

Electric Vehicles in Urban Europe (EVUE II) INTERIM PROGRESS REPORT CITIES DELIVERING E-MOBILITY



URBACT II Pilot Delivery Network
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INTERIM PROGRESS REPORT

1. NETWORK AND CITY STATUS

1.1. Introduction

Together EVUE partner cities have made important strides in gathering and applying knowledge on e-mobility and establishing coherent operational frameworks within which concrete actions can be implemented. This is evident through ongoing contacts with partners who are not participating in the EVUE II pilot delivery network such as Stockholm, Madrid and Lisbon. Through other EU programmes such as INTERREG and FP7 most are extending their capacity building and delivery capabilities through participation in projects such as Green eMotion, E-facts, FREVUE and ZeEUS. Almost all EVUE cities have been able either to consolidate existing or programmed funding channels, or secure additional funding from external sources - EU, National, even stimulating private investment in line with city objectives. Cities who had initiated pre-crisis measures to support e-mobility have been successful in introducing new practices and e-mobility alternatives – Stockholm's 2050 strategy and e-procurement policy, London's planning for ultra-low emission zone and support for concrete intervention to develop e-(last-mile) logistics in the city, Oslo's exponential increase in EV registration and comprehensive installation of charging infrastructure, Frankfurt's "handyman" focus targeting use of EVs for small contractors, tradesmen and local service providers... Cities starting from a zero baseline have found it necessary to acknowledge the need to programme on a longer time scale - Beja, Katowice and Suceava for instance.

The universal feedback seems to confirm that the experience of participating in the URBACT EVUE project has been extremely valuable in terms of learning and advancing adoption of e-mobility solutions or at least maintaining e-mobility on political/city agenda's, exemplified by:

- programmed introduction of range of EVs in municipal operations in Suceava (start 2015) with assistance from Swiss-Romanian cooperation funding;
- procurement of e-logistic vehicles in London, stimulation of e-taxi initiatives;
- support for electro-mobility operation in Frankfurt airport, and
- ongoing awareness raising campaign in Katowice.

EVUE has been instrumental in allowing partner cities to identify and dissect the critical components which together constitute pillars of a sustainable integrated approach to the question of urban mobility. Yet it is in this exercise that all cities are confronted with the challenge of obstacles still to be overcome in terms of reaching the tipping point - where e-mobility is no longer a niche element of urban transport systems but instead a structural component of clean, carbon free urban environments.

In this respect all cities report ongoing challenges, obstacles to achieving final goals, such as the general narrowing of perspectives in response to austerity measures or changing political orientation. Often city specific problems are, or will be, common partner issues and this is well understood by network participants – some examples:

- Oslo is experiencing difficulty in establishing a satisfactory business model to introduce fast-charging facilities
- London has been surprised by limited electricity sub-station capacity in some locations where intensification of e-mobility is planned
- Frankfurt has been unable to continue its programmed introduction of electric buses

- Suceava is facing the universal “chicken and egg” dilemma of the preparation phase to support the programmed actions to be started in 2015 and 2016, how much time and staff?, what level of public infrastructure provision?, which flanking measures need to be put in place?
- Katowice is finding it difficult to maintain e-mobility as a key priority in a climate of budgetary restraint and where market supply and demand processes are weakly developed.

These experiences highlight the underlying complexity which had initially fuelled EVUE partner interest. The network has been particularly successful in identifying and addressing the essential components which combine to frame the integrated approach with regard to development of e-mobility - and isolating the pressure points which generally represent common areas of concern, difficulty even blockage. This led EVUE II partners to deliberate further on a number of key issues, with the aim of generating advisory notes designed to help overcome the obstacles which have been experienced: to increase understanding, to develop solutions and support further progress in partner cities, but also to share information and provide guidance for other cities involved in developing e-mobility alternatives.

