

Does Kyrgyzstan adopt electric vehicles?

We present a study into electric vehicle (EV) adoption in Kyrgyzstan. Interviews with 23 expert stakeholders and over 50,000 car sales are analysed. A total cost of ownership (TCO) model is presented for the Kyrgyz case. Policy recommendations are made on the basis of this study.

Does Kyrgyzstan have a potential for EV deployment?

Whilst a transition to electric vehicles (EVs) is a key part of Kyrgyzstan's Nationally Determined Contribution to the Paris Agreement, the potential for successful EV deployment in the region is under-researched. To fill this research gap, this paper presents an assessment of the potential for EV deployment in Kyrgyzstan.

Is Kyrgyzstan a promising region for road vehicle electrification?

This supports the assertions that, firstly, Kyrgyzstan is a promising region for road vehicle electrification based on the projected running costs of electric vehicles, and, secondly, that the results in this study are applicable to the wider Central Asian region. Fig. 1.

What data does Kyrgyzstan have?

In Kyrgyzstan, the National Statistics Committee publishes data on total imports of vehicles, fuel import and fuel consumption, total turnover from the sale of vehicles in the country, passengers carried by types of transport and the number of traffic accidents.

Is car insurance mandatory in Kyrgyzstan?

Motor vehicle insurance is not mandatory in Kyrgyzstan, therefore these costs were left out of analysis. The annual distance driven for both ICEVs and EVs is assumed to be 14,000 km. Based on interviews with drivers, this was taken to be a reasonable assumption for Bishkek residents. 4. Results 4.1. Characteristics of the passenger vehicle market

How can Kyrgyzstan achieve sustainable transport?

These include awareness creation, government procurement, financial incentives and capacity development. Recent policy changes offer hope for the deployment of EVs in Kyrgyzstan. Nevertheless, avoiding bottlenecks to a sustainable market development and a fast transition to sustainable transport would require additional research.

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The technology is cheap and readily available. In fact, as EVs are becoming cheaper, conversion companies are struggling to find business. Combining these two trends to build an EV retrofit industry makes sense for ...

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