

VAT EXEMPTION FOR ELECTRIC VEHICLES AND HIGHER CHARGES FOR POLLUTING VEHICLES

# Brake dry transport pollution



**Ricardo Fraguas Poole**

It is what happens in Norway, the European leader in the sale of electric vehicles. Despite being an oil producing country, Norway has a consistent treatment of polluting and non-polluting vehicles with European and global emission reduction commitments. So much so that, in the Scandinavian country, plus all the benefits, advantages and satisfactions, which involves driving an electric vehicle - allowances, reduction to zero emissions, noise reduction, fuel savings and maintenance - and the possibility of using 100% clean energy, renewable, which can also be produced in the workplace and in private homes, electric vehicles are cheaper than vehicles with internal combustion engines.

To take an actual example, the Volkswagen Golf 2.0 TDI in Spain costs from 24940 euros, the same car costs more than twice Norway: 51846 Euros. Thus, in Norway, while the basic Golf combustion engine, the 1.2 TSI 105 hp and maximum torque (thrust) to 179 Nm costs from 30881 euros !, 100% electric version of the Golf with 115 hp electric power and torque of 270 Nm costs EUR 30900.

In Norway last July, the No. 1 in sales, ahead of any other car of any make and engine, and was the Volkswagen Golf 100% electric with 391 units sold. The best-selling model BMW and the BMW i3 is also 100% electric.

The rapid transition to a personal transport more rational and sustainable road seems necessarily involves "pocket".

A clear and strong economic advantage when purchasing the vehicle, together with all other benefits-but still undiscovered by users Eléctricos- new vehicles is a necessary condition for an acceleration in the elimination of polluting vehicles and dependence on non-renewable for the transport of persons and goods by road sources.

Professor [José María Martínez-Val](#) , Doctor Industrial Engineer, Professor at the Polytechnic University of Madrid, head of the Foundation for the Promotion of Industrial Innovation and presented and directed by the International Electric Vehicle Symposium [Electricity and vehicles: one world in the future](#) of the UIMP, in the [Palacio de la Magdalena in Santander](#) , tells me he thinks is appropriate to follow the footsteps of Norway.

*"Inevitably we have to go around. In an urban environment such as Madrid which has serious pollution, especially particulate, it is absolutely necessary "" In some German cities will ban all traffic of vehicles other than electric ... "" The system is in a situation one rotten little inter alia for lack of proper communication between the Ministry and electrical. "*

For his part, head of the National Association of Automobile and Truck Manufacturers, [Mario Armero](#) , which highlights the importance of the Spanish industry in the manufacture of electric vehicles, sees nothing easy reach in the short term in our country a regulatory framework for the promotion of sustainable mobility, similar to Norwegian.

In the corner of Alfonso XIII, in the Palacio de la Magdalena in Santander, a few meters from the first sample of electric vehicles, Mario Armero moves me the impetus to plan alternative vehicle for 2015 submitted to the Minister Soria does not include the proposal VAT exemption for electric vehicles, much less the recommendation of taxing more polluting vehicles:

*"I do not think in Spain it is time to implement the Norwegian scheme. I do not think you have to punish other technologies. The main problem in Spain, in this sense, is that more than 50% of cars are over 10 years old. Nothing to see a petrol or diesel car 16 years ago with one made 3. In terms of emissions, fuel consumption and safety. "" The main focus should be the renewal of the park. "* *"There is little point giving more incentive to sell if there is no adequate recharging infrastructure also in house. We*

*therefore propose a plan of global momentum that provides aid to purchase, charging infrastructure, and tax exemptions and other benefits. "*

International Electric Vehicle Symposium consists of four days and includes the participation of representatives of the leading manufacturers of electric cars, manufacturers and distributors of energy and technology experts and recharge energy storage. It is planned sample of 100% electric vehicles Nissan, Renault, BMW and Mitsubishi.

Both José María Martínez-Val as Mario Armero are convinced that it is essential that the government immediately migrate its fleet to electric vehicles.

With our congratulations on the convocation, we want the electric vehicle meeting the Magdalena effective lobby and contribute to accelerate the shift towards a generation and more rational and sustainable use of energy, also for transport.

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