



Sustainable Transport Forum

Sub-group on best practices of public authorities to support the deployment of recharging infrastructure

5th Meeting

22 June 2022

Agenda

- 1 Welcome by Chair
- 2 Revamped European Alternative Fuels Observatory (EAFO 3.0) and upcoming Consumer Monitor
- 3 Update on progress by the standing Task Forces
- 4 AOB
- 5 Closing remarks by Chair

Agenda point 1:
Welcome by Chair

Alexander Verduyn | MOVE B4

Policy update: AFIR

- AFIR state of play
 - Council
 - 2 June: adoption of [General Approach](#) = compromise text on AFIR
 - EP
 - [draft TRAN Report](#): published on 14 February 2022 and submitted to TRAN committee on 14 March 2022
 - Vote in TRAN on final Report expected September
 - Vote in EP plenary expected October

Policy update: AFIR

- Key points on Council General Approach
 - Fleet-based targets untouched, but introduction of sunset clause
 - LDV distance-based targets remain largely in line with COM proposal, with possibilities to reduce target on parts of TEN-T network with lower traffic volumes
 - More gradual introduction of HDV distance-based targets, and also possibilities to reduce targets on parts of TEN-T network with lower traffic volumes
 - User conditions (Article 5) largely in line with COM proposal
 - Data provisions (Article 18) also largely in line with COM proposal

Agenda point 3:

Update on progress by the standing Task Forces

DG MOVE | Unit B4



European
Commission

European Alternative
Fuels Observatory

TF1: Best practices guide for permitting & grid connection procedures

State of play

Permitting & grid connection Report

1. Resulted from the survey between September and December 2021, 25 respondents
 - 14 PA (local, regional and national authorities)
 - 11 MP (manufacturers, CPOs, manufacturers etc.)
2. First draft was circulated between reviewers (ElaadNL, RAP, EUROCITIES), inputs received and included in the document
3. Meeting between EC, POLIS, ElaadNL on 29/04/2022:
 - **Definition of Permitting.**
 - Following recommendation by AV, additional good practices from **Rotterdam** and **Portuguese cities** that organized tender procedures with defined lots.
4. Second draft produced and sent to the EC on June

Permitting & grid connection Report

Structure proposed:

1. Executive summary
2. Introduction (objectives, scope, policy context – Strategic Rollout Plan final, STF-PA...)
3. Results analysis: Public Authorities
4. Results analysis: Market players
5. Construction permits main issues & best practices
6. Grid connection permits main issues & best practices
7. Conclusions & recommendations

Permitting & grid connection Report

Currently under revision (after EC recommendations):

1. Executive summary incl. key findings and policy recommendations
2. Introduction
3. Conclusions & recommendations
4. Clarifications on some of the best practices identified underway

Permitting & grid connection Report

Proposed 2nd round of reviews:

- AVERE (TF1 member)
- ChargeUP Europe (TF1 member)
- Fastned (TF1 member)
- Copenhagen (TF1 member)
- Oslo (TF1 member)
- Germany (TF1 Member)
- Vattenfall-InCharge (External, MP survey)
- Allego (External, MP survey)
- EVBOX (External, MP survey)
- EDSO, European Distribution System Operators (DSO)
- ENTSO-E (DSO)
- Nuvve (External, MP survey)
- Responsible entities for BP proposed

Timeline for revision: Mid - September 2022



European
Commission

European Alternative
Fuels Observatory

TF2: Development of standard contracts, templates and tools

State of play

State of Play TF2

- Goal: to provide regional and local governments with guidance and best practices
- Outline: see word doc
- Status:
 - Raw material assembled
 - First translations have been made
 - Work on decision trees is ongoing
 - 'skeleton' of final product is defined
 - Fruitful collaboration with EIB on contract guidance

Outline proposal (1)

1. Introduction

- Description of product, goal and anticipated use
- Relation with other EAFO products,
- Relation with recommendations handbook
- Relation with EIB work

2. Best practice documents

- Register of existing tender- and contract documents from member states (native language)
- Accompanying text to explain the register of documents

3. Decision trees

- Decision tree on choice of contract (in line with EIB) - Support with the type of contract to enter in with a CPO
- Decision tree on choice of policy - Support with the definition of policy choices (pro-active, which priority areas, relation with other domains)
- Decision tree on choice of recharging infra (which type of charger where) - Support with choices for AC/DC, charging stations/hubs, public/private

Outline proposal (2)

4. Guidelines

- Overview of guidelines from member states (English language):
- AC charging standards for contracting
- AC charging contract template
- DC charging standards for contracting
- Guidelines for charging plazas
- EV Charging Customer journey
- Price transparency benchmark methodology
- Service benchmark methodology

5. Information graphics

- Examples of information graphics, for inspiration and reuse (English language and/or native language)

Workshop proposal

- Topic: Decision tree for choice of recharging solution
- Proposed date: 21 sept.
- Format: virtual workshop + Miro board
- Input: overview of types of recharging solutions/locations, organized and sorted according to existing best practices
- Output: Decision tree to support the choice for type of recharging solution in a certain context, including arguments pro and con.



