

MINUTES

Athens, Greece, 19 December 2019

Local Stakeholder Group – Meeting 1

Introduction

CRES, the Lead Partner of EMOBICITY, set up the Local Stakeholder Group (LSG) constituted by local policy and decision makers. For the moment, the LSG comprises of the following:

- Centre for Renewable Energy Sources and Saving (CRES)
- Ministry of Environment and Energy
- Ministry of Infrastructures and Transport
- Ministry of Economics
- Hellenic Electricity Distribution Network Operator (HEDNO)
- National Technical University of Athens (NTUA)
- University of West Attica (UWA)

The EMOBICITY LSG may be enriched with other relevant local stakeholders during the project implementation, according to any new e-mobility issues that might show up for settlement.

It is worth mentioning that the representatives of the **key stakeholders engaged to the EMOBICITY LSG are simultaneously members of the National Inter-Ministerial Committee**, established for the implementation of the project "**Promotion of electric mobility in the Greek territory**", by inter-ministerial decision of 21 October 2019. By this way, the project results **will be transferred directly to the policymakers** responsible.

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The first LSG meeting took place in Athens, Greece, at CRES headquarters in 19 December 2019, from 10:00 to 14:30. The stakeholders' representatives from the policy, academia and public sector added up a total of 12 participants.

Mrs. Maria Zarkadoula, the EMOBICITY project supervisor, Head of the Environment and Transport Department of CRES, welcomed all participants of stakeholders and every participant introduced himself. Then CRES, as the lead partner of EMOBICITY, presented the project overview and progress to date, including the project targets and methodology of implementation. CRES stated that the EMOBICITY project comes to contribute to the implementation of *Measure M12: Promotion of e-mobility, included in the policy instrument of the National Energy Efficiency Action Plan (NEEAP)*. It is noted that CRES had foreseen this Measure and had recommended its integration to the NEEAP many years ago.

Then, CRES presented the status of e-mobility in the other project participating countries and regions. This activity, in the framework of experience and practices exchange, included the detailed presentation of subsidy programs for the acquisition of EVs, grants for charging infrastructure, electricity market operation, other incentives and initiatives for e-mobility. Regarding the current situation in Greece, CRES mentioned that there are no subsidy programs either for the purchase of EVs or for the installation of charging infrastructures, while the exact number of EVs and charging stations in the country is unknown. So, the **necessity for an official registry** of EVs and chargers all over the country was highlighted.

Afterwards, a round-table discussion followed, where the participants had the opportunity to express their views on e-mobility and refer to the issues of their concern. In particular, with regard to the concession of highways for the installation of charging infrastructures, the role

and criteria of concessionaires was discussed, as well as the commercial agreements and the possible stakeholders involved in these agreements. It was also mentioned whether it would be necessary to build new power lines of medium and high voltage or upgrade the existing ones, in order to meet the rising electric power demand.

Moreover, all participants agreed on **the need for a series of fiscal and economic incentives** that will facilitate the promotion of e-mobility in Greece. Financial incentives to target groups, such as company cars, couriers and leasing companies should be considered. All LSG members expressed their opinion about possible categories of beneficiaries. **Municipalities have been proposed to replace the old commercial municipal fleets, as well as hotels and taxis, from the private sector.** Among the practices of promoting and disseminating electric mobility, the example of the Amsterdam Airport was mentioned, which decided to co-operate exclusively with **e-taxis**. At this point, it is important to note that **the focus on the hotel sector came as an inspiration from the practice of the Region of Azores EMOBILITY project partner.**

The LSG also identified the **need to update the Ministerial Decision about the acquisition of vehicles by municipalities**, with a clear reference to alternative fuel vehicles, including the electric vehicles. Finally, it was considered necessary to examine charging tariffs and pricing models, based on energy consumption, charging time, fixed charges and combination of these, as well as issues of open protocols for interoperability.

Next steps

CRES will circulate the minutes of the meeting to the LSG and organize the second LSG meeting. Up to then, all LSG participants will provide to the Group by e-mail any respective useful information, following the round-table discussion, and CRES will continue to gather and share experiences and practices from the EMOBILITY participating countries and regions.



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