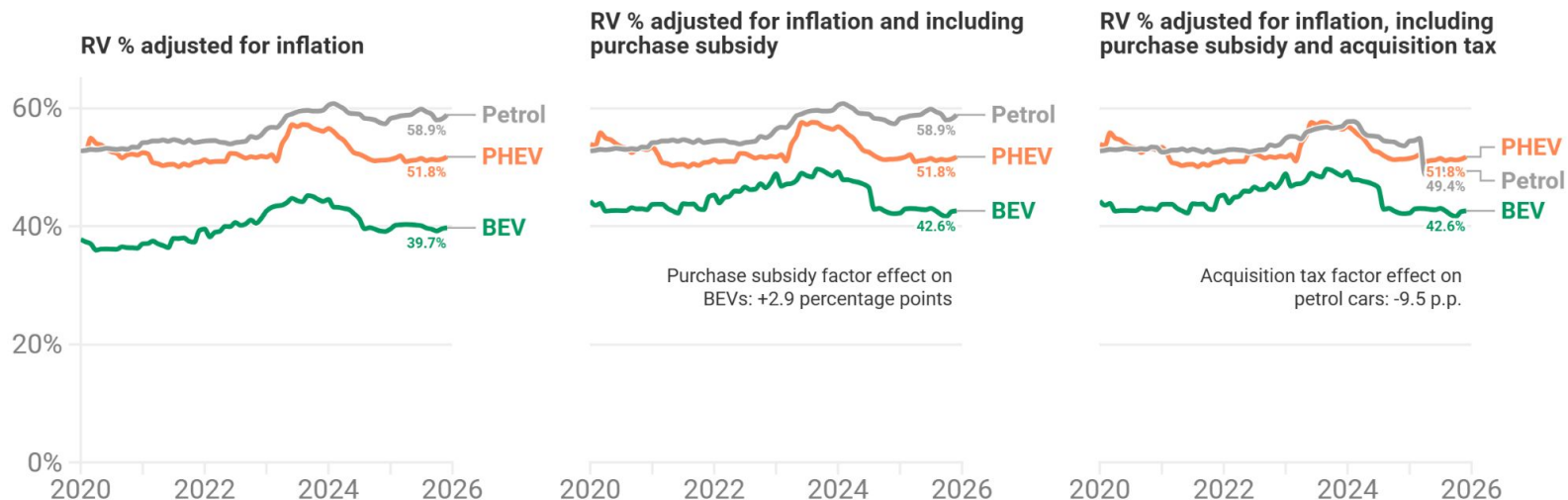
RV% difference between petrol and BEV (percentage points p.p.)



Accounting for the acquisition tax correction factor has the strongest effect in reducing the RV% gap between EVs and petrol vehicles, narrowing the difference by almost half (from 17.3 p.p to 9 p.p. difference)

# Acquisition taxes further adjust RVs for combustion cars: lowering the RV% of petrol cars by 9.5 percentage points

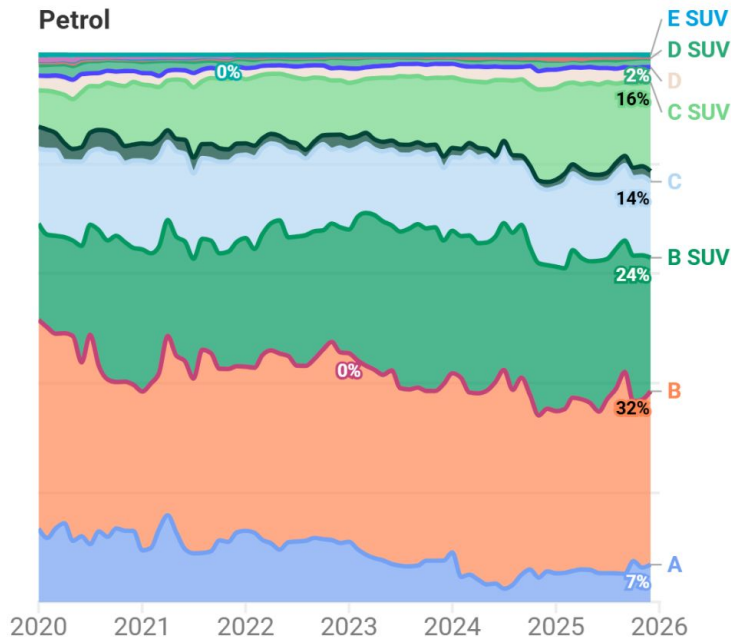
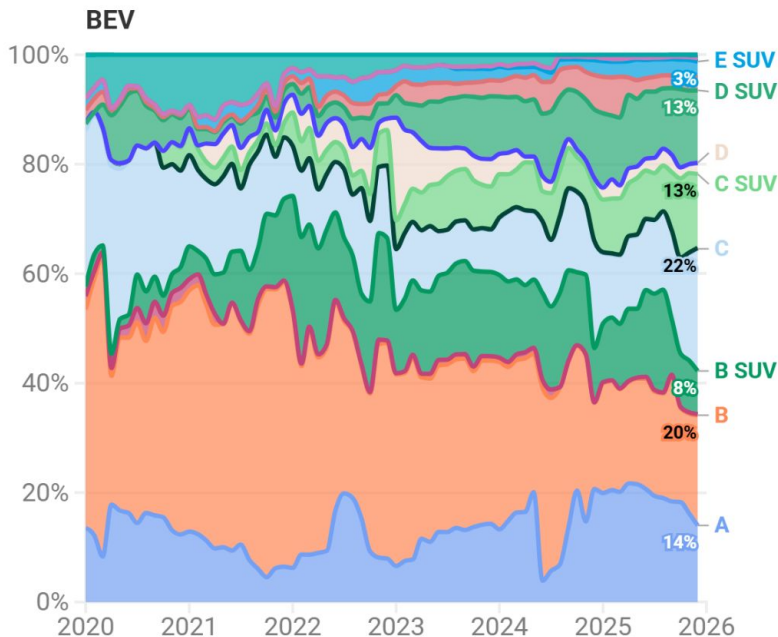
France



Source: Autovista RVI analysis. RVs are non weighted.  
Note: 36 months old vehicle and drove 60,000 km

