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Emobility in Greece:

The Gap Between Targets and Implementation

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Greece's electric vehicle (EV) market is at a critical junction. While it is evolving rapidly, it remains far behind European peers in penetration and infrastructure coverage. While EV registrations are climbing steadily, charging infrastructure deployment poses a strategic challenge, both geographically and technologically.

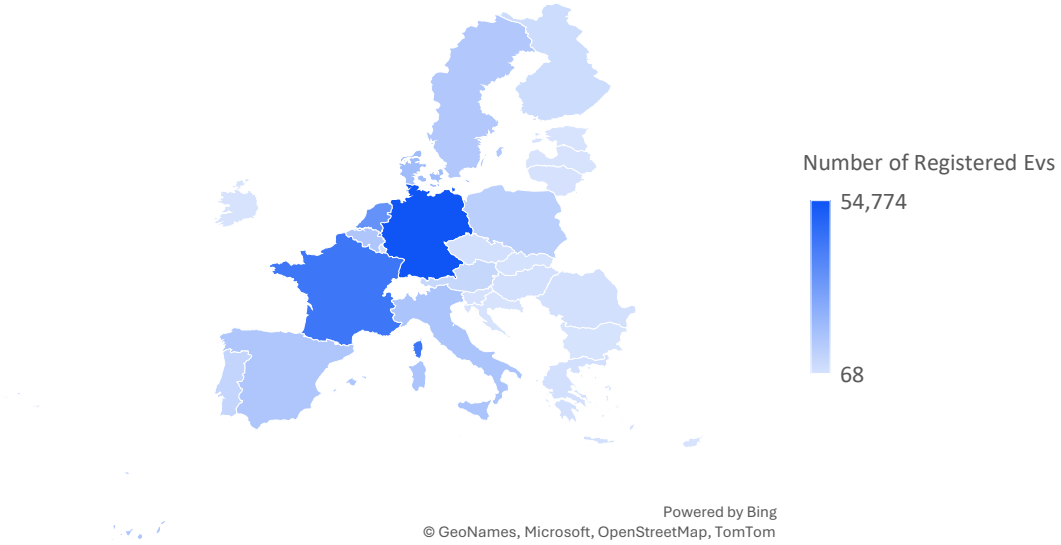

Figure 1 Number of registered EVs by member state [December 2025], Source: Trading Economics

1 According to Trading Economics, in Greece, Battery Electric Vehicle (BEV) registrations in December 2025 reached 1,149 units, a 45% increase from the last survey (790 units).

EV Adoption Trends in Greece

EV adoption in Greece has grown significantly over the past few years, albeit from a low base compared with Western Europe. According to evstats.gr, in Greece, approximately 0.5% of the registered vehicles are fully electric (as of December 2025). While EVs accounted for roughly 6.2% of new car registrations in 2025, they still fall behind in comparison to the EU average of 17.4%.

