



EMOBICITY NATIONAL ACTION PLAN FOR THE PROMOTION OF E- MOBILITY

July 2022

Part 1: General Information

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| Project | EMOBICITY |
| Partner organisation | CRES – Centre for Renewable Energy Sources and Saving |
| Other organisations involved | <ul style="list-style-type: none"> - Ministry of Environment and Energy, General Secretariat for Energy and Mineral Resources - Ministry of Environment and Energy, General Secretariat of Spatial Planning and Urban Environment - |
| Country | Greece |
| Contact persons | - CRES: Maria Zarkadoula, mariazar@cres.gr, +302106603289 |

Part 2: Policy context

The Action Plan aims to impact:

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| <input type="checkbox"/> | Investment for Growth and Jobs programme |
| <input type="checkbox"/> | European Territorial Cooperation programme |
| <input checked="" type="checkbox"/> | Other regional development policy instrument |

Name of the policy instrument addressed: **National Energy and Climate Plan (currently replacing the National Energy Efficiency Action Plan)**

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1 Introduction - Background

This Action Plan is a document providing details on how the lessons learnt from the inter-regional learning process during the EMOBICITY project will be used to improve the policy instruments under consideration for the promotion of e-mobility at a national level.

1.1 E-mobility status in Greece

Greece has made some serious progress regarding the uptake of e-mobility at a national level. During 2019 and before the launch of the EMOBICITY project, it was estimated that the e-vehicles were no more than 600 and the number of charging stations was low and unclear (estimation of about 15 public charging stations).

In order to tackle this situation, Greece proceeded in a series of actions to increase the uptake of e-mobility, including:

Legislative measures:

- The legislative initiative for the promotion of e-mobility started about a decade ago in Greece, with the latest addition being Law 4710/2020 (Promotion of e-mobility and other provisions) and thus forming a more complete framework.
- Joint Ministerial Decision 42863/438/2019 determined conditions and technical specifications for the installation of charging points for EV in vehicle service facilities, in publicly accessible recharging points along the urban, interurban, and national road network, as well as in parking lots of public and private buildings.
- As aforementioned, the last major regulatory initiative for the promotion of e-mobility has been Law 4710/2020. Among other, the Law foresees:
 - o The establishment of financial and fiscal incentives for the purchase and use of EVs, as well as the development incentives for EV production units and related items.
 - o The spatial planning of the charging infrastructure with provision for the installation of charging points in private and public spaces, in new and existing buildings.
 - o The simplification of the licensing process, regarding the installation of the EV charging stations.
 - o The definition of electric vehicle now includes, in addition to cars, motorcycles, mopeds as well as e-bicycles. The incentives for the development of e-mobility, concern among other the subsidies for the purchase of EVs.
- Furthermore, according to the National Energy and Climate Plan (NECP), by 2030, 30% of all new vehicle registrations should represent electric vehicles.
- Moreover, the Climate Law currently under public consultation foresees:
 - o From 2023, one quarter of new corporate cars must be electric or hybrid, with emissions of up to 50 grams CO₂ per km,
 - o From 2030, all new vehicles must have zero emissions,
 - o From 2025, all new taxis and one third of new rental cars in Athens and Thessaloniki will have to be electric

Subsidy programs:

- In August 2020, the Ministry of Energy and Environment officially launched the program "GO ELECTRIC" including direct subsidies for the purchase of EVs, and foreseeing subsidies up to 48,5 million euros until December 2021. The main objective includes the renewal of private and professional vehicles' fleets (current average age is 15,7 years) and the renewal of taxis' fleet (currently average age 12 years), through the introduction of EVs.
- Another recent subsidy program for the promotion of e-mobility in Greece is called "e-Astypalea", aiming to transform the Astypalea island into an energy-autonomous island, producing energy exclusively from renewable energy sources (RES), coupled with an energy storage system. The program runs as an initiative (Memorandum of Understanding) between the Greek government and Volkswagen Group.