European
Commission

European Alternative
Fuels Observatory

TF3: Recommendations for recharging infrastructure roll-out for specialized and captive fleets

State of play

Zlatko Kregar – DG MOVE (Chair)
Raphael Heliot – AVERE (Task force lead)
Mate Csukas – FIER (Task force lead)
Thomas Neumann – AVERE (Task force lead)



Agenda

1. What has been done so far since January?
2. Deliverables
3. Timeline
4. Proposed next steps

1. What has been done so far?

Recap on previous activities, scope

Task Force 3

Objectives

- **Objective:** Recommendations for recharging infrastructure roll-out for specialized and captive fleets
- **Focus:** deployment of dedicated recharging infrastructure for specialized and captive fleets

Definition Captive fleets:

- Fleet vehicles with predictable driving and refueling patterns
- Vehicles making regular visits to or overnight parking at a depot

Specialised and Captive fleets are centrally operated fleets such as:

- Taxi-fleets / ride hailing fleets (e.g. Uber)
- Shared vehicle fleets (e.g. GreenMobility, Cambio, Zipcar)
- Urban delivery / utility fleets (e.g. DHL, Bpost, PicNic)
- Urban duty logistics such as special corporate fleets from big operators



Delivery/utility



Taxis



Urban duty logistics



Fleet cars

Action group setup

Purpose:

- To more intensively involve members closely involved with captive fleets, as well as relevant external consultative experts

Format:

- More regular requests for input and regular meetings to jointly develop the deliverables and gather inputs

Please flag to AVERE and FIER if you want to recommend other STF non-members (companies/cities) to be involved in the consultation!

Action group / Members

Invited Action Group Members

- EC
- FIER
- Avere
- NKL
- ElaadNL
- Fastned
- ChargeUp
- ShareNow
- Eurocities
- Barcelona
- Florence

External Expertise

- ACI Europe
- ASA/ACA
- Europcar
- Uber
- TSG Charge
- La Poste Groupe
- Cambio
- Flixbus
- Blablacar
- EHI
- Copenhagen Electric
- MRA-Elektrisch
- ACI Europe
- ESPO
- ShareNow
- Free2Move
- Amazon
- ...

Gaps for expertise?

Coaches	Documents and external expertise
Delivery, utility and urban duty logistics	Fast charging in the Noordwest region (MRA Elektrisch /Netherlands), Electromobility concepts (NOW /Germany), Promoting electromobility through anchoring in municipal mobility strategies (NOW /Germany), Guide to charging electric vehicles vehicles in the logistics sector (RVO /Netherlands), La Poste Groupe, Amazon
Coaches	Flixbus, BlaBlaCar (Ouibus)
Ride-hailing	Preferred Electric Vehicle (EV) Policies Menu (UBER /Europe)
Taxis	Copenhagen Electric : e-taxi tender (Denmark), Simulaad: inter-urban charging behavior of taxi drivers of Amsterdam (Amsterdam University of Applied Sciences) (Netherlands)
Municipal fleets	Electromobility concepts (NOW /Germany), Barcelona Electric Mobility Strategy (city of Barcelona /Spain)
Ground transport in ports, airports	ESPO, ACI Europe
Shared fleets	Electric car sharing in your municipality (MRA Elektrisch /Netherlands), Inventory of electric car-sharing programs (MRA Elektrisch /Netherlands), Cambio, ShareNow
Vehicle rental	Response to EC Public Consultation on Urban Mobility Package (Enterprise Holdings /Europe), Europcar (Europe)
Multiple use case	TSG Charge, Free2Move

Scope of the task force

- Precise scope of activities defined in an October workshop and feedback from members

	Category M vehicles carrying passengers	Category N vehicles carrying goods	Category L 2- and 3-wheel vehicles and quadricycles	Category T agricultural and forestry tractors and their trailers
Delivery and utility Urban Duty Logistics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Coaches	<input checked="" type="checkbox"/>			
Ride-hailing	<input checked="" type="checkbox"/>			
Taxis	<input checked="" type="checkbox"/>			
Municipal fleets	<input checked="" type="checkbox"/>			
Ground transport in ports, airports	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Shared fleets, vehicle sharing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Rental	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

2. Deliverables

Deliverables

Best practice document to summarize available recommendations for captive fleets

Relevant methods and inputs to include:

- Policy guidelines, positions
- Case studies, projects with successful demonstrations
- Good practices
- Cost transparency examples
- Factsheets
- Decision trees
- Technology outlook
- Design sketches for heavy duty recharging park (templates, guidelines)

First phase of document collection until 03/31. If new documents are published, let us know!