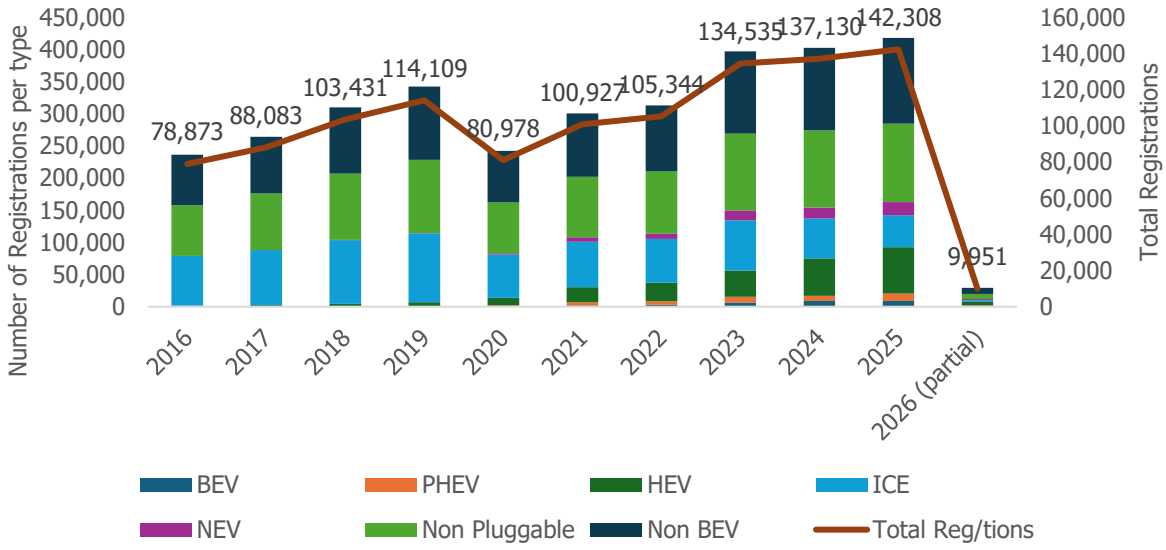

Figure 2 Annual new registrations of vehicles by technology in Greece [2016-2026], Source: evstats.gr

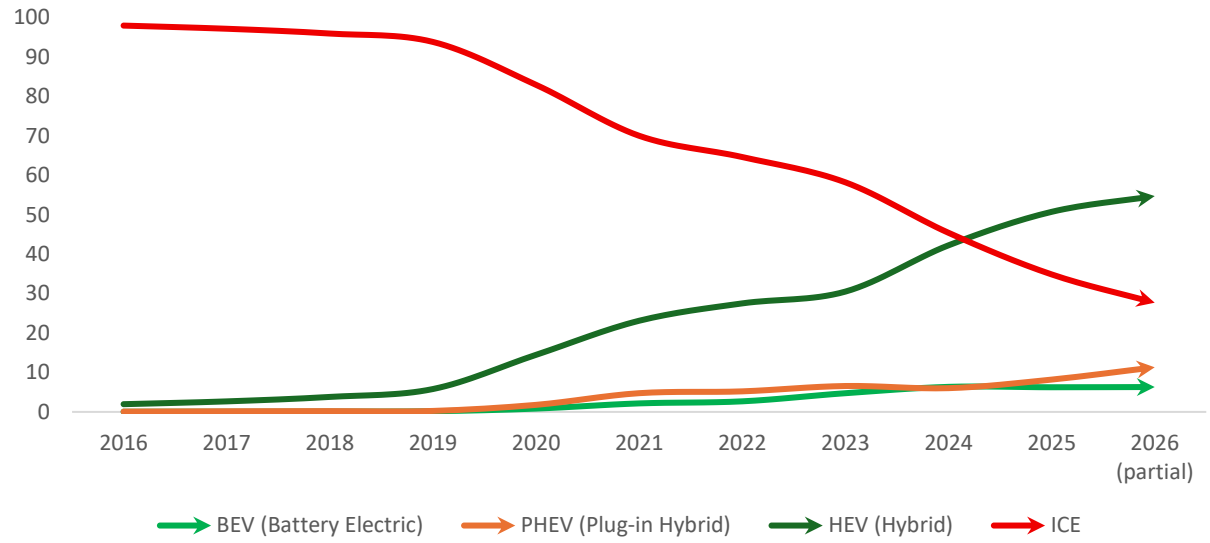

Figure 3 Annual share of car registrations by technology [2016-2026], Source: evstats.gr

Charging Infrastructure in Greece

Greece is currently experiencing a rapid expansion of its eomobility infrastructure, significantly outpacing the rate of EV adoption. Paradoxically, Greece possesses the best car-to-charger ratio in the EU, with 9,993 charging points and 30,311 EVs; the ratio is roughly 3.03 EVs per plug, outperforming the EU average (6.47), Norway (~33), and Denmark and Germany (~10). However,

this "top rank" is a byproduct of a lagging vehicle market rather than an infrastructure triumph. While most of Europe suffers from "charger anxiety," Greece is in a phase where the infrastructure precedes the market.