Five thematic topics have been defined to focus the advisory notes (Regulation, Technical constraints, Communication, Environmental issues, Financial barriers), and 3 draft documents on environmental, regulation and financial issues have already been submitted for partner review and input. It was originally planned to dedicate one note to the political framework, but with the withdrawal of Beja this aspect can also be addressed within the note on Regulation and in fact is a fundamental transversal consideration. The upcoming partner meeting in November in London will be dedicated to reviewing, harmonising and giving final orientation to the Advisory notes as principal outputs of the delivery networks.

A short overview of state of play in partner cities:

1.2. Westminster

The situation in London is positive in relative terms with the activity programmed in EVUE helping to create a climate of understanding and acceptance among stakeholders in the city and across political boundaries. The continuing challenge is translating this into fundamental changes of (operational) behaviour on the ground. London with active stakeholder involvement and joined up approach, through collaboration with for instance Transport For London, proposed introduction of an ultra low-emission zone, media interest, taxi regulation etc. is experiencing increased use of EVs in the transport mix and building up the share in the municipal fleets. The success in securing funding via INTERREG and FP7 has allowed the municipal authority to work further on procuring vehicles and charging infrastructure for logistic activities (FREVUE) and to continue concrete encouragement of private delivery operators (the UPS company is seeking to only use EVs in its inner city operations) and innovative last-mile logistic solutions, such as the Regent Street Consolidation Centre run by Clipper Logistics.

1.3. Frankfurt am Main

In Frankfurt the majority of actions previewed in the Local Action Plan are beginning to have a concrete impact. The impulse to encourage local tradesmen and contractors to use electric vans is proving to be successful with a number of vehicles now operating in the city as a result of the LAP programmed project. A demonstration event with widespread media reporting was organised during the summer of this year, to show the types of vehicles and firms who have participated and to present the findings of the EV owners in relation to the advantages in transportation for their business activities. Similarly the support for logistic companies to organise last-mile delivery in the city with electric vehicles is finding a growing response in combination with the regulation of a low-emission zone system.

In collaboration with Fraport (Managing agency of Frankfurt Airport), Lufthansa and other airport service providers, the introduction of e-automotive technology is beginning to transform operations on the tarmac of the international airport. Frankfurt Airport is leading the world in testing and operating electric powered aircraft tugs, loading ramps and solar powered aircraft access stairs. Prototype electric tug vehicles which can be operated by aircraft pilots themselves are close to operational approval and this will cut out significant use of aircraft fuel for taxiing purposes. The transformation of hydraulic loading units for (freight and baggage) from diesel to electric will represent an important improvement in quality of workplace and health of the working environment for those employed on the apron.

Frankfurt concedes however that the take-up of EVs by individual car owners and private fleets is less than hoped for, signalling that ongoing and convincing communication is still a priority activity to be extended in an ongoing perspective. In addition the city has been unable to implement the bicycle sharing scheme as proposed and the project to introduce electric powered buses has been deferred for the time-being.

1.4. Katowice

Katowice is struggling to keep e-mobility, as a fully inclusive policy, on the municipal agenda. Unlike other partners the city has not secured additional funding from outside sources and in a climate of budgetary restraint and a locally weak e-vehicle market (both on supply and demand side) it has been difficult for the authority to continue to prioritise e-mobility.

The Local Action Plan sets out a clear programme of interventions but city focus in terms of e-mobility for the immediate future is aimed at supporting the continuing upgrade of the tram system (renewing fleet and intensifying network service), attempting to support introduction of electric vehicles through the Silesian inter-communal transport agency (strongly represented in the Local Support Group) and advancing the awareness raising campaign initiated during the EVUE project. EVUE II is seen as an opportunity to maintain interest in the political, executive and stakeholder (including citizens) context with forthcoming mayoral elections programmed for early 2015.

