

Electric vehicles in Urban Europe

Lisbon Beja Network Meeting June 2011



Day 1 Lisbon

Antonio Julio de Almeida, EMEL Board President, welcomed the EVUE group to Lisbon and wished them a productive and enjoyable day.

1 EVUE Updates

1.1 Capitalisation

At project level the EVUE network is attracting interest. EVUE in Lisbon was featured in the Euronews Comment Visions programme in March and the network is now invited to take part in a CNBC show on Smart Mobility. EVUE is now formally approved as part of the Sustainable Energy Europe (SEE) campaign, and members from the London ULSG took part in an SEE event in Beja in April.

Increasing numbers of EVs are now being ordered across our partner cities, which will provide significant learning experience opportunities for stakeholders. London has committed to having a zero emission 'Black Cab' fleet operating by 2020.

The EU White Paper on Transport was launched in April 2011 and has as one of its targets that only clean cars will be circulating in cities by 2050 (http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm).

1.2 Report from Katowice Expert Seminar

Andrzej Syzyp from Vattenfall reported on the outcomes of the recent Expert Seminar held in Poland in April. (See separate report at http://urbact.eu/fileadmin/Projects/EVUE/documents_media/2011-05-17_EVUE_Katowice_Expert_Seminar_Report.pdf) Andrzej said the seminar had been a boost for work on the Local Action Plan (LAP) and had helped the city to promote the concept of electro-mobility.

The meeting had generated a large amount of media coverage, as electric vehicles are a hot topic in Poland at the moment.

For cities at an earlier stage on the road to electro-mobility, the EVUE network enables them to learn from other cities and not repeat mistakes.

1.3 Frankfurt

Dr Johannes Theissen announced that a new German government programme was launched in May 2011. Each of the German E Mobility Model regions can apply to become one of a select number of EV showcase areas. Frankfurt, together with the state of Hessen, will bid for a demonstration project with the airport company, Fraport, using EVs for transport and logistics.

The Frankfurt LAP is about introducing electric buses between the airport terminal and gateway gardens. Frankfurt has ordered two hybrid buses and by December 2011 will take delivery of an electric bus produced by Chinese manufacturer BYD.

The city now has 50 charging points (CPs) out of the target of 115 and the main challenge for the city is installing this infrastructure. The number of electric cars has risen from 24 to 85 in the last year.

The national target is for 1 million EVs in 2020 and 6 million in 2030. There are currently 2,300 EVs in Germany which make up a very small proportion of the 42-43 million cars in total.

There are no financial incentives for EV owners but there are benefits such as the use of bus lanes and free parking.

Bildzeitung recently published a negative article called 'The Big Bluff' about Evs.

1.4 Oslo

Marianne Mølmen reported on progress in Oslo. Their plan is to install 400 CPs between 2008-2011. In 2010, 270 CPs were achieved. Installation work has to stop in the winter because of the snow, so these months are used for planning and monitoring. There are still 130 CPs to install in 2011.

A survey was conducted to monitor usage, and, as a result, in some locations the CPs were expanded from 2-4 points. While the average usage was 30-40%, a number are operating at 100%, and some even over 100% - because two Buddies can be parked in one spot, even though only one is plugged in!

The most exciting news from Oslo is that the Mitsubishi IMIEV is now the bestselling small car in Norway. 550 have been sold with another 300 on order. This represents around 4% of the Norwegian market. The incentive package of no taxes, free parking and charging, and use of the bus lanes is working well.

The Oslo traffic agency pays the electricity bills for CPs of around 100 euro per CP per month`

The installation of around 100 CPs at residential locations has also been subsidized.

Oslo is developing two fast charging points in service stations in partnership with Statoil. The safety concerns are overcome as the stations have video surveillance and permanent staff on-site.

A further challenge is how to best inform the public about these CPs. Oslo city feels it still has some work to do in reaching out to the consumers and users.

For the EVUE network the fact that the cars are coming to Oslo in volume gives the first opportunity in the EU to understand ownership and adoption models, and in particular to understand whether there is an impact on modal shift. Further feedback will be sought and reported to the EVUE network about whether the EV is the first or second car, who is buying them and how the EV drivers travelled before.