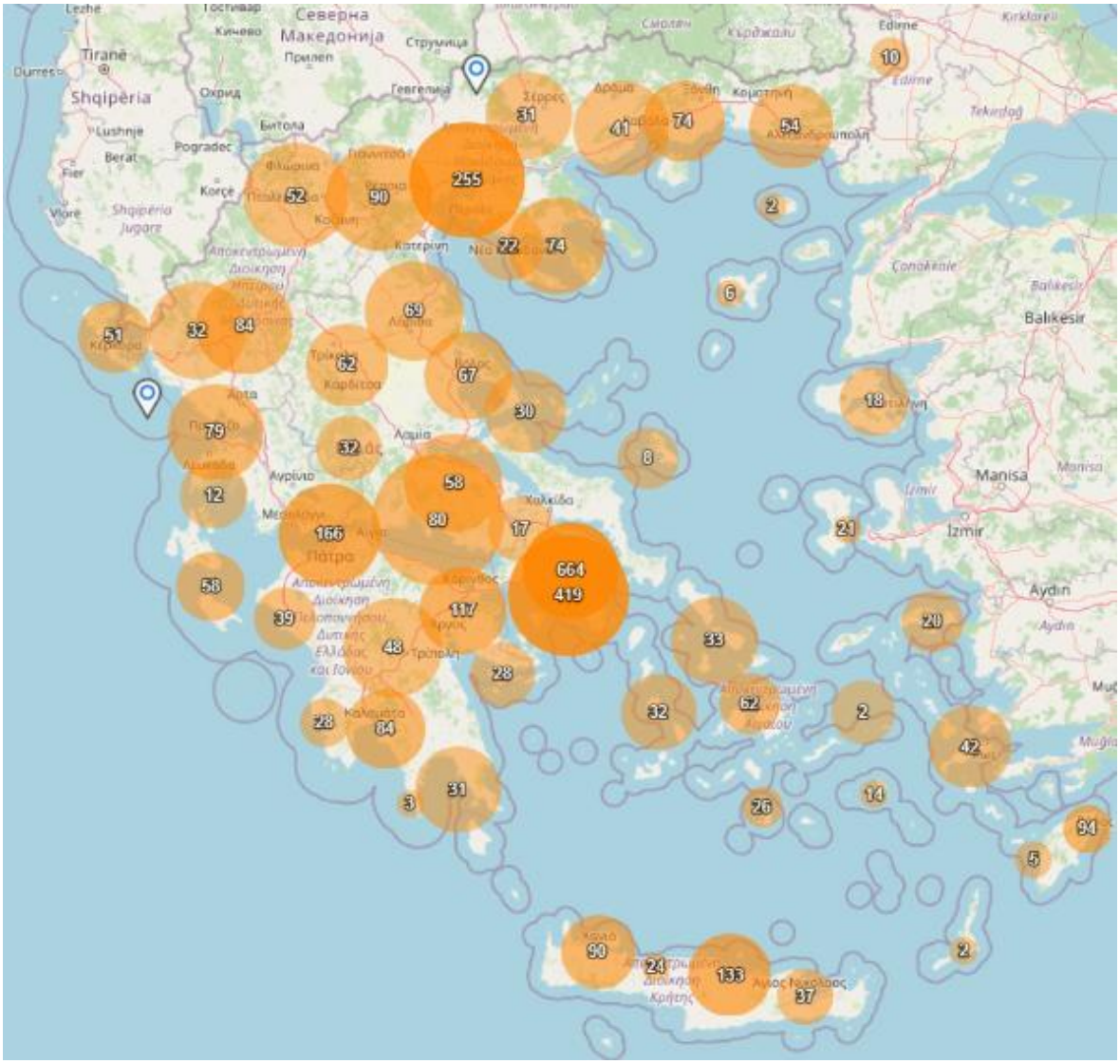

Figure 4 Publicly accessible charging points connected to the Electric Mobility Infrastructure and Market Operators Registry [February 2026], Source: govgr

The distribution across regions highlights stark imbalances; the Attica region dominates, hosting roughly over one-third of all chargers in Greece. Major islands like the South Aegean and Crete show meaningful counts, reflecting tourist demand, yet many smaller islands remain underserved. Rural and mountainous interior zones lag significantly, a reflection of both lower EV uptake and grid deployment challenges.

