

Will EU impose tariffs on battery electric vehicles from China?

Today, the European Commission's proposal to impose definitive countervailing duties on imports of battery electric vehicles (BEVs) from China has obtained the necessary support from EU Member States for the adoption of tariffs. This represents another step towards the conclusion of the Commission's anti-subsidy investigation.

Do EV batteries qualify for Zero Tariffs?

These include provisions on rules of origin - the criteria for establishing that a product is of EU or UK origin and therefore qualifies for the preferential trade regime under the TCA. For EV battery packs or battery cells to be recognised as being of EU or UK origin - and therefore eligible for zero tariffs- certain percentages of their

Is the EU battery industry losing out to foreign competition?

At the same time, the EU battery cell import tariff is the lowest compared to China (10% for EU) or the US (10.9% for China), at a mere 1.3% currently. Without decisive protective and supportive measures, the EU battery industry risks losing out to foreign competition.

What are the EU's new car import tariffs?

The EU is applying these new tariffs -- on top of pre-existing EU vehicle import duties of 10% -- based on each manufacturer's contribution to the investigation and the support they are thought to have benefited from. Of the three sampled Chinese exporters, BYD Auto has a tariff of 17%, Geely Group's is 18.8% and SAIC Group's is 35.3%.

How will EU EV tariffs affect European consumers?

EU car makers with production in China, which will be hit by the lower-bound duties, will probably pass higher costs onto European consumers. The main beneficiary, it seems, may be the EU's purse: in 2023, tariff revenue from Chinese EV imports would have been around EUR2.3-3 billion.

What if a battery does not meet EU requirements?

Vehicles and batteries that do not meet the requirements face a 10 % tariff at either the EU or the UK border. The rationale behind the rules was to incentivise investment in domestic battery manufacturing capacity.

From 2024 the non-UK/EU content of battery packs and cells would fall under the EU proposals. Sam Lowe has raised a number of issues on this, arguing that the "EU wants ...

The European Union (EU) recently took a bold step by imposing tariffs of up to 35.3% on battery electric vehicles (BEVs) imported from China, on top of existing 10% tariffs. The move, framed as a countermeasure ...

Under EFSI, the European Investment Bank (EIB) has agreed in principle to provide EUR 350 million in financing to support Northvolt's development of Europe's first lithium-ion battery cell gigafactory. The factory in Sweden will ...

The European Commission put provisional tariffs on Chinese battery electric vehicles (BEVs) as of July 5, 2024. An investigation, which began in September 2023 and concluded in June 2024, by the EU's legal arm ...

The writer is a fellow on the Chinese economy at the Asia Society Policy Institute. The EU's decision to demand technology transfers from Chinese companies in ...

The prospect of nearing an alternative solution by China and the European Union to the bloc's imposition of extra tariffs on Chinese-made battery electric vehicles would provide a much-needed ...

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Below are the import duty and sales tax rates for lithium-ion battery. However, there may be additional import tax and minimum threshold rules for this item. Please use our Landed Cost ...

In 2023, an average Chinese battery EV imported to Europe was worth 37.4 per cent less than an average EU-produced model. Nor is it clear that these tariffs will make Europe's nascent EV sector more competitive. ...

The EU member states have approved the special tariffs proposed by the EU Commission on electric cars produced in China. ... the European Commission's proposal to ...

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