

Electric vehicle adoption israel

The fossil-fuel-fed internal combustion engine (ICE) is on its way to becoming a fossil itself, replaced by battery-powered and plug-in hybrid electric vehicles (EVs).

The e-mobility revolution was a long time in coming - the first electric car was built before the turn of the 20th century - because only recently has technology advanced enough to make it possible.

From 2017 to 2022, EV sales jumped from around 1 million to more than 10 million. The total number of EVs now on the world's roads is 26 million, up 60 percent from 2021, according to an International Energy Agency report.

"The automotive industry's mind is already made up about EVs. That's where they are placing their bets. By and large, they are not going to develop new ICE car engines," says Shruga Katz, CEO of EV-Edge, a charge-point operator and e-mobility service provider within Union Automotive Group.

"We have to have enough electricity to power them, enough available material to make the batteries and a plan for how to dispose of the batteries at the end of their life," among other obstacles.

While Israel does not manufacture cars, Israeli consumers are choosing EVs more and more. This year, 17% of new cars sold in Israel are electric compared to 10% in 2022 and 3% in 2021. The Energy Ministry estimates that approximately 1.3 million vehicles, or 30% of all cars in Israel, will be electric by 2030.

"Israel is a perfect place for EVs because it is a small country with short destinations and a concentrated population," says Ronen Yablon, CEO of Geely Israel, a franchisee of Union Automotive Group.

"We finished August with more than 12,500 cars on the road in less than two years," says Yablon, adding that Geely will soon introduce a premium brand, Zeekr, to Israel.

Israel's innovation culture has fueled a strong automotive technology sector in which there are companies developing solutions to take EVs into a more affordable and sustainable future.

"If you drive 20,000 kilometers per year you'd pay 10,000 shekels on fuel vs. 2,000 shekels for electricity, especially if you charge at more affordable places like at home."

However, he continues, "Battery technology is still very expensive, and that's a key factor in EV cost. Lithium-ion battery costs were supposed to go down but it hasn't happened yet."

Lithium mining consumes lots of water and energy, degrades soil and pollutes air and groundwater. Cobalt



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and graphite, also components of lithium-ion batteries, are becoming scarcer and more expensive.

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