1.5 Suceava

Dan Dura reported that Suceava is about to sign a contract with an expert to run two seminars on EVs to support the development of the Local Action Plan. Dan also reported that two large manufacturers are starting to promote EVs in Romania showing that private public partnership could be the solution. All county municipal capitals had received a letter from Citroen about partnership to promote EVs. They provide a car and the city provides the CP.

Renault is also proposing to build a CP network in Romania in major cities. The CPs would only be for Renault vehicles. Each major city will have 1-2 CPs.

1.6 Madrid

Sergio Fernandez reported that in Madrid there are now 18 on street CPs and 240 (both under the frame of Movele project and out of it) of which 123 have public access in car parks with a total now of 258 in the city (including those with private access). There have been some delays in delivery caused by Fundacion Movilidad moving to the public transport company, EMT, and by the recent elections.

The Madrid ULSG has increased in size and now includes some educational institutions,

trade unions, and different municipal departments such as procurement.

A commitment to electro-mobility was included in the election manifesto of the major parties for the period 2011-2016. A big issue now for Madrid is to avoid modal shift from public transport to EVs for commuters and other passengers.

The Madrid LAP will focus on fleet renewal. The municipal service fleet is a priority and they will try to incorporate EVs built in Spain.

There is some discussion about how taxi and freight delivery could work with EVs. However their distance and load requirements necessitate fast charging solutions.

1.7 Stockholm

Jonas Ericson was pleased to report that on 15 February the city was given permission to reserve EV parking - the result of 15 years' work! The first E-cars are now in the city - 3 bright yellow Mitsubishis that provide high visibility. There is now a taxi EV fast charger at the airport as part of an independent project, and the first EV parking with a CP has been installed outside a Scandic hotel. EV owners have to pay for parking and you can do it with your mobile phone.



The Swedish bulk procurement is now in progress. It includes BEVs and PHEVs and has slightly different rules for public and private procurers. The timetable is as follows:

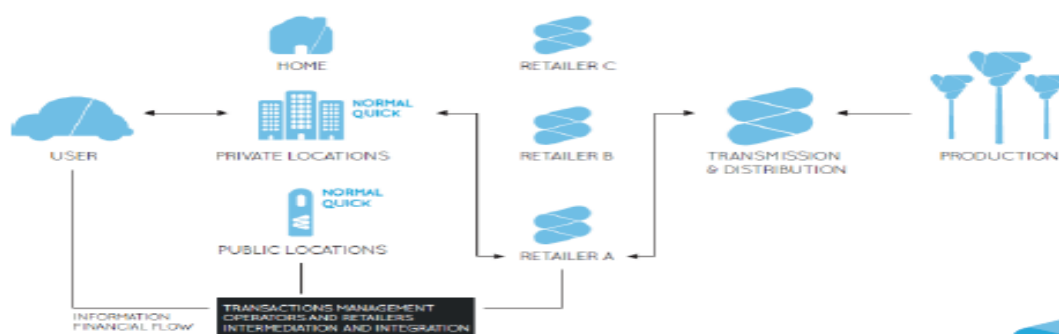
- Procurers sign on, November 2010
- Testfleet of 50 vehicles in 2011
- Manufacturers offer, spring 2011
- Evaluation on formal and basic requirements
- Selection of manufacturers – October 2011
- In-depth procurement from the selected choice for each individual procurement, 2011-2014
- First 1 000 vehicles get 25% co-funding of incremental cost
- Co-funded cars evaluated on driving range, battery durability, capacity, actual E-drive etc

The process has stimulated interest globally. Stockholm has made presentations in Falun, Berlin, Shanghai, Sofia, Santiago de Chile and received visitors from cities including Dar es Salaam, Kuala Lumpur, São Paulo. The US Embassy in Stockholm has enquired about the implications for US car manufacturers.

