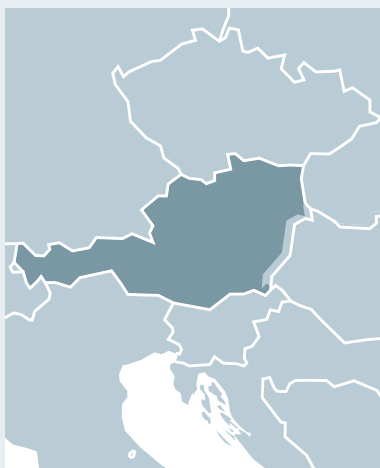




E-mobility management: klimaaktiv mobil



Facts & Figures

Organization

Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK)

Type of initiative

Financial support and consulting programme including awareness-raising and further education initiatives

Target Group

Federal states, cities and municipalities, public sector entities and associations, businesses, tourism, schools and educational institutions

Duration

2004, ongoing



Description of the Initiative

Through klimaaktiv mobil, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) supports Austria's businesses, fleet operators, cities, municipalities and regions, public administration, the tourism industry, educational institutions and youth initiatives with funding for climate-friendly mobility management (MM). MM aims to effectively combine a multitude of measures to foster climate-friendly mobility patterns. In cooperation with Austria's automobile and two-wheeler importers and the bicycle industry, the BMK also massively scaled up the e-mobility offensive, prolonging it in 2021 with a total funding volume of some EUR 46 million for promoting e-mobility in the Climate and Energy Fund and the national environmental support scheme. To continue this successful model, a total of 167.2 million euros will be available in 2022 for the promotion of e-mobility.

Furthermore, klimaaktiv mobil is de-

signed to motivate people to adopt active, environmentally-friendly modes of transport, including e-mobility. The EcoDriving initiative offers practical training courses with certified trainers for e-vehicles and supports driving schools in integrating e-mobility into driving education.

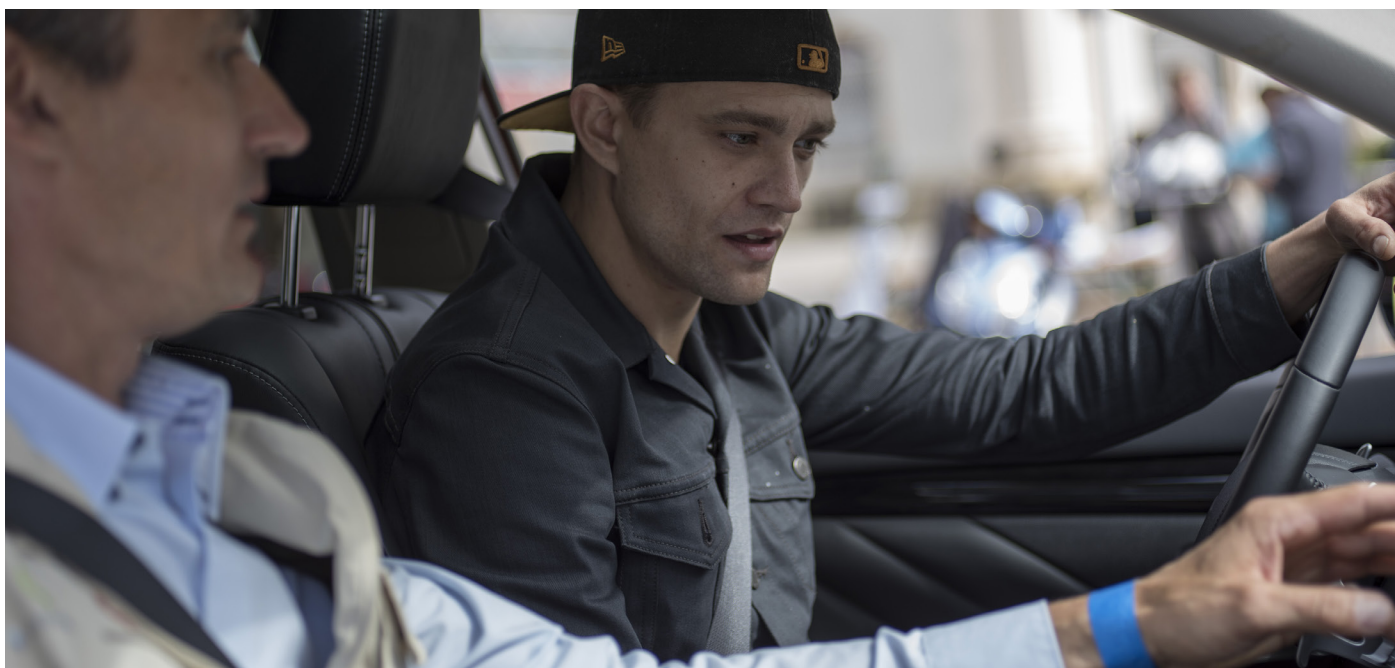
In 2019, the new training course "klimaaktiv mobil driving instructor e-mobility" was established and 100 participants have already graduated. In addition, 257 participants have already completed the klimaaktiv mobil "E-Mob-Train" training course on electromobility carried out in cooperation with partners.