# In the recent years, France used BEV market has shifted towards larger cars

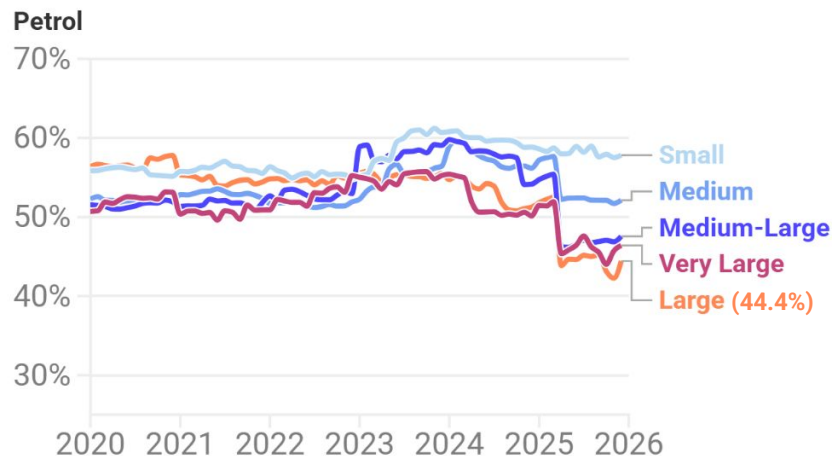
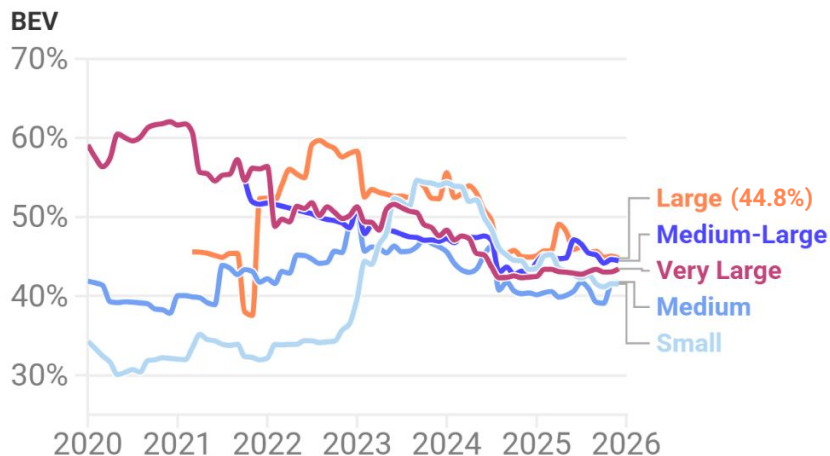
France ▼



# In H2 2025, large\* EVs RV % performed better than its petrol equivalent

RV% (real, subsidy and tax adjusted)

France ▼



Source: Autovista RVI analysis. RVs are non weighted.

Note: 36 months old vehicle and drove 60,000 km

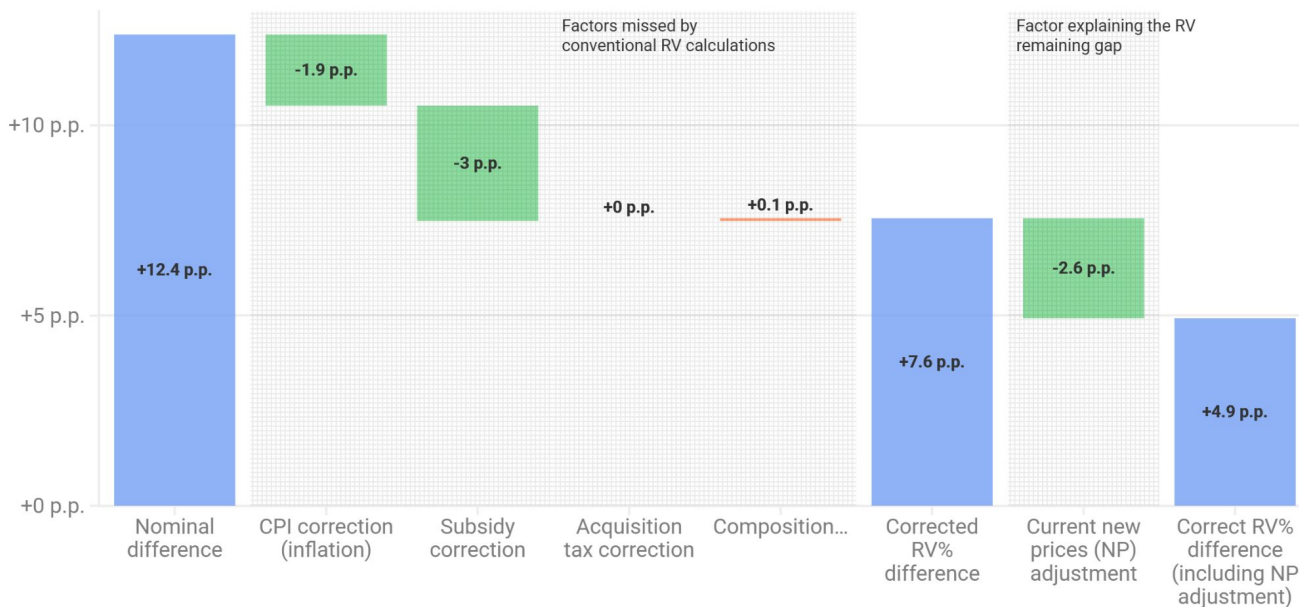
\*large: D-segment car and SUV

# In Germany, where there is no acquisition tax, the difference in residual values is reduced only through purchase subsidies

Comparing effect of RV% corrections in Germany (2025)