Tax incentives mostly addressed to companies rather than individuals, including indicatively:

- expenditure discount is increased by 50% for Battery Electric Vehicles (BEV)
- The charging costs of EVs (for work purposes) incurred by employees are considered a company expense, leading to the reduction of the taxable income

The combination of the subsidies and tax incentives led to encouraging results, as shown below:

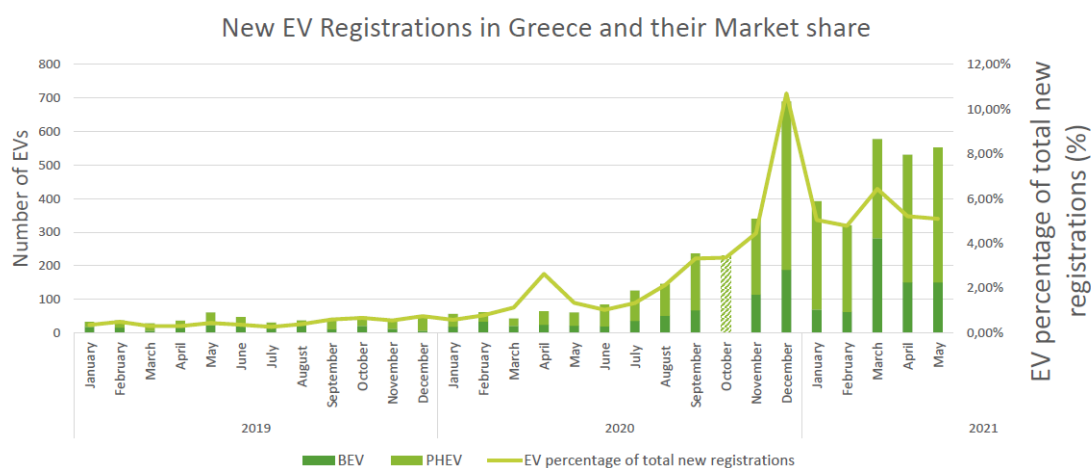


Figure 1 – New EV registrations in Greece and their market share

Concretely, the EVs market share rose from 1% in August 2020 to 10,6% in December 2020. The average market share of EVs has been 2,6% (2.135 EVs) which is higher than the forecast of the National Energy and Climate Plan (NECP). The trend seems to continue in 2021 as well, with 5,3% EVs market share for the first 5 months.

Nevertheless, despite the significant progress achieved the last years, there is still much room for improvement, as Greece has one of the lowest rates of number of EVs per capita and number of charging stations per km.

This Action Plan is a concrete way to further promote the uptake of e-mobility in Greece, either through monitoring actions already launched (GO ELECTRIC subsidy scheme) or through new projects like the development of a smart platform for the uptake of e-bike sharing schemes.

1.2 The policy instruments under consideration

The main objective of the policy instrument addressed in EMOBICITY for CRES, the NEEAP (now replaced by **NECP – National Energy and Climate Plan**), Measure 12: e-mobility, is to boost e-mobility through specific measures and incentives to private users. This is already achieved during the Phase 1 of the EMOBICITY through the introduction of Law 4710/2020 "Promotion of E-mobility" which activated the subsidy scheme "Go Electric" for EV acquisition by private users, as well as determined specific tax incentives for businesses for EV acquisition and regulatory measures for charging services and infrastructure. EMOBICITY managed to influence to a certain degree the policy instrument through knowledge gained by EMOBICITY good practices. EMOBICITY follows the progress of this Action and it is planned to continue to do so during Phase 2 of EMOBICITY.

2 EMOBICITY Inter-regional learning

2.1 EMOBICITY project brief presentation

EMOBICITY aims to strengthen the capacities of all key-stakeholders on e-mobility, especially regarding policy making, through workshops, study visits, the production of thematic publishable reports, peer reviews, as well as to raise public awareness by open information events, the use of social media and other communication activities. EMOBICITY aims to support policy learning on e-mobility at a national and regional level, by the increase of knowledge and exchange of experience, between the project partners, policy and decision makers and other project stakeholders from the EU participating countries.

To this direction, the project has already organised workshops, study visits and other activities, bringing together all key players for discussions and brainstorming, highlighting relative good practices. By this way, EMOBICITY is expected to generate high leverage and provide action plans for the improvement of the policy instruments addressed by the partnership, proposing enrichments and amendments, leading to increased e-mobility integration, thus contributing to a low-carbon economy.

