EV BELGIUM
the Electric Vehicle Association

Press release
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From 2030, Belgian drivers will save more than €1.8 billion a year thanks to electrification

The electric vehicle sector has unveiled a new strategic charter and a new identity

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Brussels, 18 September 2026. – Prices at the pump are high once again: on 10 September, the official maximum price stood at €2.356 per litre of B7 diesel and €2.058 per litre of 95 E10 petrol (FPS Economy). For EV Belgium, this trend confirms that the transition to electric mobility is no longer merely a climate issue, but also, increasingly, a matter of purchasing power, energy policy and geopolitical independence. During the presentation of its new 2030 Charter, the sector federation stated that a fleet of two million electric vehicles by 2030 is thus becoming increasingly realistic, and represents an achievable vision for the future if the right political choices are made today.

From temporary price measures to structural policy

According to EV Belgium, current pump prices demonstrate above all that Belgium must look beyond temporary measures when oil prices rise. The Charter — which was signed today by members of EV Belgium at Thor Park, Genk — sets out three priorities in this regard:

1. an ambitious roadmap towards 2035 for all vehicle segments, including the rapid implementation of RED III
2. to consistently continue the tax shift from electricity to fossil fuels;
3. support the private EV market through private leasing and a strong second-hand market;

EV Belgium welcomes the tax shift that is already underway, whereby the price gap between fossil fuels and electricity is narrowing, but explicitly describes this in the Charter as "a first step, not an end in itself."

> *"We must dare to ask the fundamental question: how long do we want to keep our transport system dependent on an energy source over which Belgium has no control, either in terms of production or international pricing?" asks Philippe Vangeel, director of EV Belgium*

Belgium imports all the oil it uses for road transport: a rise in international oil prices translates directly into higher costs for households and businesses. Electricity, on the other hand, can be generated in Belgium and across Europe. In this context, EV Belgium is calling for the implementation of RED III by 2027, so that private EV drivers can also share in the economic value of renewable electricity. The signatories to the Charter therefore explicitly refer to electric mobility as a tool for strategic autonomy: the faster the transition to electrification, the less vulnerable households and businesses will remain to geopolitical shocks in the oil and gas markets.

> *"Electric mobility is not just about climate policy." It is also about purchasing power, energy policy and geopolitics. "Every kilometre we can travel using Belgian and European electricity instead of imported oil reduces that dependence," emphasises Philippe Vangeel, director of EV Belgium*

The savings are real for Belgian drivers

A Belgian passenger car travels an average of 14,172 kilometres per year (Car-Pass). Based on this, EV Belgium calculated the indicative annual energy cost for a fossil-fuel car compared with an electric car (see Appendix 1):

	Cost per 100 km	Annual cost	Savings

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Fossil-fuelled car	± €13,2	± €1.875	**± €925 per year**
Electric car	± €6,7	± €950	

An EV driver can easily save **€925 a year** — the exact saving varies depending on the vehicle, consumption and charging behaviour, but the order of magnitude is clear. Applied to a Belgian fleet of two million electric passenger cars in 2030, this amounts to approximately **€1.8 billion per year** in avoided petrol and diesel costs.

Belgium owes its strong position in the EV market today primarily to company cars: around 89 per cent of newly registered EVs are company cars. For a structural shift to take place, the private market must now follow suit — moreover, various analyses show that the purchase price of EVs is no longer a barrier, as new vehicles in almost all segments cost the same, regardless of whether they are electric or run on fossil fuels.

For vans and heavy goods vehicles, annual fossil fuel consumption is considerably higher, and so too is their exposure to high diesel prices — this is precisely where Belgium still has a significant gap to close.

> *Vangeel also asks: "Who is paying the bill today for the Belgian transport sector, where vehicles sometimes cover more than 100,000 kilometres a year? That's the next exercise we'll be undertaking."*

Charter 2030: a new strategy, a new identity

The Charter sets out a vision of two million electric vehicles by 2030 as its central goal, linked to a doubling of the public charging infrastructure, a smart and flexible electricity grid, and electric mobility that remains the cheapest option for the public. EV Belgium is not calling for a return to general purchase subsidies, but rather for a predictable framework in which electric driving becomes structurally attractive. In addition to the consistent implementation of the tax shift, the signatories to the Charter are calling for:

1. a stronger second-hand market, also accessible via private leasing;
2. the necessary commitments and innovations relating to affordable smart charging;
3. a RED III framework under which private individuals can also share in the value of renewable electricity.

The current debate on fuel prices thus ties in directly with the core of the Charter 2030: **not waiting until external shocks force us to act**, but organising the transition in a structural manner.

With the launch of the Charter, EV Belgium is also introducing its revamped visual identity — a symbol of the very transition that the Belgian EV market is currently undergoing: from a pioneering market focused on rapid roll-out to a mature ecosystem in which quality, affordability and user confidence take centre stage. The Charter describes this as the transition "from roll-out to maturity": no longer simply about having as many electric vehicles and charging points as possible, but about providing the right range of options, in the right places, at transparent prices and with a reliable user experience.

> *"Given the actual energy prices, we believe more strongly than ever that having two million electric vehicles by 2030 is more realistic than ever. The technology is in place, the charging network is expanding, and the economic case for motorists is becoming increasingly compelling," concludes Philippe Vangeel.*

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Appendix 1: Calculation

EV Belgium carried out an indicative calculation based on:

- 14,172 kilometres per year;
- a representative mix of petrol and diesel cars;

- an average of 6.5 l/100 km for petrol and 5.5 l/100 km for diesel;
- the current maximum prices of €2.058 per litre for petrol and €2.356 per litre for diesel;
- 20 kWh/100 km for an electric car;
- a realistic combination of cheap home charging and more expensive public charging.

This results in an annual energy cost of approximately:

	Cost per 100 km	Annual cost	Savings
Fossil-fuelled car	± €13,2	± €1.875	**± €925 per year**
Electric car	± €6,7	± €950	

About EV Belgium
EV Belgium is a representative federation dedicated to developing the market for zero-emission mobility in Belgium. We currently have more than 140 member companies, including CPOs, MSPs, energy companies, car brands, importers and various players from the supply chain. Through coordination via the federation, EV Belgium aims to accelerate the roll-out of zero-emission vehicles by bringing together suppliers of products and services in this sector with electric vehicle users.

EV Belgium Barometer
Looking for more information and data? Visit our publicly accessible EV Barometer on our website: https://ev.be/nl/ev-barometer

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