■ Total/Subtotal ■ Narrows Gap ■ Widens Gap

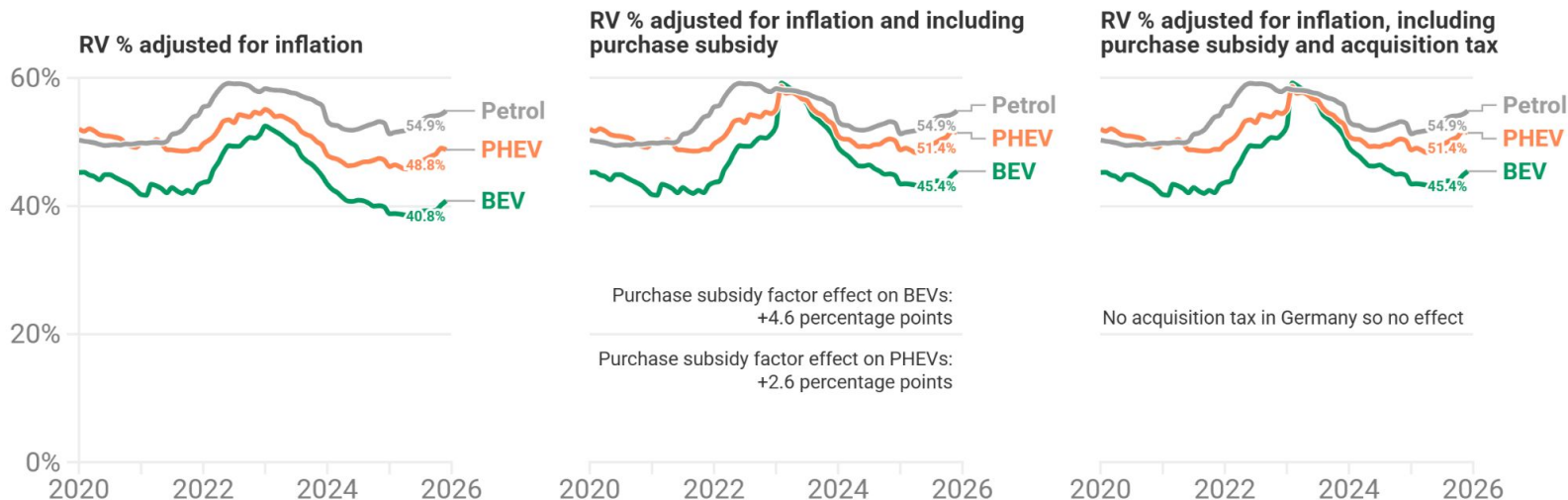
RV% difference between petrol and BEV (percentage points p.p.)



Purchase subsidy correction narrows the RV% gap by 3 p.p., however the correction reflects a short-term policy instrument.

**With no acquisition tax and both BEVs and PHEVs subsidised, RV% increases by 4.6 p.p. for BEVs and 2.6 p.p. for PHEVs.**

Germany

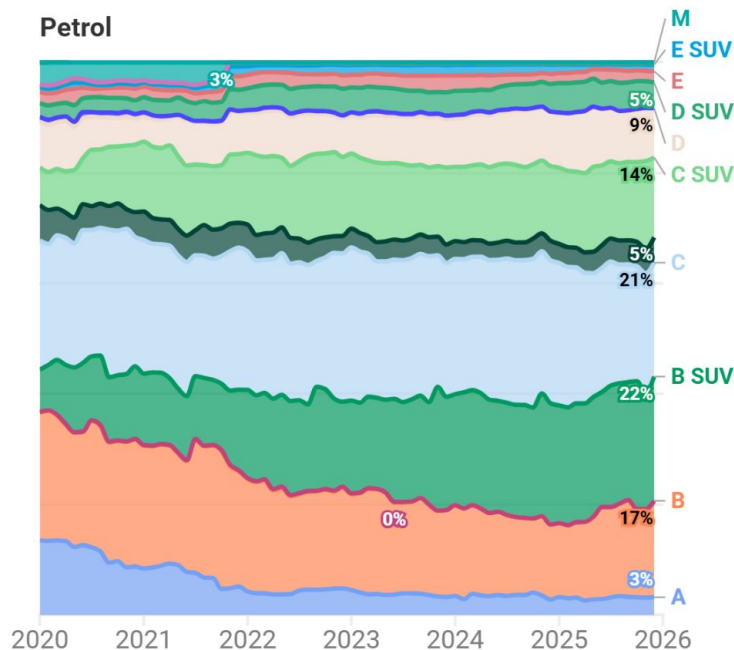
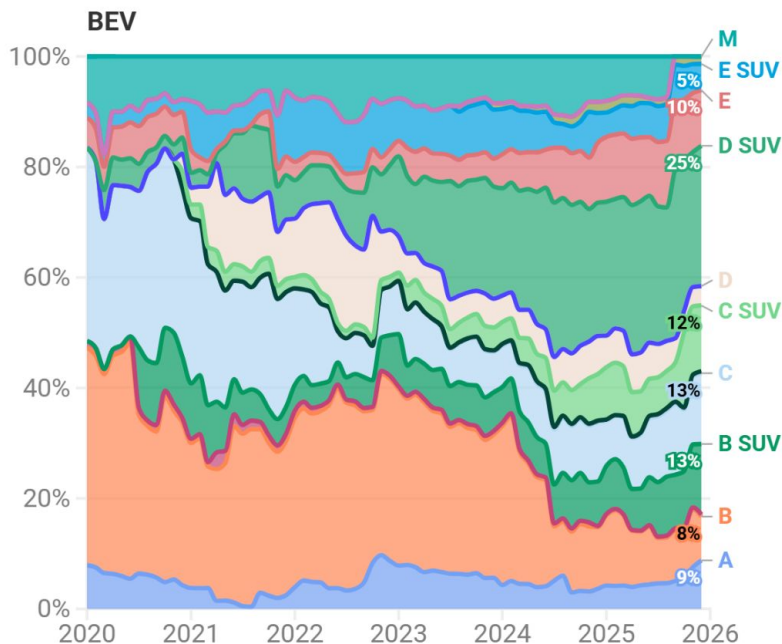


Source: Autovista RVI analysis. RVs are non weighted.