A super clean vehicle premium is to be launched in 2012 allowing discounts of 4,500 euros each for the first 5000 vehicles sold. The proposal is unfortunately not well designed and no vehicles currently fit the specification. It is only available to individuals not companies, and only for buying not leasing. The Stockholm clean vehicles team is working to improve the proposal

Market architecture diagram

MOBI.E Portugal MARKET ARCHITECTURE



2 MOBI.E

The next session was a presentation of the Portuguese electric mobility programme MOBI.E.

2.1 MOBI.E

Joao Dias of GAMEP presented MOBI.E.

Electric cars are the most promising and most ready technology to clean up transport and decrease oil and fossil fuel dependency. Most OEMs are now producing EVs.

MOBI.E is more than a physical infrastructure for charging vehicles, more than a business model, more than a network operator, more than an electric car dealer, more than a mobility service provider. MOBI.E is above all an integrator. It is a smart platform for all these players to work together in order to provide sustainable mobility with parking, charging, shared services (cars and bikes) and public transport.

MOBI.E Principles

- User centered
- Open – to all private companies, not a monopoly
- Avoid overlap and overinvestment. It can lead to confusion and higher costs.
- Investment is shared between all players
- Interoperable - no technical standards barriers.
- One card/system between regions, charging modes, players.

MOBI.E is designed to be expandable.

The main initiatives launched by MOBI.E are:

Legal Framework

- phases of the program and market
- market architecture entities and their roles
- technical specifications

Fiscal Incentives

- direct subsidy for acquisition €5000 for the first 5000 vehicles
- acquisition and circulation tax exemption
- tax reduction for companies

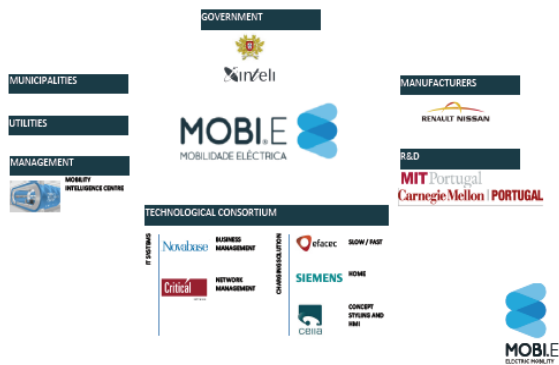
Other Public Initiatives

- 20% of new public fleets based on EV
- priority lanes and parking for EV
- public financing of the pilot network (1350 charging stations)
- incentives for home charging stations
- communication and education

There is a managing entity, which means dialogue between retailers is managed. You can have a contract with one retailer and charge with power from another. All of these interactions are managed in the card system. Users have an online account with real time information.

Partnership and coordination is key. Policies, rules, and regulations, for technical standards and billing, need to be integrated, and agreed. This is the way to reduce barriers and keep the system user-centred. Efficiency keeps costs lower.

MOBI.E Portugal
ELECTRIC MOBILITY IN PORTUGAL
MOBI.E PARTNERSHIP



In order to push penetration and uptake further there is a need for the following:

- Intelligence is needed. Smart charging network is absolutely necessary
- Smart but also cost-effective network
- Integration of other services (parking) and transport modes (public transport but also car and bike sharing)

MOBI.E is an enabler not a business model that could be used globally. The platform will be released for all users in future.

Utilities are willing to sign up to one shared card/system because they are selling more electricity and don't have to invest as much. Customers have a subscription to one utility- so utilities will compete for clients that way. It's a better system for them, like a mobile phone contract.

MOBI.E sets a ceiling for charging for two years as the market sets off. Some regulation is needed.

In Norway EVs are sold with a guarantee of origin certificate from EU Renewable Energy trading system.



In MOBI.E the public sector is very pro active. It started in 2008, so there has been time to think properly. The process has been top down but involving all players and achieving consensus, before starting to invest on the ground. There has been political enthusiasm a formal mandate and power.

Advice from MOBI.E is:

- Don't let all operators start their own networks
- Avoid multiple closed systems.
- Integrate all networks to remove barriers.

