

## Copenhagen electric vehicle incentives

As a part of the green politics for Denmark, the government has allowed giving a discount when charging an EV or PHEV. When charging an EV and PHEV, the car owner will get DKK 0,12 as a returned amount of money. Also there is free charging of a BEV at work and a subsidy for charge point installation at housing associations

**Tax exemption for commercial charging:** This incentive, originally implemented in 2016 and extended multiple times, remains in effect for 2024. It exempts businesses from paying taxes on electricity used for public charging stations.

**Favorable tariffs for electric buses:** This policy, initially launched in 2017 and extended to 2024, provides discounted electricity rates for electric buses, further promoting their adoption in public transportation.

**Subsidy for charge point installation at housing associations:** This program helps apartment complexes and housing associations offset the cost of installing charging infrastructure.

LCV's above 3.000 kg have a fixed registration taxation fee. This means that these vehicles are exempt from the additional CO2 supplement of DKK 250 per gram of CO2 /km. Extra basic taxation deduction of DKK 80.000.-Battery taxation deduction of DKK 1.700.-60% discount on the registration tax in 2021 (gradually decreases to 20% until 2030.)

If the value of the car does not exceed DKK 300,000 as a maximum, you must pay tax on 23.5% of the value plus an environmental supplement. If the value of the car exceeds DKK 300,000, you must pay tax on 23.5% of the first DKK 300,000 and 21.5% on the rest plus an environmental supplement. See for BIK example tab Denmark BIK.

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The Danish parliament has passed a tax plan that should help bring at least 775,000 electric and hybrid cars onto the road by 2030. The plan envisions a gradual increase in taxes and charges for cars with a combustion engine and lower taxes for electric cars and charging.

In principle, the parliament wants to link the amount of tax to CO2 emissions rather than to mileage. With this plan, the legislative body is following an earlier recommendation from the Danish Climate Council. The budget for the measure is estimated at 2.5 billion Danish kroner or around 340 million euros. According to estimates, the plan will mean greenhouse gas emissions of more than 2 million tons can be spared.

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In 2025, the Danish government wants to take stock of the situation and discuss further measures to achieve its ambition of one million electric and hybrid cars by 2030. The proposed tax and incentive measures are driven by Denmark's goals formulated in 2018 to ban the sale of new cars with diesel and gasoline engines from 2030, and the roadmap to reduce carbon emissions by 70 per cent by 2030 compared to 1990 levels.

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