EVs - Trends, EU legislation, and the role of Cities and Regions

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

2020
CiViTAS
Cleaner and better transport in cities
PARK4SUMP

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

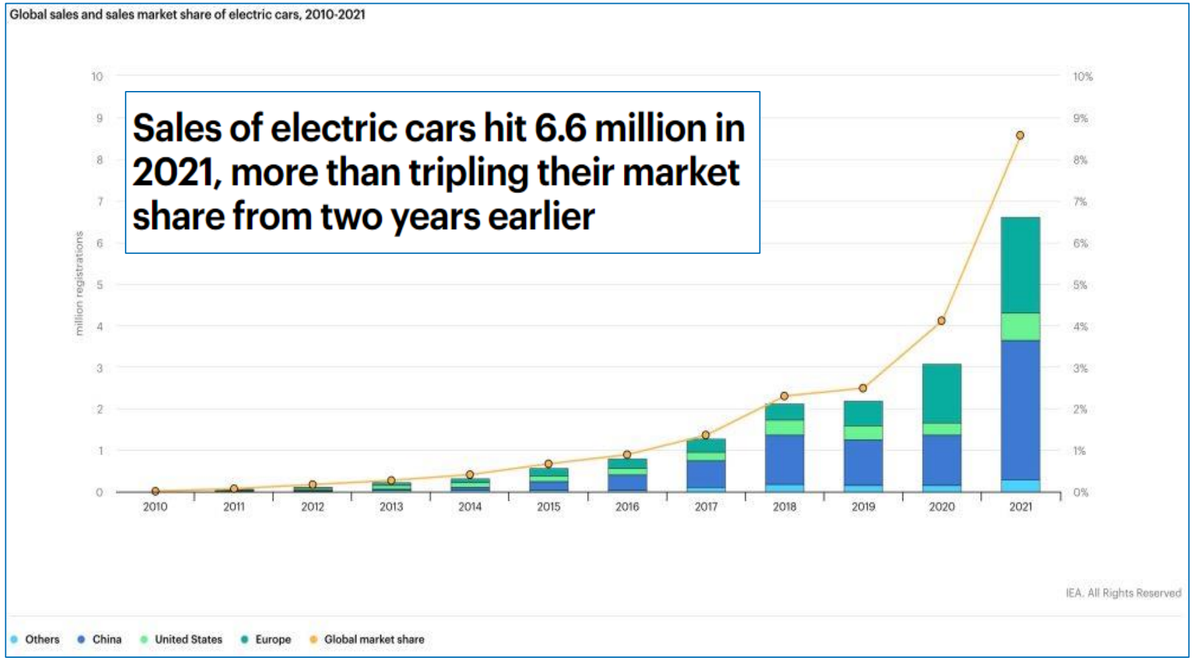
Pedro Gomes
05 July 2022

EV trends

Fit for 55: MEPs back objective of zero emissions for cars and vans in 2035

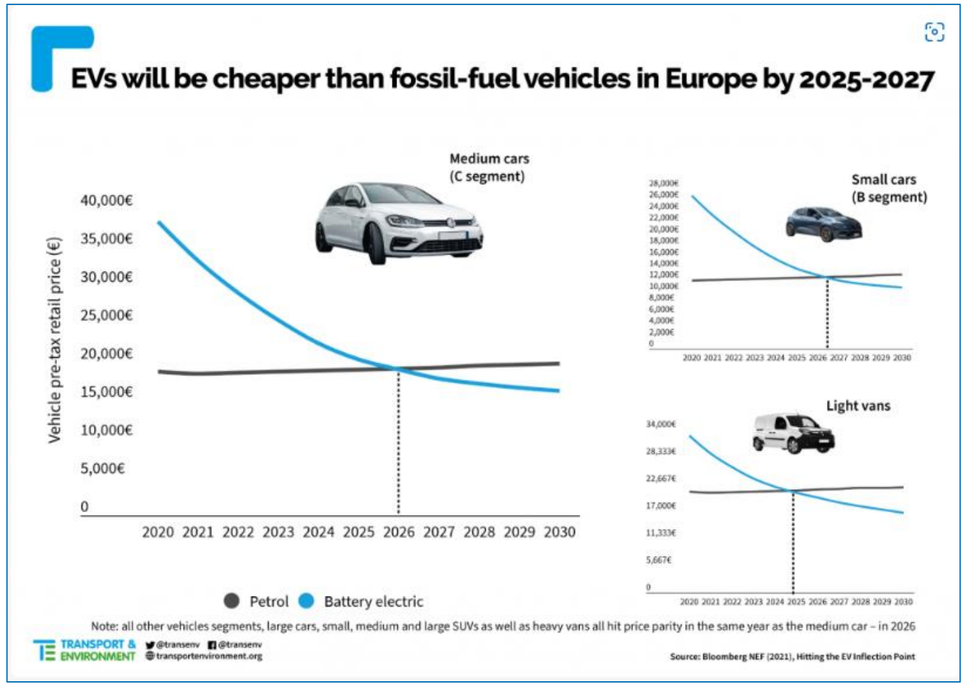
Press Releases | PLENARY SESSION | ENVI | 08-06-2022 - 18:35

- Call for a methodology for assessing the full life-cycle of CO2 emissions
- Mitigate negative economic impact of the transition with targeted funding



A LONG RACE

By 2038, the world will buy more passenger electric vehicles than fossil-fuel cars



Policy update: Alternative Fuels Infrastructure Regulation (AFIR)

As part of the “Fit for 55 Package” (55% GEE emissions reductions until 2030), the proposal for an Alternative Fuels Infrastructure Regulation (AFIR) will play a major role in the uptake of electromobility in the EU, by, ensuring there is sufficient public charging infrastructure to follow the deployment of zero-emission cars.