2.2 Lisbon Charging Infrastructure

Miguel Aguas, Technical and Financial Director of Lisboa e-Nova presented the location strategy of Lisbon CPs. Lisboa E Nova's MISSION is to contribute to Lisbon's sustainable development through the promotion and dissemination of good practice in energy and environment. It undertakes, amongst other things, technical projects, and was tasked with developing and implementing the CP strategy for Lisbon. The methodology was used for 687 slow charging points across the city

Distribution was determined using criteria of supply and demand and the Dynamic PROMETHEE⁽¹⁾ model. ⁽¹⁾ Raposo, J., Location of charging points for electrical vehicles using decision analysis: Lisbon and Santarém case studies, in Departamento de Engenharia Mecânica. 2010, Instituto Superior Técnico.

For the process of identifying and confirming locations it was important to create a multidisciplinary team crucially with the power to take decisions. The team included:

Municipal Departments:

- Public environment
- Infrastructures (municipality ownership)
- Traffic
- Electricity distributor (EDP Distribuição)
- Electrical mobility company (EDP Mob)
- Lisbon mobility company (EMEL)
- Lisbon energy agency (Lisboa E-Nova)

The process followed the steps:

- Create the team
- Location identification in the office
- Visits to the locations to:
 - Confirm
 - Identify a new location
 - Eliminate the location
- Weekly meetings
 - Team validation of the locations.
 - Grid operators validation: water (EPAL) and natural gas (LISBOAGAS)
 - New locations
- Installation order



At weekly meetings the team reviewed progress and undertook site visits. This was a complex process and only with good team working and a robust system can progress be made.

In response to questions EMEL, the Parking and Mobility Company, said that they would lose around €250,000 per year in parking revenue. They will gain some revenue by towing cars away from EV spots. But e-mobility is part of their mission and the city needs to deliver the necessary infrastructure.

2.3 Lisbon Local Action Plan.

Sofia Taborda reported on the Lisbon ULSG progress to date.

- ULSG involvement ✓
- State-of-the-art review ✓
- Interviews with main decision makers ✓
 - mobility and infra-structures
 - environment
 - national electric mobility programme
- Increase the EV charging grid ✓
- Visits by other cities ✓
- Launch a local EV monitoring project ✓
- Applied for CIVITAS proposal ✓
- Structure of the Local Action Plan ✓
- Development of LAP ✓

Lisbon has submitted a proposal to CIVITAS to include EV actions.

EMEL will launch an EV monitoring survey on 15th of July. It will seek information about short driving activities in the city and monitor electric vehicle behaviour. It will compare EV with regular technologies and assess the environmental benefits of EVs.

The Lisbon Local Action Plan structure has been agreed as follows:

- State-of-the-art
 - mobility in Lisbon
 - electric mobility
 - the LAP process
- Vision
- Specific objectives and targets
- Main target groups
- Challenges
- Business plan
 - Approach
 - Measures and activities to be implemented
 - Milestones
 - Communication Plan

The vision currently under negotiation is as follows:

"In 2020 Lisbon will be a pioneering city in the urban mobility field, offering mobility solutions in a responsible way on three axes: social, economical and environmental. Its urban dynamics set on an effective and efficient mobility model, along with the combination of mobility and urban policies will set Lisbon as a reference city on the quality of its urban environment."

The challenges identified by the ULSG include:

- promoting the take up of EV in a harsh economic period
- building a sustainable (and efficient) operational business model
- being in line with the national strategy and network
- behaviour resistance to change
- misconceptions on electric mobility (e.g. overcharging national electric grid)
- Technical barriers (e.g. range, infra-structures,...)
- safety issues on on-street charging points

The Local Lisbon Action Plan will be reviewed again by the EVUE network towards the end of 2011.

3 Communications and awareness raising

The focus of the Lisbon - Beja EVUE network meeting was on how to raise awareness and communicate the benefits of electric vehicles. This is one of the key work streams identified by the EVUE Baseline report. During the meeting cities shared their approaches.

3.1 MOBI.E Brand Book and Communication strategy

Maria Joao Rocha of the Brandia team presented MOBI.E communications. The development of the MOBI.E communications strategy started with the question: What does e-mobility do for you? A list of all the benefits of EV to cities, citizens and businesses was created. A stakeholder analysis for communications targets was undertaken, and a call to action was developed.