Fast vs Slow Charging Infrastructure

Detailed network data show that, regarding the installed power in EV chargers, 47% of the power installed in chargers are slow AC chargers, while the remaining 53% are fast DC chargers, crucial for long-distance travel.

Unfortunately, this is not the complete picture. When analyzing the connector type per charger, only 21% are DC connector chargers, and the remaining 79% are AC connector chargers, posing a significant challenge due to the lack of fast charging infrastructure.

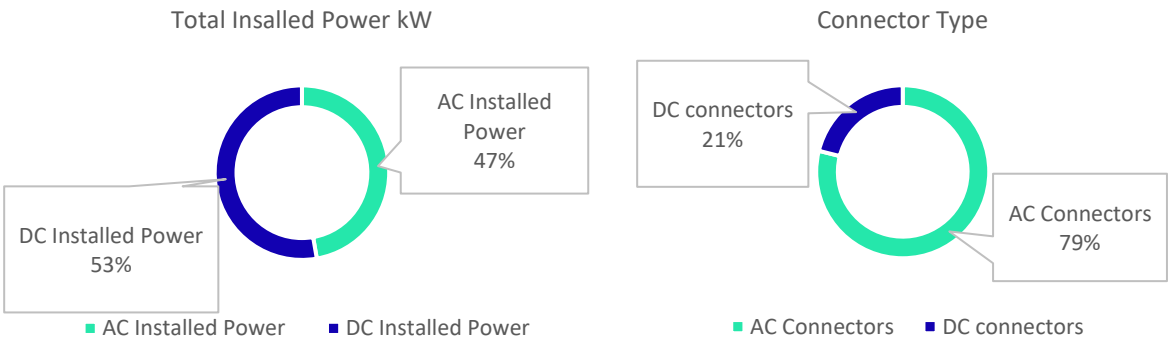

Figure 5 Total Installed Power & Connector per type [February 2026], Source: evstats

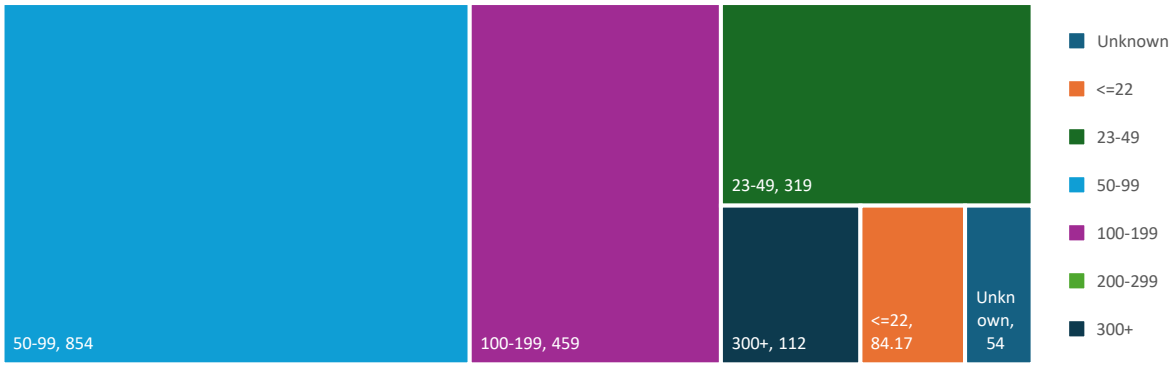

Figure 6 Charging Power (kW) by charger [February 2026], Source: evstats

Infrastructure Growth and Targets

The country has set ambitious targets through the National Energy and Climate Plan (NECP), with a horizon of 2030 of increasing the annual number of new passenger EV

registrations. However, the actual progress to date shows that we are moving below the levels required to achieve these targets.

