



European
Automobile
Manufacturers
Association

eurelectric

TRANSPORT &
ENVIRONMENT

JOINT CALL TO ACTION FOR THE ACCELERATED DEPLOYMENT OF SMART CHARGING INFRASTRUCTURE FOR ELECTRIC VEHICLES

Brussels, 4 September – There is an ongoing paradigm shift when it comes to electrically chargeable vehicles¹. The recently agreed EU legislation aims at registering up to five million zero- and low-emission vehicles annually in Europe by 2030², requiring significant charging infrastructure build-out. Such political commitment to the goals of the Paris Agreement sees both the electricity and automobile industries working towards a low-emission future. In this endeavour, important synergies are opening up between the two sectors. Harnessing these opportunities will be essential for the success of Europe's industrial competitiveness. Therefore, the below mentioned key messages need to be recognised by EU policy-makers, especially the new European Commission and members of the European Parliament.

The European Automobile Manufacturers' Association (ACEA), Eurelectric and Transport & Environment (T&E) jointly agree on the need to decarbonise road transport to meet Europe's climate objectives. This translates into the interdependent and interconnected development of electric vehicles and charging infrastructure markets. The new age of mobility where electrification, connectivity and efficiency are key drivers will require strategic and adequate infrastructure planning and a seamless driver experience. The decarbonisation agenda must go beyond CO₂ regulation in the automotive sector – it should tackle a number of related policy files and industries that create favourable framework conditions to speed up the uptake of electrically chargeable vehicles (ECVs).

In order to fully enable the decarbonised future of mobility for the coming decades, the deployment of strategically located, smart, intelligent and customised charging infrastructure and services is essential. With smart charging, drivers will be able to charge without severely affecting the grids while receiving signals and benefiting from efficient charging services. As an example, the charging process could be essentially scheduled to coincide with increased renewables availability and promote their integration and use. At the same time, drivers could also benefit from flexible pricing or incentive schemes for charging fees. By nature, smart charging leads to significant cost savings for society and industry.

The enabling technology is already available and requires stronger support in order to fully exploit its potential. There is a need to implement smart charging (one-way charging from grid to vehicle for the moment) to fully value synergies between vehicles and the power system (with a possible future two-way electricity flow between vehicles and grids). This will start by optimally managing charging events and related electricity flows, ensuring highest driver experience while optimising power flows and avoiding grid constraints.

According to CEN-CENELEC, the EU standardisation bodies, 'smart charging' means allowing for the charging cycle of an ECV to be altered by external events. This permits adaptive charging habits and provides the ECV with the ability to integrate into the power system in a grid and user-friendly way. Smart charging must facilitate security (reliability) of supply while meeting mobility constraints and user requirements. To achieve this in a safe, reliable, sustainable and efficient manner, information needs to be exchanged between stakeholders.

¹ Electrically chargeable vehicle (ECV) hereby refers to both plug-in hybrid vehicles and battery electric vehicles.

² European Commission benchmark figures in view of the CO₂ emission performance standards for light-duty vehicles, Table 4, https://ec.europa.eu/clima/sites/clima/files/transport/vehicles/docs/non_paper_co2_proposal_en.pdf

For this reason, **we call on the relevant European institutions to take well-designed, ambitious measures to provide a supportive framework for incentivising market players' investment in smart charging solutions and ensure the 'right to plug' to every single ECV user.** Ensuring the effective roll-out of smart charging will contribute to the implementation of a sustainable transport ecosystem and ultimately the creation of a stronger EU-wide single mobility market.