The priority group was the youngest who are the first to adapt to new ways of thinking, and influence elders. MOBI.E developed a schools challenge for students to develop a car for their city with economic and environmental justification. The winning idea was for roller skates to be used in the city centre, to be combined with a park and ride for cars.

This schools challenge had two goals- to talk to young people to get them to mobilize their parents and start a new movement. To achieve this, MOBI.E has to go where they are- schools, bars, festivals.

MOBI.E also organised an EV tour of the 25 pilot cities, so that citizens could use and test EVs. The best way to get your message across is to provide an experience.

MOBI.E also operates in a global market. It is important to talk to other cities and countries at fairs, forums and events. At the NATO summit in Lisbon in 2010 EVs were used to transport politicians and participants, including Barack Obama.



The MOBI.E Brand book is given to all cities to use as they implement charging points and buy cars. It is a very flexible design model so that the elements can be put together in different ways, with a consistent brand.

3.2 EMEL and EVUE media strategy

Edite Alexandre of Young Network gave a presentation on EMEL's and EVUE Communication strategy. The goals and strategy are

- **Inform:** publicize EVUE project in Portugal and the Local Support Group's activities (led by EMEL)
- **Raise awareness:** Set the issue of electric mobility in the media and public agenda in Portugal
- **Lead to action:** support the implementation of an electric mobility strategy in Lisbon (by leading the discussion and promoting the dialogue between local authorities, companies and public opinion)
- Promotion of EVUE's activity in Portugal
- Interview arrangements
- Media coverage of EVUE's events

It is important that partners give same answers to same questions- consistent messages

One of the results of this communications activity is that EMEL is starting to be seen as an environmental company.

3.3 EVUE partners gave examples of local awareness raising on e-mobility.

Madrid raises awareness of Movele at motorshows, international conferences, such as IEA and CONAMA and in the CIVINET and POLIS networks. The city will soon launch an electric mobility website with an electric car calculator.

Frankfurt's strategy to reach the general public includes:

- › Media information – press releases
- › Activities and public events
- › Special information for journalists
- › practice with EVs for the general public
- › presentation of EVs (cycles, bikes, cars etc.)



Frankfurt eMobil was first presented during Mobility week 2010. They have held EV demos in the city centre. The new website www.frankfurtemobil.de will be launched soon

A question discussed by the partners concerned targeting. Some programmes target the public, even though the first wave of EVs will be in companies and public fleets.

How do you answer difficult questions? There are some shared principles in the responses given and EVUE is developing a Frequently Asked Questions sheet.

An example was given that in Oslo when the city had a stand for Environment Day most questions were about the cars. Staff from the city felt uncomfortable about answering them. It is difficult to know, for instance, about load use or luggage capacity. The solution may be to bring car dealers with you.

Another point was made that taxis are an important example, because people believe in what taxi drivers do. This happened with hybrids.

The City of **Katowice** produced a poster report of its communications plans.



En route to Lisbon Castle there was a visit to the newest EMEL car parking facilities with a whole floor of charging bays.



Ideas for raising awareness:

- Testing e-bikes
- Film screenings
- Web links from local authority sites to EVUE and other EV portals
- EV demonstrations in schools
- Prizes for ideas competitions
- Publicise research findings
- Conference attendance
- Advertising of OEMs, eg Gas powered everything Nissan advert
- Use humour
- Identify the hooks
- Piggyback events, such as World Environment Day, Mobility Week and put stands out.
- EV testing during European Mobility week
- Promote round tables and workshops with different countries to promote best practices and share case-studies (Ex. "Electric Ideas, a meeting of excellence in the field of electrical mobility, inviting key players in the sector to promote a debate on this issue and present the conclusions assessed at the meeting)
- Go social: it is important to create a forum of discussion and information sharing. New social media as Facebook allows a great platform to effectively address the community
- Share white papers and relevant data on EV with media potential

4 EVUE Mayors Summit

On behalf of the Mayor of Lisbon, Antonio Costa, the Deputy Mayors Jose sa Fernandes and Fernando Nunes da Silva hosted a Summit meeting in Lisbon City Hall with a press conference to witness the signing of a Declaration by the Mayors of all EVUE Cities. The text of the declaration is in section 10 of this report.

