



POLIS POSITION

ON THE PROPOSAL FOR A DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL ON THE DEPLOYMENT OF ALTERNATIVE FUELS INFRASTRUCTURE (COM (2013) 18 FINAL)

- Polis welcomes the initiative to address the deployment of alternative fuels infrastructure encompassing a range of fuel options such as electricity, hydrogen, biofuels, natural gas (in the forms of Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), or GasTo-Liquid (GTL)), and Liquefied Petroleum Gas (LPG). This paper focuses on the deployment of an infrastructure for charging electric vehicles but recognizes the importance of addressing the deployment of an alternative fuels infrastructure for the other fuel options as well.
- Polis welcomes an initiative from the European Commission supporting the deployment of an infrastructure for charging electric vehicles in Europe. It is an important milestone which sends a strong signal to the market.
- Polis supports initiatives enabling the deployment of electric vehicles across Europe. However, the members of Polis would like to stress that the transition towards the electrification of transport should be considered as part of a general evolution towards a more sustainable urban and regional mobility system. In this respect, the introduction of electric vehicles and the corresponding services, including charging, should be part of a strategy towards an integrated multimodal transport network. The deployment of a charging infrastructure should therefore be considered from a multimodal perspective, and the integration between the transport modes and with other urban services in the smartcity should be given priority.
- **Polis would support mandatory targets for 2020 for the number of charging points to be installed and the proportion of public charging points if those targets are both defined by the Member States.**

This means that the National Policy Framework for the market development of alternative fuels and their infrastructure, which should be adopted by the Member States within 18 months of the date of entry into force of the directive, should include the target number of electric vehicles charging points which the Member States commit to put into place by 2020 and the proportion which should be publicly accessible.

The National Policy framework should detail the methodology used by the Member States to define this number of charging points in relation to the number of electric vehicles expected in 2020.



The National Policy Framework should indicate the proportion of charging points which should be publicly accessible. It should do so by referring to the proportion of on street parking in urban areas, where electric vehicles are expected to be deployed primarily.¹

The definition of mandatory targets is a strong and positive signal to the market.

- It falls logically from the previous point that Polis supports the request to Member States to put into place National Policy Frameworks.

Polis members would like the National Policy Frameworks, in addition to the required elements proposed in article 3, and to the identification of mandatory targets, to also include:

- a strategy for the integration of electric vehicles in an intermodal transport strategy at the urban and regional levels, in particular the integration with public transport, including from the perspective of an integrated energy management.
- Polis members agree with the proposal to require the equipment of slow charging points with connectors of Type 2, and Type 'Combo 2' for fast recharging points.

In the latter case, for fast charging points, Polis members recommend to amend the proposal for a directive in order to allow that vehicles currently on the market can charge all over Europe. This would mean specifying that "direct current (DC) fast recharging points for electric vehicles shall be equipped, for interoperability purposes, **at least** with connectors of Type "Combo 2" as described in the relevant EN Standard, to be adopted by 2014."

- Finally Polis asked that the directive is supported by a European initiative for the financing of the charging infrastructure for electric vehicles. This strategy should:
 - Open up a European debate on related challenges such as transport energy taxes and vehicle registration taxes;
 - Foresee funding for initiatives installing charging points;
 - Ensure the coordination of various relevant initiatives of the European institutions, including the European Investment Bank, offering opportunities to access funding for this infrastructure;
 - Create a single entry point to access information on this topic. This entry point could be the European Electromobility Observatory;
 - Include recommendations and guidelines for the financing of the charging infrastructure.

On this topic, it must be noted that in cooperation with European cities and regions, the TIDE project on the deployment of innovation in Europe, funded by the European Commission and coordinated by Polis, will define recommendations for the financing of the charging infrastructure for electric vehicles in cities by the end of 2013 (www.tide-innovation.eu).

For more information:

Florinda Boschetti; fboschetti@polisnetwork.eu; +32 2 500 56 74; www.polisnetwork.eu

¹ On street parking in densely populated areas and sometime in rural areas often represents significantly more than 10% of parking.