The EMOBICITY consortium consists of the following partners, covering 5 EU countries:

- Greece - Centre for Renewable Energy Sources and Saving (CRES) – Lead Partner
- Croatia - Energy Institute Hrvoje Pozar (EIHP)
- Germany - Regional Management Northern Hesse GmbH (RMNH)
- Portugal - Azorean Government – Regional Directorate for Energy (AZORES)
- Portugal - Portuguese Energy Agency (ADENE)
- Romania - Northwest Regional Development Agency (NWRDA)

2.2 EMOBICITY Inter-regional learning

The inter-regional learning within EMOBICITY project is organized around the following activities:

1. Thematic Interregional Workshops

In each EMOBICITY thematic workshop, the partner or invited stakeholders from each participating country present theme related activities, news, good practices etc, while providing an excellent opportunity for discussions among partners and stakeholders on obstacles/barriers and ways to overcome them.

2. Publishable reports

As a direct outcome of each thematic workshop, a publishable report is produced based on input during the workshops but also based on research at each participating country. These reports are a great source of inspiration for all partners, as they include key barriers, challenges, opportunities and strengths in each country, in relation to the theme under consideration.

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3. Study visits

Each partner has already organized a study visit in the respective countries. Despite the obstacles set by the pandemic, all study visits took place in person providing a great opportunity for the partners and invited stakeholders for knowledge exchange and valuable discussions. Study visits have taken place so far in Athens (Greece), Lisbon and Sao Miguel island in Azores (Portugal), Zagreb (Croatia), and Cluj-Napoca (Romania). The last study visit will take place during Semester 6 in Greece. To capitalize the knowledge gained in each study visit, detailed minutes are produced after each event.

4. Local Stakeholder Group meetings

Each participating country has set up a Local Stakeholder Group in order to spread knowledge gained from partners and stakeholders of other countries regarding e-mobility. The local stakeholders usually cover a wide range of activities including policy makers (at a national, regional or municipal level), academia, technology institutes etc.

5. Peer reviews of the Action Plans Participation in PLP activities

2.3 Summary of EMOBICITY Inter-regional learning

The main lessons learnt, knowledge gained, inspiration through the inter-regional knowledge activities of EMOBICITY Phase 1 for the production of this Action Plan, are the following:

- Information gained from the EMOBICITY partners and their stakeholders on economic and fiscal incentives, subsidy schemes (i.e. Rabla Plus RO, Environmental Fund PT), amount of grants, types of EVs subsidized, application and evaluation procedure, incentives for islands and tourism (i.e. Azores), regulatory framework of e-mobility markets (MOBI-E PT), etc .
- The production of the EMOBICITY report on identifying the most interesting e-mobility good practices from Interreg Europe PLP served as another source of inspiration

(“chargers on demand” system in Amsterdam and e-scooter-sharing in Milanovek) leading to the inclusion of e-taxis and e-scooters in the subsidy scheme “GO ELECTRIC” in Greece.

- The production of the EMOBICITY “emobility State-of-art Report”, gathering details on incentives, subsidies, e-mobility markets, grid management, charging network operation and e-mobility pricing

2.4 List of Actions based on the EMOBICITY findings

The e-mobility subsidy scheme “GO ELECTRIC”

3 Actions’ detailed description

The e-mobility subsidy scheme “GO ELECTRIC”