Signing the declaration in person were: Mayor Antonio Costa of Lisbon, Mayor of Beja Jorge Pulido Valente, Councilor Brian Connell of Westminster City Council and Mayor Ion Lungu of Suceava. The summit was followed by a reception in Lisbon Castle hosted by the city.



Day 2 Beja

The first part of meeting took place in the newly opened Beja airport. There was a press conference to announce a local accord between municipalities of Alvito, Beja, Cuba, Ferreira do Alentejo and Vidigueira in the

region to cooperate in maximizing the economic benefits of the airport development.

5 Beja ULSG

Several members of the Beja URBACT Local Support Group presented their work and took part in a panel discussion chaired by Daniel Montes.

5.1 Alqueva Dam and Parque Noudar

Barbara Pinto represented EDIA the company set up to implement regional development projects. The Alqueva dam is the largest European artificial lake. It has the associated benefits of producing hydro-electric energy and supporting innovative R&D facilities, opening up the potential for eco-tourism. Part of its remit is to seek inward investment and maximise benefit from the airport and new transport linkages.

Park Noudar is a practical demonstration project established in 1994. It is a nature park that offers activities in biodiversity monitoring, agro forest management, built heritage, social responsibility, school visits, camps and holiday activities. Within the park there is a fleet of Noucar EVs used to tour through the park and by workers to transport equipment. No diesel vehicles are allowed in the nature park.

www.parquenoudar.com

5.2 Tourism

Maria Joao Macedo from the Alentejo Tourism Board presented the regions attractions, such as culture, history, villages, posadas, gastronomy and wines. The issue of mobility is of critical importance, given the tourist assets of the landscape. The best way to see them now is by travelling around. So mobility influences the tours and the quality of offer within cities is important.

Local challenges include:

- Lack of walking habits, citizens' opposition to pedestrianisation
- Accessibility- local communities not involved
- Inadequate mobility within the region

EVs' role could be to create better conditions to support the tourist offer. Already there are some EV tours and EVs for hotels' internal services and an Eco camping resort

www.turismodoalentejo-ert.pt

5.3 Local business

Vitor Luzia, owner of Irmaos Luzias, supplier of agricultural machinery and vehicles talked about the potential for his small business of electric mobility. His local business includes a car dealership, petrol station, and agro-equipment. As this business is all about mobility it is important to think about the implications of moving from ICE to EV. The company's experience of electric forklifts has been a good one.

As a result of participation in EVUE Vitor visited the Portuguese EV factory INCHARGE and is now considering the possibility of becoming a local distributor. At the local fair OVIBEJA the EV generated a lot of interest. The first contracts for EVs will be with public organisations and tourist operators. The low maintenance and running costs, as well as the fiscal incentives are beneficial. It is important to have Portuguese suppliers to support regional growth. *"Being part of the EVUE ULSG forced me to think earlier and plan better for the long term of my business"*

5.4 Hospital EV

The local Beja hospital showed a short film of its new EV that is being used to transport patients around on-site.

6 Beja E-Mobility Fishbowl Findings

Together the Beja stakeholders and EVUE network partners discussed four key themes related to e-mobility in Beja in a fishbowl setting. The conclusions are reported here:

How can networks (of cities or towns) support the success of modernization projects such as electric mobility?

- Networking is important – you can do more with less.
- Participation in networks has an impact on other municipalities around; eg around Beja- EVUE has a ripple effect about mobility.

- Beja feels connected to the rest of Europe, not isolated, but part of the debate.
- *"We couldn't see the benefit at the beginning – now we can."*
- Networks create connections between businesses, large and small, and universities, across regions.
- Use the right networks, eg Mobility Week could be used to promote an EV day.
- Students could develop CPs in tourist destinations, and get about on e-bikes.
- Students in schools can explore the e-mobility offer in tourism
- Oslo visibility example- tourists see the cars and often ask if they can rent an EV.
- Paint EVs and brand them with regional colors, bright- yellow like the sunflowers
- Generate trust to show tourists that EVs are easy and economical.