Note: 36 months old vehicle and drove 60,000 km

**In Germany, used BEV availability remains limited in smaller segments, while the D-SUV segment alone accounts for 24% of the market...**

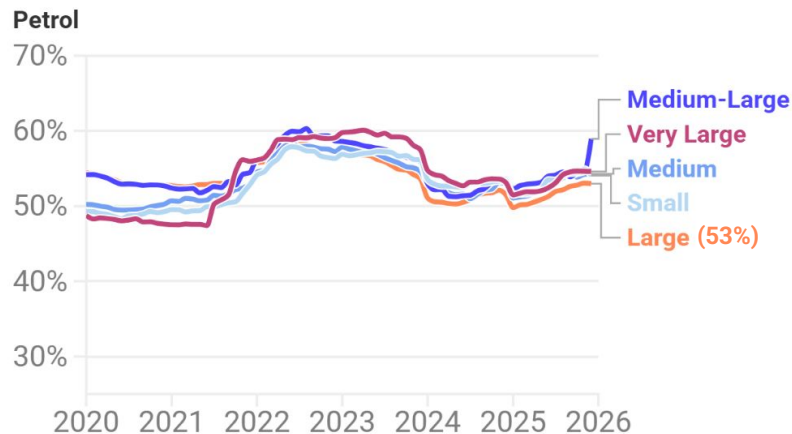
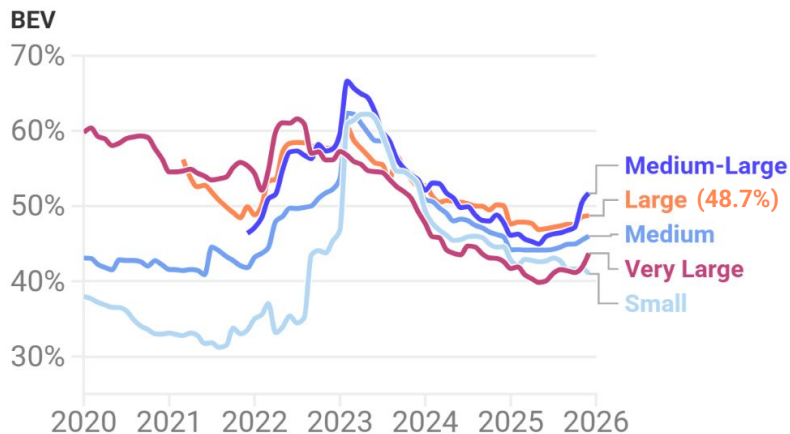
Germany ▾



## ... still, smaller BEV RV% are performing better compared to pre-pandemic

RV% (real, subsidy and tax adjusted)

Germany



Source: Autovista RVI analysis. RVs are non weighted.

Note: 36 months old vehicle and drove 60,000 km

# Italy's low acquisition tax make the impact on the real Residual Values very low, almost non-existent

Comparing effect of RV% corrections in Italy (2025)

■ Total/Subtotal ■ Narrows Gap ■ Widens Gap

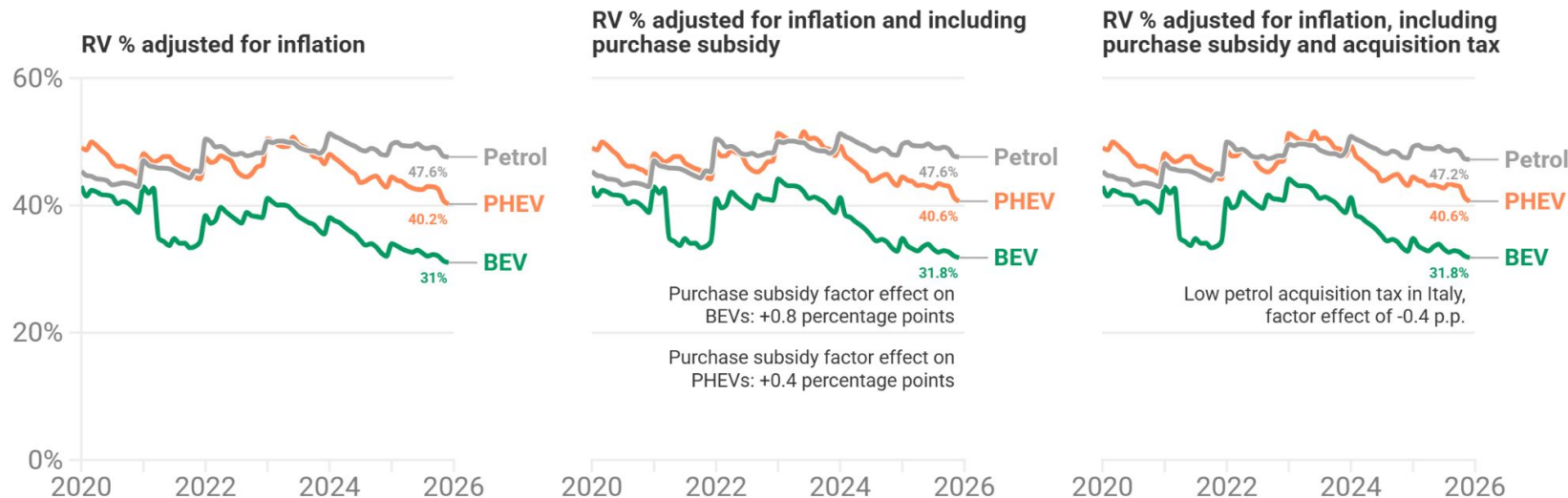
RV% difference between petrol and BEV (percentage points p.p.)



Both the applied subsidy and tax correction have a limited effect in reducing the RV% tax difference between BEV and petrol car: it narrows it only by 1.4 percentage points.