Key deliverable: joint drafting document

- [Access to document](#)

Document skeleton

- Summary
- Introduction, purpose of document
- Use-case 1
- Use-case 2
- ...
- Horizontal aspects
- Conclusions

Use-case structure

1. Use-case Introduction
2. Problems, challenges identified
3. Best practices & case studies
4. Policy recommendations

Interview process

Coaches	Interview targets (additional?)
Delivery, utility and urban duty logistics	La Poste Groupe, Amazon
Coaches	Flixbus, BlaBlaCar (Ouibus)
Ride-hailing	COMPLETE (RECOMMENDATION?)
Taxis	COMPLETE (RECOMMENDATION?)
Municipal fleets	Eurocities members, POLIS members
Ground transport in ports, airports	ESPO, ACI Europe
Shared fleets	Cambio, ShareNow
Vehicle rental	COMPLETE (RECOMMENDATION?)
Multiple use case	TSG Charge, Free2Move

3. Timeline

Time plan for the document:

- 2-month preparation period (until the **end of April**), followed by individual interviews to fill remaining gaps (documents stored on EC Teams / TF3 folder)
- Incorporating findings to shared file until October 2022

Time plan for the interviews

- External stakeholder being engaged
- Planned duration: May-July 2022.
- Finalization, processing of information received: August-September 2022



Want to contribute? Let`s connect

Zlatko Kregar <Zlatko.KREGAR@ec.europa.eu>

Raphael Héliot <raphael@avere.org>

Mate Csukas <mcsukas@fier.net>



European
Commission

European Alternative
Fuels Observatory

TF4: Revision of SUMP electrification Guide

State of play

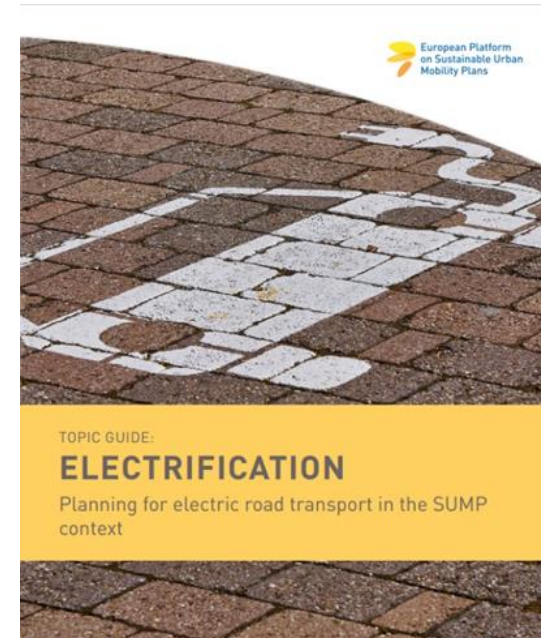
Pedro GOMES - POLIS
Henning GUENTER – Rupprecht Consult



European
Commission

Why updating SUMP guide electrification?

1. Already foreseen in STF-PA 2022 plan
BUT
2. Fast developing field
 1. Last SUMP guide from 2019
3. New important references available
 1. STF: Recommendations for recharging points tenders
 2. Other upcoming STF-PA results:
 1. TF1: Guidance on permitting and grid connection procedures
 2. TF2: Development of useful templates, tools, standard contract provisions
 3. ...
4. NOTE: STF guidance, tools: input PA and other key actors. Co-creation process





Aim & process SUMP guide electrification update

1. Reflect what local PA planners would like to see: main target group
 1. Front-runner's experience but also..
 2. ...Local authorities in the process of SUMP electrification development and...
 3. ...those who still need to develop SUMP guide
2. Integrate STF information
3. And check what is already available from other sources & European research project

1. Next steps:
 1. 3 local authorities reviewers reflecting different stages SUMP electrification February
 2. Build annotated outline skeleton
 3. Validation of the outline (September 2022)
 2. Cooperation EAFO-ELTIS
 3. POLIS (lead), Rupprecht Consult (rapporteur)
-