In addition, we call on policy-makers, especially the new European Commission and Members of the European Parliament, to set up supportive frameworks for electric mobility and smart charging through:

- **Revising the Alternative Fuels Infrastructure Directive (AFID)³.** Translating the ambition of the National Policy Frameworks (NPFs) under the Directive requires rigorous implementation measures. Whether it is urban or highway public charging, all barriers to infrastructure deployment and e-mobility growth have to be removed. The Directive requires a revision in order to adequately accompany the expected uptake of electric vehicles in the next decade and set clearly defined targets for Member States in line with proposed NPFs to encourage a swift and progressive development of alternative fuels infrastructure. Special attention should be given to heavy-duty vehicles and buses which require different charging solutions; as well as help to unlock existing business cases (eg commercial property or park and ride locations).
- **Guaranteeing the right to plug.** We consider the Energy Performance of Buildings Directive⁴ a missed opportunity to make ECV charging more friendly in existing buildings. This legislative piece aims at complementing the AFID but has instead set weak requirements for the installation of charging points in residential areas. Setting provisions on pre-cabling and assisting the fast and easy installation of charging points requires a strong push by Member States and local authorities. Improved and faster infrastructure planning and permitting will be essential in meeting customer demands. We would welcome the revision of the Directive, or separate measures for buildings in line with EPBD Article 8.2, as soon as possible. This would create favourable conditions for charging both in residential and public buildings, including new and current ones.
- **Ensuring an EU-wide single market through integrated governance and forward-looking national strategies.** Under the Governance Regulation⁵, Member States are obliged to provide a robust system of tools and instruments as part of their National Energy and Climate Plans. These plans are the key means to set up national actions also in the transport domain and set out targeted investment pledges and initiatives for ECV charging infrastructure deployment. Such a coordinated approach will increase competitiveness and enable European economies to flourish in the context of transformational changes.
- **Mobilising EU funds towards infrastructure roll-out:** The existing EU funding instruments should be better targeted to speed up the roll-out of infrastructure across Member States. Notably, the Connected Europe Facility (CEF) mechanism should ensure that all of the Trans-European Transport Network's (TEN-T) core and comprehensive networks are equipped with fast charging hubs as soon as possible. Regional funds should be better targeted at filling the gaps across EU regions, mostly residential and workplace charging, as well as rural areas. Other financial instruments – for example those part of the European Investment Bank – should similarly be targeted at unlocking innovative business cases and new solutions to improve infrastructure coverage.

³ Directive (EU) 2014/94 on alternative fuels infrastructure

⁴ Directive (EU) 2018/844 on energy performance of the buildings

⁵ Regulation (EU) 2018/1999 on the Governance of the Energy Union

- **Considering policy instruments or reviewing current ones in order to support the second use of batteries** and facilitate the transition towards decentralised grid management. Second hand batteries could play a significant role in providing flexibility to the energy system and improving the conditions for vehicle manufacturers and energy players for the recycling, repurposing and re-use of the batteries. Similarly, smart charging capability should become the norm across Europe to ensure an effective integration of ECVs and grids, so that the roll-out of smart technology and intelligent networks in Member States is encouraged.

We promote win-win solutions for a more competitive and successful e-mobility market in the EU. We believe that smart charging provides clear benefits to customers, the power system, the automobile industry and society at large. The automobile and electricity sectors also confirm their own commitments towards more focused investment into both vehicle technology and smart charging solutions.

About ACEA

The European Automobile Manufacturers' Association (ACEA) represents the 15 major Europe-based car, van, truck and bus manufacturers: BMW Group, CNH Industrial, DAF Trucks, Daimler, Fiat Chrysler Automobiles, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Jaguar Land Rover, PSA Group, Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group. More information can be found on www.acea.be or www.twitter.com/ACEA_eu.

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About Eurelectric

Eurelectric represents the interests of the European electricity industry. With members in over 30 European countries, we speak for more than 3,500 companies in power generation, distribution and supply. In line with our mission, we seek to contribute to the competitiveness of our industry, provide effective representation in public affairs and promote the role of electricity in the advancement of society. For more information, visit: www.eurelectric.org

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About Transport & Environment

Transport & Environment's (T&E) vision is a zero-emission mobility system that is affordable and has minimal impacts on our health, climate and environment. T&E is a network 60 organisations (49 members and 11 supporters) working to promote smarter, cleaner transport in 25 countries across Europe. Credibility is our key asset. Thus, we are non-profit and politically independent. We combine the power of robust, science-based evidence and a deep understanding of transport with memorable communications and impactful advocacy.

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