How can medium sized cities promote EVs? What are the differences from larger cities?

- Smaller cities don't need the critical mass for visibility.
- Beja had the 1st bike sharing scheme in EU. Could it be the first city to be EV only in city centre?
- You can do things easier and faster. The Mayor can speak to everyone and has a clearer mandate and authority.
- We need to change mentality about mobility in smaller cities.
- Children should have contact with e-mobility services as much as possible.
- Smaller cities don't need sophisticated media strategies and social media to get the message out.
- For all cities, regardless of size, behavior change is the fundamental challenge.
- Smaller cities are less bureaucratic and have faster solutions; it can be faster to implement schemes e.g. Beja hospital E-transport between sites, bigger cities can learn from these experiences too.
- Big cities offer a bigger market for the private sector. Maybe networks could help to spread the investment to smaller cities too.
- A small city can create a local community based club to work with EVs and CPs.

How can electro mobility be harnessed in the tourist sector?

- Use electric boats on the Alqueva dam.
- Electric bikes require less investment, and are easier for people to get started with and they are a healthier option

What are the economic development opportunities in the EV sector?

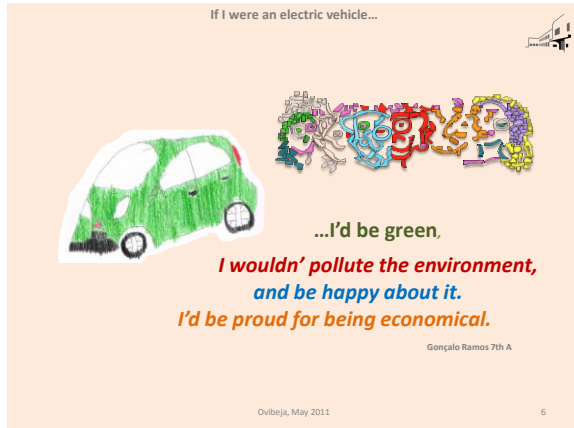
- No business model yet for bike sharing
- Young people like e-bikes – use them in colleges, universities
- Develop and sell Portuguese products and services in e-mobility that provide economic benefits and sustainability for the region
- The public service and tourist businesses are the first market for e-mobility in Alentejo
- Reducing carbon footprint adds to eco label/brand of regional produce.



EVUE partners and local stakeholders were able to test drive a number of EVs, e-bikes and e-scooters around the airport site.

7 Beja site visits

Two schools- Escola Secundaria Diogo de Gouveia and Escola D Manuel 1 - showed how they are incorporating sustainable mobility into the curriculum with practical work. The secondary school students learn about photo voltaic panels. The primary school showed a slideshow of children's art and comment "If I were an electric car..."



8 EVUE Progress and Planning

8.1 Local Action Plans

Jonas Ericson presented the background to the **Stockholm LAP**. It starts with an analysis of context, drivers, and goes on to outline the city EV strategy. Having a cross disciplinary steering group is vital as this is where you can solve the tricky problems. You need to have members with powers/capacity to make decisions/deliver

As part of the Swedish bulk procurement 300 different entities will buy 5000 EVs over the next 5 years.

There are 4 classes of EV to choose from:

- Pick up
- Passenger
- Two seater
- Four seater

Stockholm is coordinating the procurement schemes supported by with national funds.

By the end 2011 the first of the EVs should be delivered. The test fleet will have black boxes for monitoring purposes.

Lisbon LAP: Sofia Taborda responded to questions about the Lisbon LAP progress presented on day 1.

London LAP: Matthew Noon presented the challenges identified by the London ULSG with regard to EV adoption. While there is an ongoing need to ensure the consistent alignment of objectives and activities at the borough and regional levels, the biggest challenge is the lack of focus on the EV consumer. The LAP will target these areas.