AFIR state of play:

- **Council**
  - 2 June: adoption of General Approach = compromise text on AFIR
- **European Parliament**
  - 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 (after 20% share of electric goods vehicles)
- 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

AFIR, Cities and Regions

AFIR is mostly a **“Top-down approach”**, most of the drivers and problems identified in AFID are not in the control/competence/hands of local authorities. **Cities need to be ready for the rollout of charging infrastructure**, as this will be a major challenge.

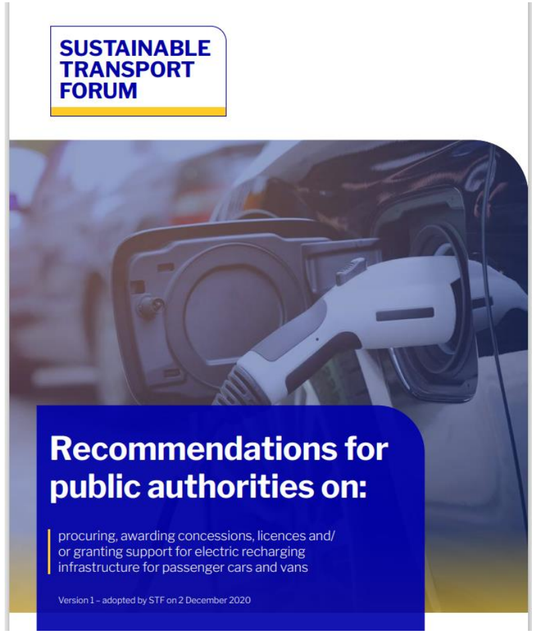
What is the role of public authorities?

- **Governance and framework** – LEZ, ZEZ, cooperation with a multitude of stakeholders
- Responsibility of **managing public space** including permitting, congestion & traffic management, parking and EV charging infrastructure – need to ensure **accessibility** of public space for all
- Integration of infrastructure deployment needs to be consistent with **parking strategy** and **SUMPs**
- Integrate **EVs as part of a broader mobility ecosystem**, including active modes, PT, captive fleets and shared mobility services (MaaS), logistics
- **“Bottom-up approach”**: collection of good practices/recommendations (EC STF-PA subgroup)

Sustainable Transport Forum – Public Authorities Sub-group

The STF was set up as a group of experts to assist the Commission in implementing the Union's activities and programmes aimed at fostering the deployment of alternative fuels infrastructures: POLIS & several members involved in the STF sub-group on PA, which aims to produce a series of guidelines for cities and regions:

- Procuring, awarding concessions, licences and/or granting support for electric recharging infrastructure for passenger cars and vans (published online)
- Permitting and grid connection best practices
- Standard contracts, templates and tools
- Roll-out for specialised and Captive Fleets
- Update SUMP guide on electrification
- Accessibility of EV charging infrastructure (focus on 3 levels: hardware, parking place and surrounding area, and distribution)



https://transport.ec.europa.eu/transport-themes/clean-transport-urban-transport/sustainable-transport-forum-stf_en

TF1 - Permitting & grid connection Report

Scope: survey between **September and December 2021**, 25 respondents

- 14 Public Authorities (local, regional and national authorities)
- 11 Market Players (manufacturers, CPOs, manufacturers etc.)

Structure:

1. Executive summary
2. Introduction
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**

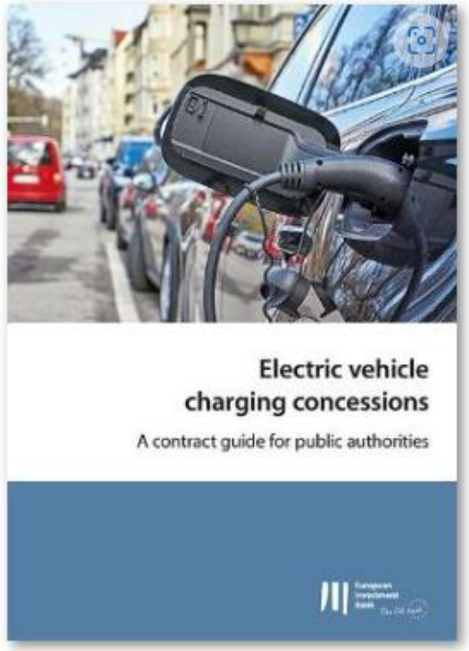
TF2 - Standard contracts, templates and tools

Goal: to provide regional and local governments with guidance and best practices

1. **Introduction**
2. **Best practice 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

4. **Guidelines**
5. **Information graphics**



TF3 - Specialised and Captive Fleets

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

Focus: deployment of **dedicated recharging infrastructure** for specialized and captive fleets

Best practice document to summarize available recommendations for captive fleets

- 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)

TF4 – eSUMP guide update

Focus: 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**

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.)

TF5 – Accessibility of EV charging infra

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

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

Benchmark of existing **legislation** at EU, national and local level

Thank you! Q&A time

pgomes@polisnetwork.eu