## RV% adjustment are limited due to Italy's low acquisition tax. Here, petrol values are dropping 0.4 percentage points

Italy



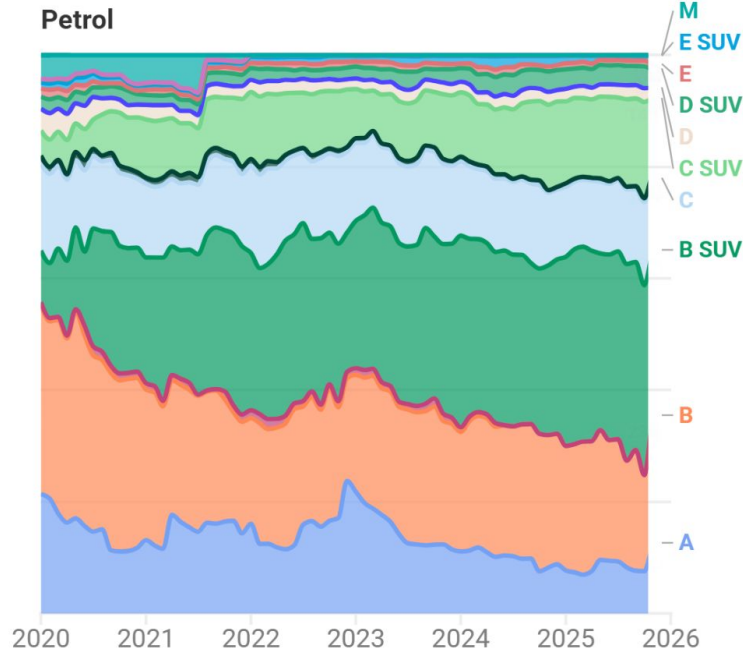
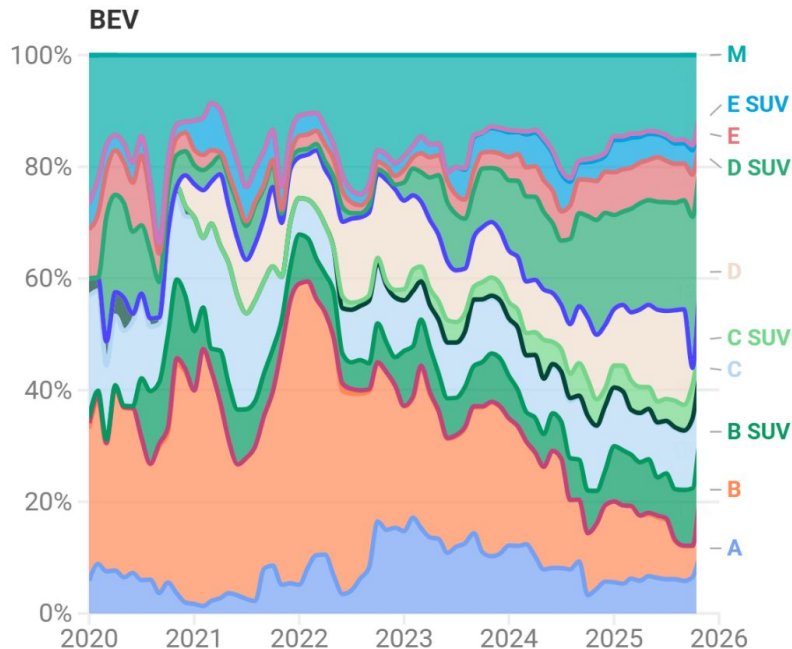
Source: Autovista RVI analysis. RVs are non weighted.  
Note: 36 months old vehicle and drove 60,000 km



## Italy's used car market remains concentrated in smaller segments, reflecting its new car market

Italy

\*

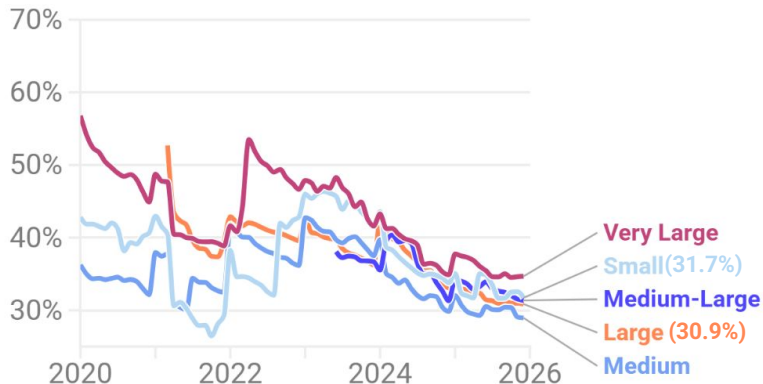


## Smaller BEV segments are retaining slightly better values than larger BEV segments - compared to other countries

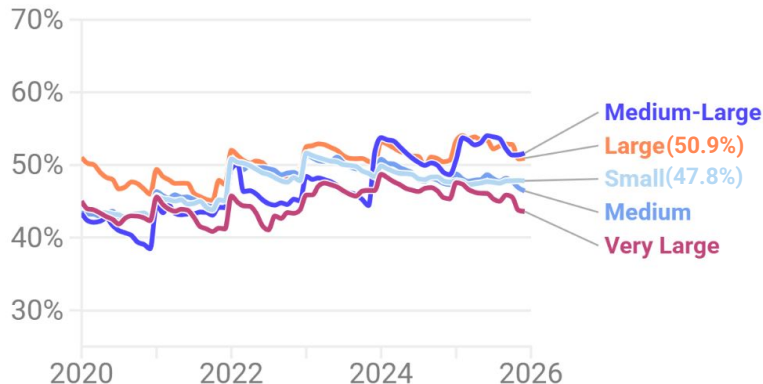
RV% (real, subsidy and tax adjusted)

Italy ▼

BEV



Petrol



Source: Autovista RVI analysis. RVs are non weighted.

Note: 36 months old vehicle and drove 60,000 km

# Spain shows the most consistent RVs across powertrains, reinforced by subsidies and acquisition tax

Comparing effect of RV% corrections in Spain (2025)

■ Total/Subtotal ■ Narrows Gap ■ Widens Gap

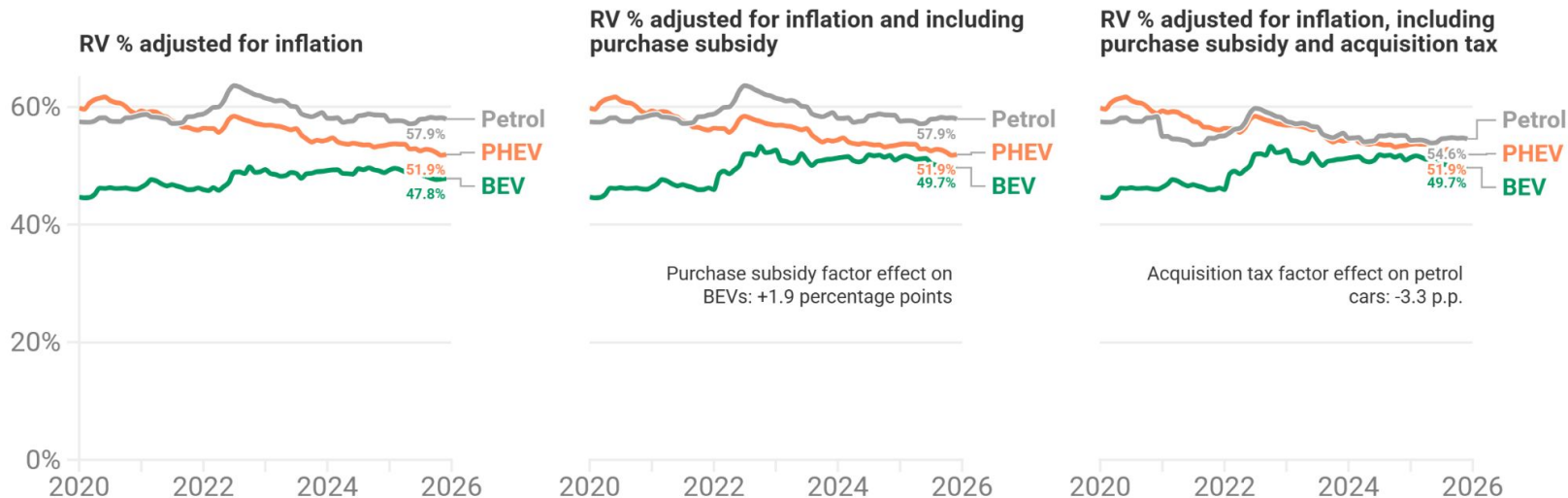
RV% difference between petrol and BEV (percentage points p.p.)