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| Background | <p>E-mobility had very limited take-up in the country until September 2019, due to lack of economic incentives and of a holistic national approach. Since 2014, e-mobility was integrated in the national legislation framework, but in a fragmentary way. Therefore, the Greek government decided to take action by the formation of a dedicated National E-mobility Plan. In order to design this Plan in a rapid and effective way, the Government established a National Inter-Ministerial Committee in 21 October 2019, bringing together key stakeholders with complementary backgrounds, including policy, mobility and energy experts from relevant ministries, universities and research institutes. The subsidy scheme “GO ELECTRIC” is a result of this Plan, among other incentives decided and announced for the promotion of e-mobility.</p> <p>More specifically, in September 2019 the 1st EMOBICITY workshop took place in Athens, on Legislative amendments for e-mobility integration. All partners discussed their local state-of-play and this is where Mrs. Maria Zarkadoula (LP main contact person) met with Mrs. Alexandra Sdoukou, the Secretary General for Energy & Mineral Resources at the Ministry for the Environment and Energy. In October, a National Inter-Ministerial Committee was established to serve the new governmental initiative for the «Promotion of E-mobility in the Greek territory» with the Secretary General on the lead. The Committee was separated in 3 working groups, with the 1st of them to focus on e-mobility Incentives with Mrs. Zarkadoula on the lead. In parallel, the Greek LSG engaged stakeholders from the National Committee. During the 1st semester all partners contributed in the e-mobility State-of-art Report, gathering details on incentives, subsidies, e-mobility markets, grid management, charging network operation and e-mobility pricing. This information was the base for the creation</p> |
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| | <p>of the 1st Greek Law on e-mobility (Law 4710/2020) which foresees a series of incentives including the 1st Greek subsidy scheme for EVs acquisition and regulates the e-mobility market. Information included: economic and fiscal incentives, subsidy schemes (i.e. inspiration from EMOBICITY good practice Rabla Plus RO, Environmental Fund PT), amount of grants, types of EVs subsidized, application and evaluation procedure, incentives for islands and tourism (i.e. Azores), regulatory framework of e-mobility markets (EMOBICITY good practice MOBI-E PT), etc. In addition, Interreg Europe PLP was used to identify good practices for inspiration ("chargers on demand" system in Amsterdam and e-scooter-sharing in Milanovek) leading to the inclusion of e-taxis and e-scooters in the subsidy scheme.</p> <p>In conclusion, "GO ELECTRIC" has integrated best practices from all over the EU and as its first results show, it is a successful funding scheme that can be replicated in other local contexts.</p> |
| <p>Actions</p> | <p>.</p> <p>In August 2020, the Ministry of Energy and Environment officially launched the program "GO ELECTRIC" , the 1st subsidy scheme in Greece for the acquisition of electric vehicles by individuals and businesses, including direct subsidies for the purchase of EVs. CRES in close collaboration with the Ministry of Environment and Energy (more specifically with the dedicated e-Mobility Office) follows and co-monitors the progress regarding the e-mobility deployment due to GO ELECTRIC. CRES is in regular contact with the Head of the e-Mobility Office of the Ministry and according to the information received, subsidies of approximately 15 million euros have been released by December 2021.</p> <p>The GO ELECTRIC subsidy scheme has been very successful and has had a very positive impact on the NEEAP or NECP policy instrument. As a direct impact of GO ELECTRIC, the EVs market in Greece share rose from 1% in August 2020 to 10,6% in December 2020. The average market share of EVs has been 2,6% (2.135 EVs) which is higher than the forecast of the National Energy and Climate Plan (NECP). As an indication, the GO ELECTRIC scheme provided by June 2021, subsidies for over 14,000 EVs, boosting in this way the e-mobility uptake in Greece and helping the achievement of the goals of the policy instrument under consideration.</p> <p>The first round of the subsidy scheme ended in December 2021. Now, the focus of this Action will be on further improving the Policy Instrument through monitoring results and contributing actively to the 2ns round of the GO ELECTRIC subsidy scheme. CRES will be in contact again with the e-mobility Office of the ministry of Environment and Energy, in order to monitor the expected positive impact of this 2nd Round of the scheme to achieving the goals of NECP. The 2nd round is expected to start in April 2022, but in addition, EV purchases starting January 2022 are also eligible to receive subsidy. The 2nd round of the GO ELECTRIC is expected to run until the end of 2023 and the budget foreseen is approximately 50 mil. Euro. CRES will receive monitoring information from the Ministry</p> |

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| | through regular (bi-monthly) online meetings. Besides monitoring, CRES will actively assist to the further deployment of e-mobility in Greece and NECP goals achievement, through knowledge exchange meetings with local stakeholders and the EMOBICITY partners / foreign stakeholders, in order to continuously provide feedback to the Ministry on ways to maximise the impact of the subsidy scheme. . . |
| Players involved | Ministry of Environment and Energy; General Secretariat for Energy & Mineral Resources |
| Timeframe | April 2022-December 2023 (2 nd round of GO ELECTRIC) |
| Costs | About 50 mil. € (for the 2 nd round of GO ELECTRIC) |
| Funding sources | Unused allowances of the EU Emissions Trading scheme |

4 Signatures