8.2 EVUE Forward planning

The Frankfurt EVUE Network meeting will start at 12 noon on Sunday 18 September with an E-mobility tour of motorshow. Monday's programme will include a visit to the Vauxhall Ampera test site, a Conference in the Autoshow and a Reception in the City Hall. There will be a showcase of Fraport Airport management use of e-mobility, and possibly a UPS EV site visit, with the meeting closing at 5pm on Tuesday 20.

8.3 Capitalisation conferences

Jonas will consider representing EVUE at the International Electric Mobility Conference in Ljubljana. Frankfurt will represent EVUE at the Cleaner Mobility conference in Berlin, October

Case studies: Marcos will develop a process case study on Beja's Sustainable Energy plan and Lisbon will do a case study on Communications for EVs.

A Survey monkey link will go out early July to get information for the next progress report to URBACT and to propose dates and activities for 2011/2012.

Stockholm and Oslo will consider a joint meeting in May/June 2012. The final event will be in London around October 2012.

8.4 Managing Authorities

Frankfurt has a meeting on June 22 with DG Regio for the INTERREG IVC PIMMS Capital project to discuss problems relating to MA engagement.

Portuguese MAs have been told by the new incoming government to not spend any money in 2011 on travel/ accommodation.

9 Meeting Feedback and Learning

Highlights of the meeting evaluation include:

- We need to work on reaching out to the media, public and to the City Hall on our progress (and that we have been sharing our experience with other cities). We may have been good at communication with EV drivers, but need to work on reaching ICE drivers and fleets.
- We picked up ideas for the LAP, solutions to be used in our cities, ideas that we'll present to our Mayor.
- I learnt about the way MOBI.E business model works to maintain competition between suppliers.
- We all come to similar conclusions on how to work in our own cities – also when we start from different positions. Eg we need to gather all the city stakeholders around the same table.
- I saw that EU projects are (contrary to their reputation) very hands-on, have real practical impact and that the cultural differences do not slow the processes/exchange down.
- Although the general methodology might be the same, every site is different and the approach has to be adapted.
- E-mobility needs to be visible in cities. We must involve young people. We are too biased in favor of cars; it's enough to start with pedelecs/E scooters.
- It was great that many entrepreneurs and people linked to various areas in Beja came to participate in the fishbowl

10 EVUE Mayors Summit Declaration of Understanding

Electric Vehicles in Urban Europe Mayor's Forum Memorandum of Understanding Introduction

The purpose of this Memorandum of Understanding (MoU) is to reiterate the commitment of cities to work together to advance the introduction of electro-mobility in urban environments through partnership working.

This MoU has been prepared as part of an initiative between the EVUE partner cities to foster closer working relationships between partners. The MoU is a commitment to keep each other informed of the projects we are working on; to look for opportunities to assist one another in the advancement of specific projects and in the development of electro-mobility through joint working.

Purpose

The signatories to this Memorandum of Understanding recognise that cities supporting the shift to electro-mobility will require significant resources and understanding to effectively and efficiently deliver this change. By fostering closer working relationships between the partners, methods and opportunities to advance these developments will be undertaken cooperatively and in the spirit of mutual benefit.

Actions

The signatories will:

- Participate in appropriate bi- and multi- lateral activities to disseminate and share knowledge regarding electro-mobility.
- Look for opportunities to assist each other in the development of specific projects, and
- Investigate and secure external funding sources for the implementation and expansion of electro-mobility among the partners.

Legal Standing

In recognition of the mutual respect and cooperative nature of this agreement, this MoU is not legally binding on the parties and does not imply any duties on the signatories.

Neither does this Memorandum restrict any signatory from participating in similar activities with other public or private agencies, organisations or individuals. This MoU takes effect upon signing and shall remain in effect until the completion of the EVUE project, January 19, 2013

Signed at Lisbon, this Wednesday 8th of June, 2011

City of Westminster
City of Frankfurt
City of Lisbon
City of Madrid
City of Katowice
City of Oslo
City of Beja
City of Stockholm
Municipality of Suceava
City of Zografou



URBACT II

URBACT is a European exchange and learning programme promoting sustainable urban development. It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal challenges. It helps them to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions. It

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