Both BEV and petrol RV% appear more stable than in other countries, with a smaller gap between the two powertrains. Spain's acquisition tax further narrows this gap by 3.5 percentage points.

# Accounting for correcting factors, here BEV RV% is just 4.9 percentage points lower than petrol RV%, and 2.2 p.p. lower than the RV% of a PHEV

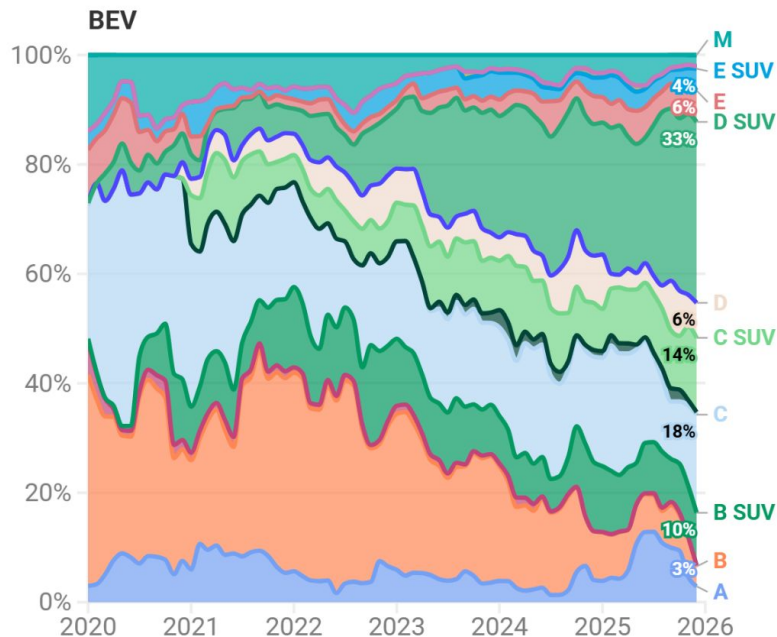
Spain



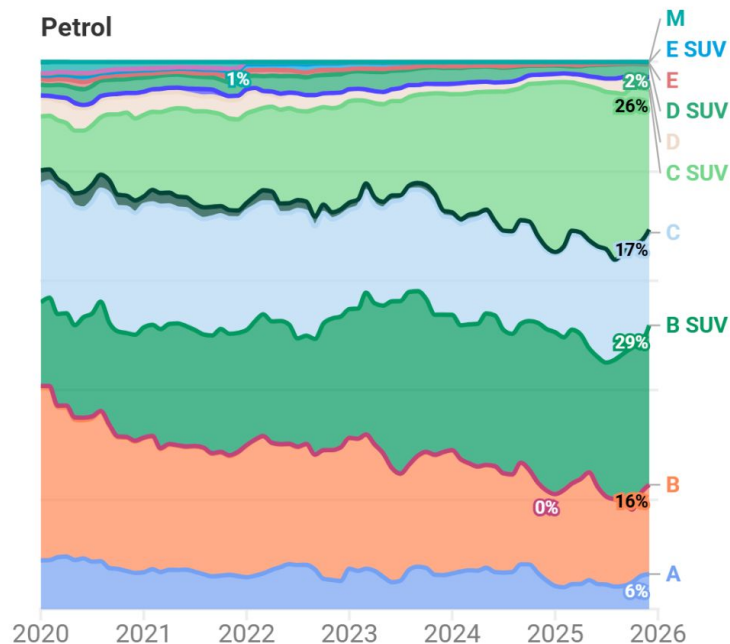
Source: Autovista RVI analysis. RVs are non weighted.  
Note: 36 months old vehicle and drove 60,000 km

# While BEV RV% are stabilising, availability of different BEV segments on the used market is fluctuating

Spain ▼



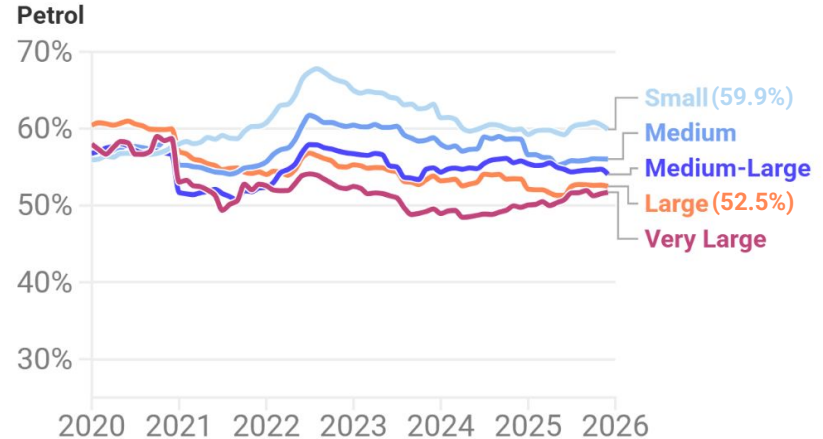
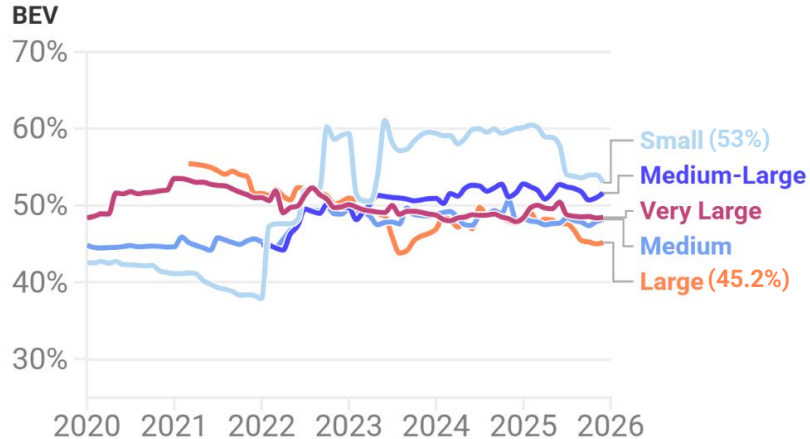
D SUVs are now accounting for 25% of the BEV market, compared with only 3% for the petrol market



