



## Good Practice from Spain

<b>Title of the practice</b>	PIRVEC (Strategic Plan for the deployment of charging infrastructure for electric vehicles in Catalonia)
<b>Main institution involved</b>	Catalan Energy Institute (ICAEN)
<b>Location of the practice</b>	Spain, Catalonia
<b>Detailed information on the practice</b>	<p>The lack of charging infrastructure is a major argument in the purchase decision of EVs and therefore a limit to their large scale use.</p> <p>In Catalonia charging infrastructure so far is centred around the metropolitan area of Barcelona which makes it complicated to freely move around Catalonia by electric vehicle (cover more than 200km of distance).</p> <p>To remedy this shortcoming, the government of Catalonia has launched the PIRVEC Plan for the deployment of charging infrastructure for electric vehicle in Catalonia. The strategic plan forms part of the more wide ranged "Action Plan 2017-2025: Clean energy for all Catalans".</p> <p>The Plan aims to remove technological, legal, administrative and economic obstacles to Catalonia's electrical mobility development. In the frame of the plan the government will allocate €5.8M to set up:</p> <ul style="list-style-type: none"> <li>- 81 quick charging points accessible from the public road network</li> <li>- 360 new stations for semi-fast charging in urban networks and leisure centres</li> <li>- 21,000 new charging points (4,000 at present) with subsidies covering up to 50% of installations cost in cases where there are difficulties in setting them up, such as in private community car parks.</li> <li>- A unified identification and payment system, developed for users and accessible through smartphones for easier access to the EV charging network.</li> <li>- Promote regulatory changes to achieve the technical and economic feasibility of electrical mobility</li> </ul>
<b>Resources needed</b>	With a budget of nearly EUR 6 million, the Catalan government intends, for the next three years, to have the goal of 100 public charging stations to fast roads (>45 kW), 400 public semi-fast charging stations (>7,5kW), 25.000 charging points linked (private vehicles) and promote regulatory changes to achieve the technical and economic feasibility of electrical mobility.
<b>Timescale (start/end date)</b>	2016-2019
<b>Evidence of success (results achieved)</b>	During its first year, PIRVEC has allowed the fast public charging network for EVs to be extended from 19 locations with 39 charging points to 42 sites with 126 charging points, plus 8 extra private locations. The interest shown by the city councils will ensure the objective of covering the fast charging every 50 km by the end of 2018, guaranteeing the connection between the metropolitan areas of Barcelona, Girona, Tarragona and Lleida and access Central Catalonia, Terres de l'Ebre and Pyrenees.
<b>Difficulties encountered/ lessons learned</b>	-
<b>Potential for learning or transfer</b>	<p>The policy follows very clear and tangible goals wherefore its transferability to other EU regions is facilitated. It does however strongly depend on the intention of governments to set free considerable financial means for the direct public provision of charging infrastructure or in the form of public subsidies for their deployment.</p> <p>The infrastructure serves primarily electric vehicle users. However, recipients of financial subsidies for installation costs are likewise beneficiaries of the policy. This considerable public financial injection helps to overcome lacks in infrastructure as a critical point for an electric vehicle break through and therefore can be seen as an exemplary policy of state subsidies for a clear advance in the deployment of charging infrastructure.</p> <p>The example of the PIRVEC plan might encourage regions or cities in the EU to strive for similar objectives and to provide public financial support for charging infrastructure, where respective needs are given and especially where private investment lacks to</p>



	remedy shortcomings in the crucial charging infrastructure. Public subventions, in the sense of a first mover example, can moreover entail considerable private investment which does respectively further push the use of EVs.
<b>Further information</b>	<a href="http://icaen.gencat.cat/es/plans_programes/pirvec/index.html">http://icaen.gencat.cat/es/plans_programes/pirvec/index.html</a>
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