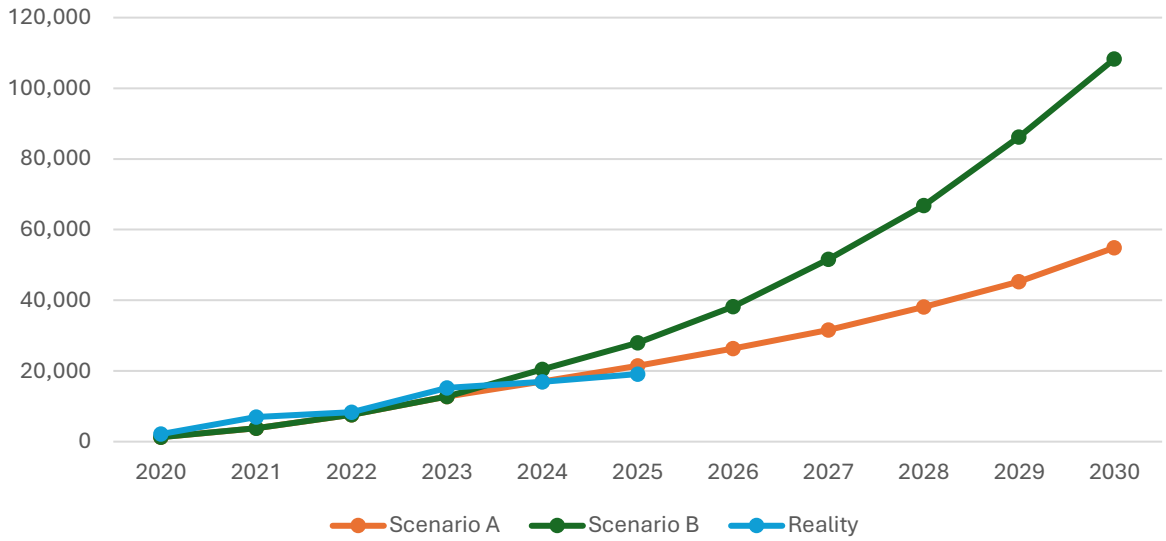

Figure 7 New classifications of electric passenger vehicles and NECP targets, [2020-2030]

This presents Greece with a deficit that needs to be covered. To achieve this, the country needs:

- Better charger spatial distribution,
- stable incentives,
- and the removal of barriers that exist in the market and in the network

Government and EU initiatives aim to accelerate charger and EV deployment.

The program "Κινούμαι Ηλεκτρικά", which launched for its third phase in Greece, subsidizes new EVs cumulatively up to € 37mil. for private individuals and almost € 20mil. for companies.

In 2024, the program "Φορτίζω παντού" subsidized municipalities and private investors cumulatively with € 79 mil. in installing charging points.

Strategic Implications for Greece

1. Urban vs. Long-Distance Mobility

Urban Mobility	Long-Distance Mobility
Urban zones (Athens, Thessaloniki, Patras) now offer sufficient charging density for most daily use.	Long-distance corridors like Athens–Thessaloniki show increasing fast charger coverage, but gaps remain that discourage cross-country EV travel without planning.

2. Islands and Seasonal Demand

Greece's island geography presents unique challenges. Estimates suggest fewer than half of the 227 inhabited islands have EV chargers, and charger queues on islands like Crete can be time-consuming during peak tourist season.

3. Fleet Electrification vs. Infrastructure Deployment

EV adoption is advancing faster than infrastructure in some cases. For example, estimates show Greece's charging infrastructure meets only about 37% of the scale needed to hit 2030 electrification goals.

The Road Ahead

Greece finds itself in a unique "infrastructure-first" position, but the window to capitalize on this head start is narrowing. The primary hurdle is no longer the quantity of chargers, but the strategic deployment of high-speed charging infrastructure and the modernization of the rural grid. For Greece to meet its 2030 NECP targets, the government must move beyond subsidies and address the structural "empty areas" that discourage long-range travel. Until the ratio of fast-chargers improves and the grid can handle seasonal surges in tourist hubs, the Greek EV market will remain a domestic urban experiment rather than a national reality.