Premises: scope of the Document

The focus is on e-mobility and recharging infrastructure

- The guide will serve as “**Overarching framework**”: gateway to STF recommendations - throughout document link users to STF handbooks for specific guidance
 - Document does not provide instructions on how to build recharging infrastructure but rather gives a holistic overview of planning for electric mobility from a SUMP perspective providing lessons learnt & good practice examples (instructions are covered in STF handbook)
 - Planning guide does not cover other alternative fuels (hydrogen, biogas, etc.)
 - Planning guide covers all relevant sectors: PT, freight, utilities, businesses, private mobility
 - The target group of the guide is **city and regional planners & other transport authorities**
 - The guide is developed within the context of the STF and EAFO
 - **Various interviews conducted** with European cities & regions to collect lessons learnt & validate the recommendations
 - **Good practice examples** derived from leading European e-mobility research and innovation projects (e.g. ASSURED, User-CHI, ELIPTIC, FREVUE, MEISTER, SOLUTIONSplus, SCALE, eCharge4Drivers, INCIT-EV, etc.)
-

Guiding structure of the document

There are eight crucial principles for successful Sustainable Urban Mobility Planning

Plan for **sustainable mobility** in the entire **'functional city'**

Define a long-term **vision** and a clear **implementation plan**

Cooperate across institutional boundaries

Develop all transport **modes** in an **integrated manner**

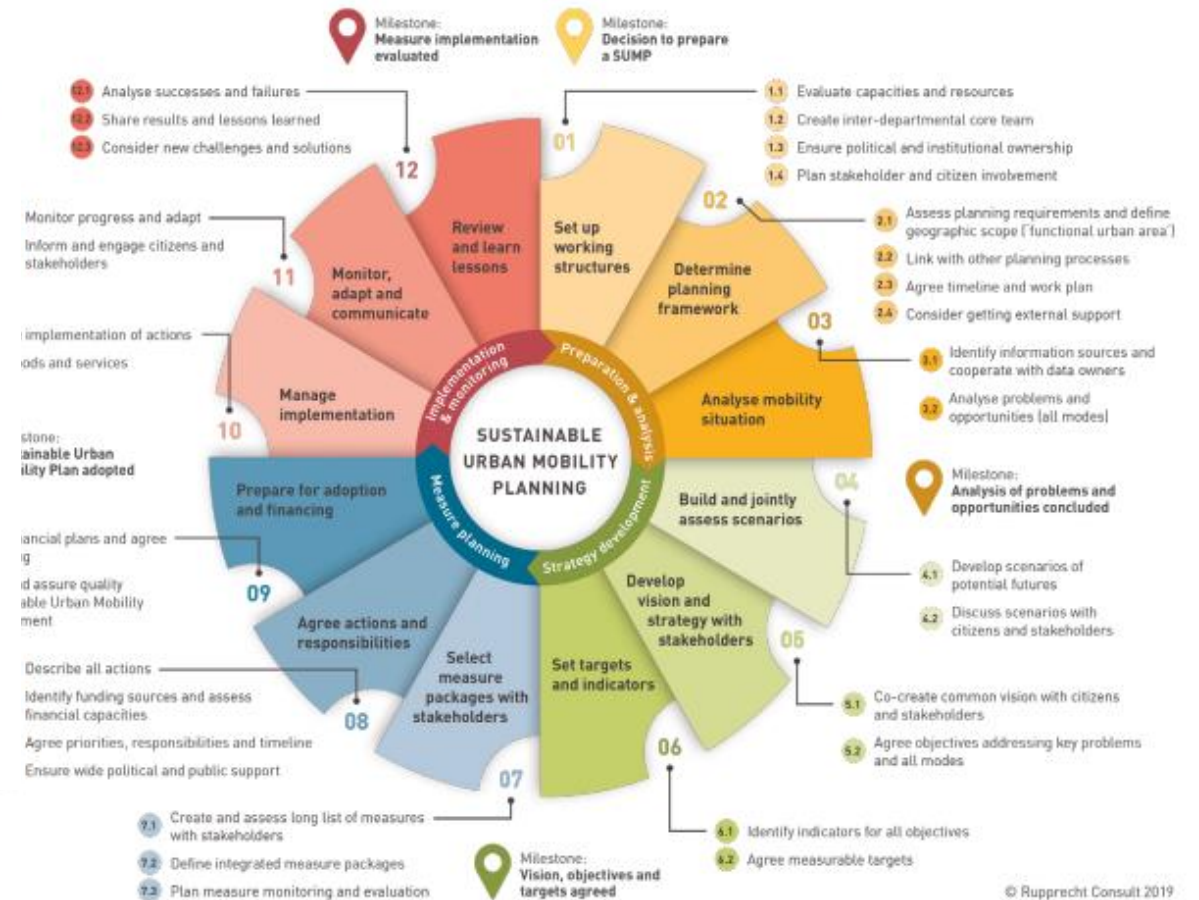
Involve citizens and **stakeholders**

Arrange for monitoring and **evaluation**

Assess current and future **performance**

Assure quality

Source: [The SUMP Concept](#) | Eltis



The SUMP cycle

Skeleton of the Document

1. Scope & background of document
 2. Introduction: updates since first version of the Topic Guide
 3. The 8 SUMP principles in the context of the electrification of transport & implementing recharging infrastructure: guiding questions
 4. SUMP steps for the electrification of transport & implementation of recharging infrastructure
 5. Transport sector-specific recommendations: PT, freight, captive fleets, shared mobility, private transport, etc.
 6. The way ahead: future challenges (market development, grid pressure, synergies across sectors, wireless charging, circular economy)
 7. Relevant tools, guidance materials and resources
-

Next steps

1. Add STF recommendations tendering + STF-PA outcomes from other TF as examples to be used
2. POLIS to propose dates for next meeting/discussion of the draft structure – week 18-22 July:
 - DG MOVE
 - STF-PA tasks leaders (TF2 NKL, TF3 AVERE/FIER)
 - 3 local public authorities (who volunteered to review) as agreed in January with a SUMP in place and electrification plan in different maturity levels: MRA-E (advanced), Brussels (intermediate), Budapest (establishment)