## ...In parallel, BEVs in smaller segments outperform petrol cars in larger segments in terms of RV%

RV% (real, subsidy and tax adjusted)

Spain ▼



Source: Autovista RVI analysis. RVs are non weighted.

Note: 36 months old vehicle and drove 60,000 km

# Conclusions from the RV analysis



### Conclusions from the RV analysis (1/2)

BEVs have lower RV% than other powertrains, and this gap has widened slightly in recent years. **However, when inflation, government subsidies and taxes are considered, this gap is not as severe as the raw data suggests.**

- **Taxation can play a key role in narrowing the RV gap, as shown by France.** Acquisition taxes increase the upfront cost of more polluting vehicles, lowering their effective RV once real purchase costs are considered. In France, this helps bring EV and petrol residual values almost to the same level.
- **BEV RV trends are becoming less volatile and more aligned with the RV fluctuations of petrol vehicles.** After a period of sharper fluctuations, recent data suggests that BEV residual values are stabilising, performing slightly better than petrol vehicles.
- **Smaller segments are performing better than larger, more expensive segments.** While large BEVs have seen the strongest RV declines, smaller BEVs are now closer to, or even above, pre-pandemic levels, suggesting that the overall BEV decline is partly driven by higher-end segments. The same pattern can be observed for petrol cars.
- **BEV RV trends vary significantly across countries.** Spain stands out as the most stable market, with BEV residual values remaining broadly consistent over time, while France also shows relative stability when accounting for taxation. By contrast, Italy has experienced a sharper decline, highlighting how local market conditions and policy frameworks can strongly shape BEV RV performance.

### Conclusions from the RV analysis (2/2)

There are additional **factors which help to explain the overall remaining RV% gap** for BEVs:

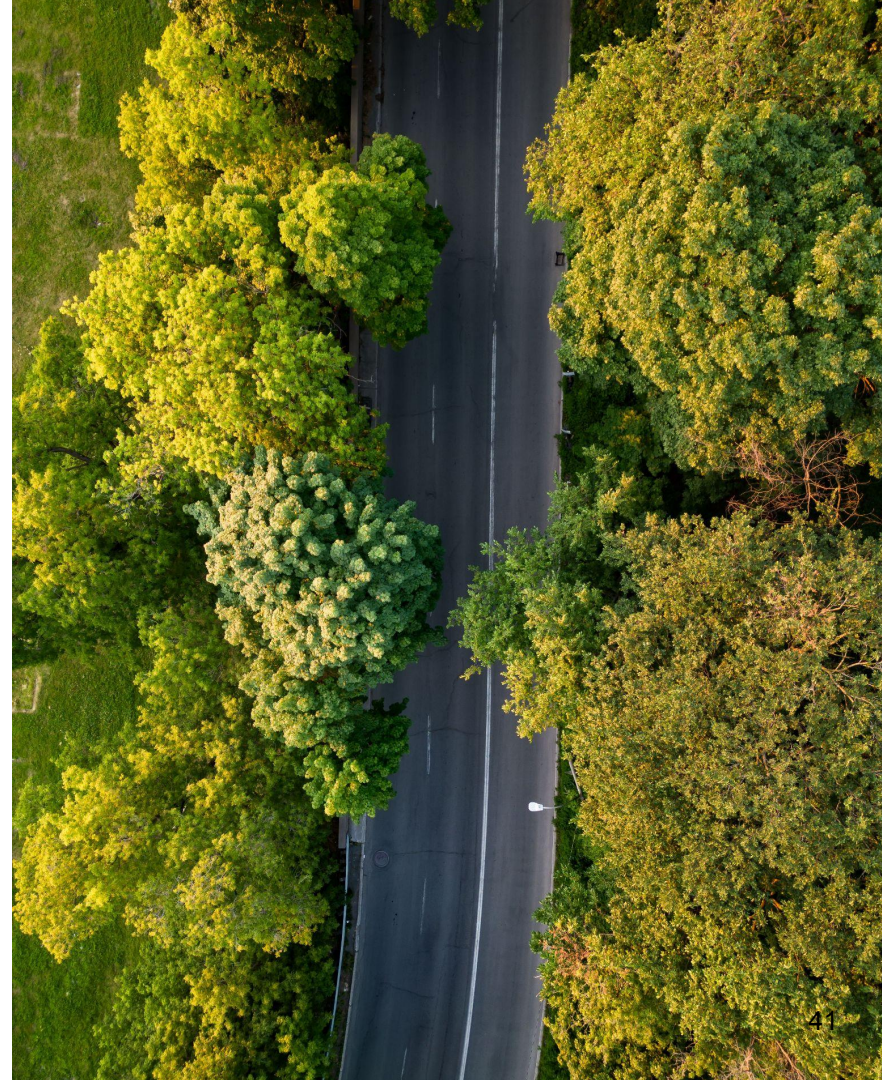
- **Falling new BEV prices are a major driver of weaker used BEV RVs.** When used BEVs are compared with current new vehicle prices, the gap with petrol falls further to only 3 pp, suggesting that consumers value used BEVs much more closely to petrol vehicles than standard RV figures imply.
- **The remaining gap is mainly explained by depreciation dynamics and market composition, but confidence in used BEVs appears to be improving.** BEVs have depreciated more with age and mileage over recent years, while the growing presence of Chinese brands with lower RVs may have also contributed to the overall decline. Despite this, the recent reduction in age and mileage depreciation suggests that buyers are gaining confidence in used BEVs.