Implementation

Within the e-mobility offensive, e-cars, e-minibuses, e-bicycles, (e-)transport bikes, e-mopeds, e-motorbikes, e-charging stations and e-special vehicles are eligible for funding. The e-mobility offensive is tied to



E-mobility management: klimaaktiv mobil



Certified klimaaktiv mobil e-mobility trainers in driving schools

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the purchase of e-vehicles fully powered by electricity or hydrogen from renewable energy sources. Funding is available for private individuals, businesses and municipalities. Several federal states take an active part in the scheme by granting follow-up funding.

Lessons learned

The 21,000 mobility projects implemented in the framework of klimaaktiv mobil are examples of how a successful synergy between climate protection, mobility and economy works. The initiative is based on

partnerships, particularly between the public and private sectors. It ensures long-term support and predictability of investments in active climate-friendly mobility in Austria, and the safeguarding of the klimaaktiv mobil financial support programme constitutes an important step towards climate protection.

Impact

As a result of the considerably higher funding for e-mobility, the demand for e-cars all over Austria reached a record high. While the number of new car registrations in 2020 dropped by 24.5% overall, the number of newly registered e-cars climbed by 73% to 15,972 e-cars (BEV) over the previous year. In 2021, this positive trend has become even more dynamic. The registration of 33,366 new e-cars (BEV) in 2021 represents a 208% growth compared to the previous year.

The French Master plan for electric vehicle charging infrastructure (Schéma directeur des infrastructures de recharge pour véhicules électriques : SDIRVE)



Facts & Figures

Organization

The French government (legal frame) ; local authorities and private players : implementation

Type of initiative

National strategy to improve electric mobility

Target Group

Local authorities, citizens and end-users

Duration

Global Mobility Act (LOM according to its French acronym) from December, 24th of 2019 : created the SDIRVEs
 2021 : first SDIRVEs implemented at local levels



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Description of the Initiative

The 2019 LOM allowed local public actors to plan the deployment of electric vehicle charging infrastructures (hereafter IRVE according to its french acronym) aimed at a public use on their territory, through the elaboration and implementation of “Master plans for the development of open-to-public electric and hybrid rechargeable vehicle infrastructures” (SDIRVE according to its French acronym).

Competent players for elaborating SDIRVEs are local stakeholders and local authorities. More precisely, this competence usually comes under the jurisdiction of local authorities organising mobility (regional or city authorities) or energy distribution (local mixed unions). Most of local authorities from wider to smaller scales are thus concerned.

In addition, the “Climate and Resilience” law of August, 21st of 2021 made SDIRVE

compulsory for territories covered by a ZFE (e.g. French urban areas with action plans to reduce air pollution) without however specifying a timeframe.

The main objective of a SDIRVE is to ensure the deployment of an easy to reach recharging infrastructures :

- with good coordination between public and private project owners
- taking into account local environmental and mobility policies
- adapted to the evolution of needs for all electric and plug-in hybrid vehicles, both for local and transit traffic
- compatible with the electric grid.

Although more than 90% of recharging is done at home or at the workplace, it is still essential to provide open-to-the-public recharging facilities to support the deployment of electric vehicles. Such supply remains

The French Master plan for electric vehicle charging infrastructure (Schéma directeur des infrastructures de recharge pour véhicules électriques : SDIRVE)

indeed necessary in some occasions : for occasional recharging, for private individuals who do not have a private car park or for professionals when travelling for instance. What link can be done with mobility planning or mobility management ?

- Financial incentive: a 75% reduction of the connecting costs to the public electricity grid is provided for charging infrastructures planned in a SDIRVE.
- Furthermore, the SDIRVEs allow a division of labour between public and private stakeholders for the deployment of the planned charging stations. Monitoring of SDIRVE after its implementation makes it possible to assess the deployment of the charging points and, if necessary, to readjust the initial scheme. Two benefits can emerge : 1°/ a better cost allocation between private and public stakeholders and 2°/ a better management between e-mobility demand aims and actual and future e-mobility supply.

