

CONCLUSIONS

Athens, Greece – 24 September 2019

Kickoff meeting

Introduction

The EMOBICITY kickoff meeting was organized by CRES, the project Lead Partner, and took place in Athens, Greece, at the Electra Palace Hotel in 24 September 2019. The first EMOBICITY meeting greatly contributed to the exchange of expertise and experience between the project partners on the status of electric mobility in each participating country and region: Greece, Croatia, Germany and the State of Hesse, Portugal and the Autonomous Region of the Azores, Romania and the Northwest Region). After internal discussions during the project meeting, the partners came up to interesting conclusions, which can be useful to facilitate the integration of electric mobility.

Issues discussed

Among many e-mobility issues discussed, the project partners focused on the following ones as issues of high interest to help other countries and regions:

- *Subsidies for EVs at the private sector:* Most partners have national subsidy programs for the acquisition of EVs at the private sector, as experience in Europe has shown that consumers will not prefer the electric car while it remains significantly more expensive than the conventional one. In particular, Croatia provides a grant of up to € 10.800 for the purchase of an electric car. Romania also offers a subsidy up to € 9.500. Portugal, while subsidizing the purchase of an e-car for up to € 3.000, says the electric car continues to be considered as a luxury by the consumers.

- *Subsidies for EVs at the public sector:* Portugal has provided a subsidy of € 7.8 million for the replacement of old conventional vehicles (operating over one decade) with electric ones in municipal fleets, giving priority to health public utilities. In addition, the cities of Romania have managed to obtain electric buses (41 e-buses to date) with public tenders.

- *Charging Stations on highways:* Germany has allocated € 300 million for the installation of charging stations on highways from 2017 to 2020. This incentive was chosen by Germany because experience has shown - as in Croatia as well - that there are practical difficulties in installing charging stations on national roads. For example, concession issues arise, while highway and toll operators may request to be involved in the contract processes and EV charging profits. One more reason for choosing such an allocation of budget is that most EVs are mainly charged at the drivers' houses and working areas; thus, there is no need to install more stations at roads, in order to further serve the nearby destinations.

- *How e-mobility starts to operate:* The start of e-mobility has taken place in both Germany and Croatia without a specific institutional framework, leaving the free market to function. The charging of EVs is treated as a service and is billed as a package of services rather than as electric power. In Croatia, however, the prices of the service are considered to be very expensive and need to be regulated by a specific framework.

- *Rate of charging stations per EVs:* All partners observed that the proportion of existing charging stations and electric vehicles is much higher than that the indicative ration proposed

in European Directives, which is 1 charging station per 10 EVs (1:10). Germany stands at 1:4 and continues to subsidize the installation of charging stations, Portugal is also at 1:4 and stresses the need for more stations, while Romania and Croatia at 1:5 and 1:2 respectively. So, the need for more charging stations per electric vehicles is noted.

- *License for the installation of charging stations:* In Croatia, licensing for the installation of charging stations was a time-consuming bureaucratic procedure. This problem was successfully tackled, as this license procedure was equated to small scale building permits, even if the charging station included photovoltaic panels. This practice can provide a solution to the similar problem in Greece, where a charging station installation license can take up to 10 months to be issued (i.e. island of Tilos).

Conclusions

Even from the first project meeting, the EMOBICITY project has already gathered some points of high interest regarding the promotion of e-mobility at national and regional level:

- **Subsidies for the acquisition of EVs at the private sector need to be generous** and provide high grants, in order to cover the economic gap between conventional and electric cars. This way, drivers will **no longer consider the e-car as a luxury**.

- **Subsidies for the acquisition of EVs at the public sector can contribute to the modernization** of both the municipal fleets and the regional public transport, especially when combined **with the replacement of old vehicles**.

- **The installation of charging stations on highways faces difficulties** and a solution is **to be subsidized by the governments**.

- If a country or region focuses on a charging system based on **charging stations at houses and working places, a network of charging stations at roads becomes secondary**.

- **The pricing of EV charging has to be regulated** by specific frameworks, so **as to remain affordable** as service to the EV drivers.

- Experience shows that countries and regions should estimate to **invest in more charging stations per EVs** than the indicative ratio of 1:10 respectively.

- In order to avoid time-consuming procedures, **governments can simplify bureaucracy procedures**.

Closure

During EMOBICITY, more useful information will follow and be provided for the integration of e-mobility at countries and regions, through the exchange of knowhow, experience and practices in detail, between the project partners and the responsible stakeholders.

Author: Centre for Renewable Energy Sources and Saving – lead partner

Disclaimer: This document reflects the authors' views only and the Interreg Europe programme authorities are not liable for any use that may be made of the information contained therein.