1.5. Suceava

Suceava has not programmed any implementation activity until 2015 but has concentrated on developing the comprehensive strategic framework for programmed action. The city e-

mobility priority is now focussed on the anticipation of the funding to be released through the Romanian/Swiss cooperation programme next year - determining allocation of staff and resources to accompany implementation and in full preparation of procurement procedure.

In this, EVUE II has been valuable in bringing the city into contact with parallel e-public transport initiatives and procedures i.e. through interaction with the ZeEUS project but also examining the specific solution and potential in the operation of the Swedish city Umea and benefiting from experiences in London and Frankfurt (both learning from the positives and the negatives). Activities planned to commence next year include the purchase of ~~=/+/-~~ 15 e-vehicles for the municipal fleet (leading by example), installation of 28 public charging points and support for procurement of 30 electric buses for the public transport agency with provision of charging infrastructure to facilitate their operation.

The city has been cautious in initiating preparation activity until the promised funding is actually on the table, not wishing to dedicate (limited) staff and resources without certainty. This is understandable with a new funding source which is not familiar in the local situation, but it does mean that structures to accompany and manage the delivery process, such as setting up pre-activity monitoring framework, will only be developed as projects come on line.

1.6. Oslo

Oslo has virtually completed the installation of the charging point infrastructure which was the object of its Local Action Plan, ahead of schedule. With these new facilities in operation the city is now moving on to monitor the use pattern to draw further conclusions on electricity demand, location and supply requirements. Already a small number of points have had to be withdrawn as a result of large scale building projects (site clearance) in the city but the redistribution and re-fitting now falls under the routine management and maintenance tasks of the public works division.

EVUE II has helped Oslo to examine the solutions which the city of Arnhem (Netherlands) is exploring in terms of developing a charging infrastructure business model, through contact established with the E-Facts project. As yet the city has been unsuccessful in attracting private sector investment for provision of fast-charging facilities, an ongoing infrastructure capacity which Oslo supports and considers necessary for further development of e-mobility (the FREVUE project is providing a limited number). However it is felt that more public investment in charging point capability should be avoided in view of budgetary consequences and the scale of provision already implemented. Therefore the three pronged approach of Arnhem – procurement, concession, permit – is also an option which might prove useful in the Oslo context.

The EVUE partners and wider network of e-mobility cities (interacting through other projects or events, such as the E-mobility Stakeholder Forum) now have a valuable opportunity to follow the Norwegian experience in managing the question of regulation and stimulation of E-mobility. It is likely that the number of registered EVs in the country will reach the threshold of 50,000 next year, earlier than the alternative 2018 time limit. This signals the launch of a planned review of current practice, in terms of incentives and benefits put in place to stimulate the move to e-mobility. This is recognised as a critical phase in the transition process, to mainstream use of EVs in line with wider urban mobility policies (e.g. relieving congestion), with the reduction and/or removal of public sector involvement and incentives (financial investment, subsidy, exemption from parking/toll costs, permission to use bus lane...) and assessment of an independent development trajectory for e-mobility. The manner in which Norway and the city of Oslo approach this

policy review will be highly instructive for other cities with similar road maps (progressive decrease in benefits for EV drivers or immediate return to previous conditions?).

2. CONCLUSION

The position of the 5 partner cities with respect to the delivery and implementation of local actions is both divergent and instructive. Cities have undoubtedly made progress in developing understanding and building acceptance and capacity as a result of participation in the EVUE project. Concrete results are evident but it is recognised across the partnership and without exception that there remains much work to be done in order to facilitate and speed up the transition to e-mobility.

The ability to review EVUE achievements in the pilot network provides an opportunity to re-examine and pinpoint the challenges which continue to exist in the transition process and seek ways of resolving ongoing problems. In this sense the interaction between partners remains important and it is encouraging to see that the joint selection of advisory note themes is in direct correlation with the issues highlighted as a result of examining the state of play – the experiences encountered and the needs still to be addressed moving forward.

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 enables cities to share good practices and lessons learned with all professionals involved in urban policy

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