Plug-in electric vehicles phevs vietnam

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Regarding hybrid vehicles (HEV), only about 9 per cent of Vietnamese are interested in this vehicle line, two or three times lower than other countries in the region such as Thailand, Singapore, the Philippines, Malaysia or Indonesia.

The majority (48 per cent) of EV owners in Vi?t Nam still rely primarily on charging at home. However, a significant proportion (20 per cent) now regularly charge at their workplace, which is the highest rate among the surveyed countries. Around a third (32 per cent) of current Vietnamese EV owners use public charging stations or on-street charging.

Approximately 37 per cent of EV users are willing to wait between 21 and 40 minutes, 31 per cent of users expect the charging process to take between 10-20 minutes and only 10 per cent of users are willing to accept waiting up to 10 minutes.

According to Deloitte, the suggestion that charging an electric vehicle takes the same amount of time as filling a fossil fuel tank is exaggerated. In reality, consumers in most Southeast Asian markets are willing to wait more than 10 minutes to charge their vehicles.

The report concludes that, when it comes to pure electric vehicles (EVs), consumers in Southeast Asia are mainly concerned about insufficient charging station infrastructure, charging times and vehicles suddenly running out of charge, along with costs.

Only about four per cent of Vietnamese consumers are concerned about the limitations of brands and models available in the domestic electric vehicle market. This indicates that while there may be fewer choices compared to more established markets, it is not a primary concern for most consumers. VNS

Vietnam"s electric vehicle (EV) market will undergo changes in the coming years as the need to transition from internal combustion engine vehicles to electric vehicles increases. However, this transition may face challenges related to technical infrastructure and increasing electricity prices in the country.

Vi?t Nam has been experiencing a steady increase in average retail electricity prices over the past 15 years, typically adjusted once a year, with occasional biennial increases. The annual increase in retail electricity prices has ranged from approximately 4.5 per cent to 8.5 per cent. These increases affect various sectors, including production, business, daily life and services that rely on grid electricity, such as electric vehicle charging stations.

Currently, the Vietnamese Government sets the average retail electricity price at VN?2,006.79/kWh (excluding VAT). The retail price of electricity for charging stations is calculated based on the retail price of

business electricity. For voltage levels below 6 kV, the normal hour rate is VN?2,870/kWh, the off-peak hour rate is VN?1,746/kWh, and the peak hour rate is VN?4,937/kWh. These prices are applied to businesses engaged in commercial activities that require electricity. There no specific regulations regarding a price ceiling that businesses must adhere to.

In scenarios of increasing electricity prices, consumers may face disadvantages. Higher electricity bills can directly impact household budgets, especially for those with limited incomes. The increased electricity costs can indirectly affect the prices of other goods and services. For example, businesses that rely on electricity for production and transportation may pass on their increased costs to consumers, leading to higher prices for goods and services.

The reliance on imports to supplement electricity supply during peak periods is not uncommon in many countries, especially when there is a sudden increase in electricity consumption due to factors like hot weather and increased use of cooling systems. Importing electricity can help meet short-term demand fluctuations and ensure a stable electricity supply.

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