The **outlook is positive** as the BEV market matures:

- **BEV RVs are likely to improve as new prices stabilise.** A big part of the current BEV / Petrol gap is linked to recent falls in new BEV prices. Once these price reductions slow, used BEV values should face less downward pressure.
- **Technology maturity should reduce depreciation pressure.** As improvements in range, charging and efficiency begin to stabilise, older BEVs are likely to remain more comparable with new models, supporting stronger RVs.
- **Petrol RVs may become more uncertain as the market shifts.** As BEVs become the mainstream option, petrol vehicles could become more volatile: RVs may rise if supply falls faster than demand, or decline if consumer demand shifts strongly towards BEVs.

# Potential drivers & mitigators:

## Industry and Policy recommendations





### Industry mitigation measures (1/2)

01

**Battery State of Health testing:** Battery certificates increase buyer confidence by proving the condition of the battery, which is directly linked to range and vehicle value. BCA, Europe's largest car remarketer, found that certified EVs achieved around 1.4% higher resale value and sold 2.7 days faster on average, while Arval has issued over 30,000 battery health certificates across the UK and EU.

02

**OEM-led approved used schemes:** Several OEMs are strengthening used-EV confidence through approved-used programmes, including Stellantis, Kia and Mercedes-Benz. BYD goes further with a dedicated Certified Pre-Owned scheme, including a 179-point inspection, a guaranteed battery health score of 90, a 1-year / 20,000 km vehicle warranty, the remaining 8-year / 200,000 km battery warranty, and 2 years of roadside assistance.

03

**Industry discounts and favourable financing:** Discounts and lower financing rates can help sustain new BEV demand and reduce upfront costs for consumers. However, heavy discounting also lowers the benchmark price for used BEVs, putting pressure on residual values. Targeted, predictable support and favourable financing are therefore preferable to broad, repeated price cuts.



### Industry mitigation measures (2/2)

- 04** **Improving second-hand BEV affordability through leasing and finance:** Second-hand BEV leasing and tailored finance products can improve access to used EVs while supporting residual values. Leasing can benefit from smoother depreciation after the first lease, enabling lower monthly prices, as shown by Ayvens' Re-Lease plan. Dedicated finance products can also increase buyers' ability to pay, supporting RVs by raising affordability rather than reducing the underlying vehicle price.
- 05** **Lengthening first-hand leases:** Longer lease periods could spread BEV depreciation over more years, reducing monthly lease costs and helping absorb residual value risk. However, the leasing industry has offered limited options so far, partly because customers and fleets still prefer shorter replacement cycles and newer technology.
- 06** **Confidence-building measures have proven effective in supporting used BEV values, but adoption remains limited:** Battery health certificates, approved-used schemes, warranties and OEM-backed inspections directly address key buyer concerns around battery condition and reliability. Where implemented, these tools can improve trust, accelerate sales and support residual values, but they are not yet widely or consistently used across the industry.



# Policy mitigation measures (1/2)

01

**Standardise battery health certification:** The EU is already moving in this direction through the battery passport, which will become mandatory from 18 February 2027 and provide QR-code access to battery identification, performance and durability data, as well as through Euro 7 battery durability requirements. The aim should be to build on these steps so they deliver a simple, comparable and consumer-facing battery health standard across OEMs and providers, giving buyers in the second-hand market a clear benchmark they can trust.

02

**Introduce mandatory battery health disclosure:** Requiring standardised battery health checks at resale would give buyers clearer information on battery condition and future degradation risk. This is feasible at relatively low cost, but needs a trusted methodology and clear liability rules. The proposed car CO<sub>2</sub> labelling rules, which would require distributors to inform buyers of the vehicle's state of health for BEVs and PHEVs, based on data already available in the vehicle's on-board display.

03

**Strengthen battery protection through warranties and refurbishment support:** In the EU, BEV battery warranties typically cover around 8 years or 160,000 km. These warranties should be standardised, transferable across owners, and consistently applied across OEMs to improve confidence. From 2027, the EU battery passport can support this by providing standardised battery health data and clearer warranty claims. For older BEVs outside warranty, targeted support for battery refurbishment or certified module replacement could extend vehicle lifetimes and improve resale values.



# Policy mitigation measures (2/2)

04

**Taxation as a tool to support used-BEV demand and residual values:** VAT or vehicle tax exemptions would improve affordability for buyers (reducing the cost) while allowing resale prices to remain stronger (certain margin to increase resale price). These measures are simple to communicate and administer, but would involve a public revenue trade-off during the transition period until BEV residual values stabilise.

05

**Use public procurement to create demand certainty:** Public fleets could help absorb older BEVs after their first life, creating a demand floor and reducing resale risk for leasing companies and fleet operators.

06

**Introduce targeted RV guarantee schemes:** Government-backed RV guarantees could reduce lender risk and smooth BEV depreciation during the transition, particularly for fleets and leasing vehicles. These schemes could be time-limited, decline over time, and apply only to vehicles meeting durability and efficiency standards. A relevant precedent is Tesla's European buyback scheme for early Model S and Model X vehicles, which allowed owners to trade in the vehicle for at least 50% of its base purchase price after 3 years.

07

**Target fiscal and financial support for used-BEV buyers:** Fiscal incentives for used BEV purchases or leases, especially for lower-income households, could expand demand among price-sensitive buyers and support residual values. This would help correct the current imbalance where new BEV buyers benefit from stronger tax advantages, while second-hand buyers receive limited support.

## Acknowledgements

---

Report published: September 2026

Author: **Arnau Oliver Antich**

Modelling: **ERM, Jordane Faizant**

Expert group: **ERM**

Contributors: **Stef Cornelis, Lucien Mathieu**

### Acknowledgements

The findings and views put forward in this publication are the sole responsibility of the authors listed above.

Ensure third party reviewers are given enough time to plan for a review, and always ask if they are happy to be listed as a reviewer.

### Further information

Name: Arnau Oliver Antich

Title: Principal Analyst

arnau.antich@transportenvironment.org

[www.transportenvironment.org](http://www.transportenvironment.org) | [BlueSky](#) | [LinkedIn](#)

### Further information

Name: Sofie Grande y Rodriguez

Title: Policy Manager Clean Fleets

sofie.grandeyrodriguez@transportenvironment.org

[www.transportenvironment.org](http://www.transportenvironment.org) | [BlueSky](#) | [LinkedIn](#)