Updated timeline for TF4= Q1 2023



European
Commission

European Alternative
Fuels Observatory

TF5: Recommendations on Accessibility of recharging stations

State of play

Pedro GOMES - POLIS

What has been discussed

- **Three main levels to consider:**
 1. Hardware: pole/charging station: EC is following on this....can STF-PA TF5 have a say?
 2. Associated parking spaces and surrounding environment
 3. Distribution/location of accessible recharging poles/stations & parking spaces
- **Hardware level:** DG-MOVE standards
- **Associated parking spaces and surrounding environment:** Benchmark accessibility norms different EU MS or competent authorities
- **Distribution/location of accessible recharging poles/stations & parking spaces:** Exchange with other local stakeholders on good practices

STF – PA TF5 Core Group & Scope

POLIS to organize a kickoff meeting to establish the TF5 core group to define scope of work, methodology, timings/calendar, other organisations, projects, etc. to involve:

- DG MOVE
- DG EMPL
- Lille Metropole
- EUROCITIES
- RAP (?), presented an ongoing process in Germany to develop standards for accessible recharging infrastructure
- MRA-E (?), expressed their support and willingness to share ideas on practical solutions
- European Disability Forum (?), CEREMA (?), present in the POLIS-EC meeting on recharging infrastructure & accessible parking (December 2021)
- PARAVAN

STF – PA TF5 Core Group & Scope

Core group to discuss:

1. Benchmark of existing **legislation** at EU, national and local level
2. Survey for benchmarking: besides laws & regulations, strategies, projects, Best Practice examples, contacts:
 - accessibility different aspects including transport
 - accessible parking
 - infrastructure
3. Groups that are addressed/use cases:
 - People who drive and people who don't drive;
 - Different kind of disabilities - blind, wheelchair and paraplegic
 - Parking infrastructure with a 'normal car': space is not much of an issue but other aspects to consider for accessibility
 - Parking infrastructure with an adapted car, special fleets
 - Mobility hubs

STF – PA TF5 Core Group & Scope

Open questions:

1. Starting point – STF Recommendations of public tender for EV charging infra (chapter)?
2. How do you measure current and future needs? Those are currently underrepresented, but it is not possible to have accessible parking/recharging everywhere
3. Is a ratio adequate, or another approach (like distance/area) should be considered?
“Reasonable accommodation” concept
4. Public space/parking: on-street or off-street, typology (of the city, streets)
4. Are there new technologies, innovations available that could help with the accessibility/space issue?
5. Recommendations from the STF: overview what is being done EU, National... legislation at least

Agenda point 4:

AOB

DG MOVE | Unit B4

Agenda point 5:
Closing remarks by Chair

Alexander Verduyn | MOVE B4