Implementation

Implementation is done by local stakeholders, either public or private ones. The SDIRVEs allow to better match public and private responses

Lessons learned

Regarding the necessary efforts to achieve the 2030 and 2050 global decarbonations goals, the main challenge is to settle the best possible coordination of public and private interventions and investments. A smart global and local planification as the SDIRVEs appears to be one of the key means to achieve it.

Impact

As this new tool only started to be implemented in 2021, it is still too early to assess its proper effects on e-Mobility management.

Nevertheless, 50,000 charging points had been deployed in France by January 1st of 2022, even though the initial target was 100,000 charging points. However, this figure already represents an increase of almost 60% in one year. The SDIRVEs implementation should help increase these figures in the future.



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Incentive for the Introduction of Zero Emissions Vehicles (ZEV)



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Facts & Figures

Organization

The Portuguese Environmental Fund (EF). Based on the guarantee of greater effectiveness of the environment policy, Portuguese Government has created a single Environmental Fund, under the Ministry of the Environment and Climate Action.

Type of initiative

The Incentive provides financial support for the introduction to consumption of Zero Emission Vehicles – electric vehicles.

Target Group

Designed with a heterogeneous public in mind - individuals and companies - it is materialised through the attribution of incentive units that depend on the typology and target of the Zero Emission vehicles.

Duration

This Incentive started in 2017 and its end is not yet planned.

Description of the Initiative

This initiative contributes to the decarbonisation of the mobility and transport sector, representing a key component in the action against climate change and an essential contribution to the commitment made by Portugal to achieve carbon neutrality by 2050.

The mobility of people and goods is still one of the main emitters of greenhouse gases and contributes significantly to the degradation of air quality, causing significant impacts on public health and on the quality of life in urban areas. Therefore, together with other public policies (that aim to make the use of public transport more attractive, and encourage the use of active and soft modes) the possibility of replacing internal combustion vehicles with electric vehicles, is crucial to the decarbonisation efforts.

The aim of this incentive is, therefore, to continue the implementation of measures to accelerate the uptake of alternative and more environmentally friendly traction energies, such as 100% electric traction, given their clear contribution to decarbonisation, improved air quality and noise reduction. In 2020, the Incentive was extended to two-wheeled motorbikes and bicycles, conven-

tional or electric, and to electric mopeds, as well as cargo bicycles.

This year (2022), the Incentive presents the allocation of 10M Euros, highlighting four key areas of intervention, which integrate different types of support and distinct beneficiaries:

- Light Passenger Vehicle
- Urban Logistics
- Active cycling mobility
- Chargers for electric vehicles

In regard to the Chargers financing it needs to be stressed that the Mobi.E Network, or National Electric Mobility Network, is a network of electric vehicle charging stations, interoperable and centred on the user. Becoming a charging point holder, like for instance a condominium, has the following advantages:

- Various tenants to share the same charging station, each one paying for the energy consumed and guaranteeing that the energy in question is removed from the condominium's consumption;
- An electric vehicle to be charged at home, with the energy being paid like in any other charging station of the mobility network.

Incentive for the Introduction of Zero Emissions Vehicles (ZEV)



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- That a company can hold a charging point and its employees or customers can use that point to charge the batteries of their vehicles, with the energy paid by the user of the vehicle.

Implementation

The incentive is due for the aquisition of a new 100% electric vehicle. The EF website annually presents the Regulation with the conditions for the attribution of the Incentive for that specific year and the corresponding link to the online application.

Lessons learned

The information presented above reveals the importance that the Incentive for the Introduction of Zero Emissions Vehicles has been having regarding the replacement of internal combustion vehicles by electric vehicles and in terms of the support charging network.

Needs to be stressed, as an example, that it was estimated that during the first year of use of light vehicles and motorbikes co-financed by the Incentive in 2020, resulted in an emissions save of 5 868 tCO_{2e}.

In this context and as lessons learned we can say that society is aware of climate issues, that understands the urgency of the need to replace internal combustion vehicles by electric vehicles, and that, with some support, is willing to do so with confidence.

Impact

With regard to the impact of the initiative we highlight the following figures at the beginning of 2022:

Electric vehicles:

- Up to 2021 (incl.) 51,499 electric vehicles were registered in PT, of which around 87% are light vehicles (cars+vans)
- In 2021 there is a 53% increase in BEVs compared to the previous year
- 2.068 EV charging stations and 4.343 EV charging points.

Note: MOBI.E has just launched a data portal, where it is possible to consult information and interact not only on the availability of the network, but also on sustainability and environmental impact, as well as on the historical evolution and main indicators. This portal allows you to know the impact of the Portuguese chargers network on the environment - retroresearch from January 2019, provides the tonnes of CO₂ per month and the main indicators, such as the litres of diesel not consumed.