



ERA-NET Cofund

Electric Mobility Europe (EMEurope)

**D6.2 - State of the art survey No. 2 –
National, Regional and
EU measures to establish and
support electric mobility**

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1. Introduction

In order to foster the electrification of road transport, many countries make use of the measures to support the introduction and roll out of electric vehicles. These measures differ considering the national and regional regulations and interests. The countries and regions involved in the ERA-NET COFUND Electric Mobility Europe (EMEurope) also apply measures to deploy electric mobility in the different sectors of road transport. Within the Policy Cooperation activities of the initiative, a first survey on the kind of measures used and the experiences gained was realized in July-September 2018¹.

The first survey helped the countries and regions involved in the EMEurope initiative to learn more about the situation in other European countries and regions, serving as basis for valuable discussions and exchanges between them. The second survey was further elaborated and brings even more information about the activities in these countries and regions.

2. Survey Overview

As part of the outputs planned within the policy cooperation activities, a state of the art survey of regional, national and EU measures was carried out in August - September 2020.

In general the structure of the second edition of the survey on measures to establish and support electric mobility differs from the first one, taking into account not only new developments, but also explicitly targeting other transport sectors. Like the previous survey, all partners involved in the EMEurope Policy Cooperation activities were invited to contribute to the survey (figure 1).

No changes have been made to the contributions content provided by the countries and regions responding to the survey apart from changes in the format and typos. In the following table showing the overview of the survey outcomes measures related to infrastructure advancement were separated from other incentives because of the current relevance of these measures.

¹ "State of f the art Survey no.1 – National, Regional and EU measures to establish and support electric mobility", July – September 2018, www.electricmobilityeurope.eu/?media_dl=1125

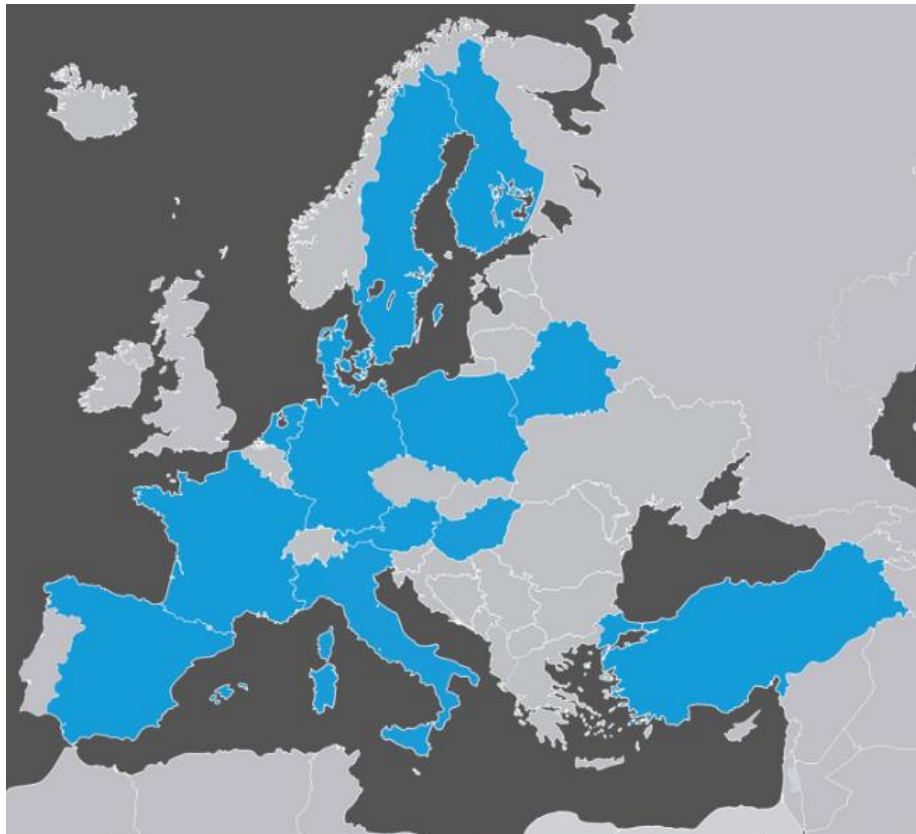


Figure 1: Countries and regions involved in the Policy Cooperation activities of EMEurope.

Structure

The survey was divided in 4 groups of questions:

- Group 1 – General information;
- Group 2 – Small vehicles (two- and four-wheelers and cars; for private and commercial use);
- Group 3 – Public Transport (busses, trolleys), and
- Group 4 – Logistic and freight (trucks, vans).

Groups 2 to 4 included questions concerning below topics in the country or region in question.

Topics

The topics addressed by this survey were essentially the same as in the previous survey, but explicitly targeting different types of transportation/mobility vehicles:

- Financial incentives (Purchase Subsidies; Tax Benefits (Registration, Ownership, Company); VAT Benefits)
- Non-financial benefits (e.g. parking and lane use advantages)
- Infrastructure
- Research and funding programmes/schemes:



Questions

The questions posed are annexed to this document (Annex I). Annex I was directly generated by the Survey tool and the format here presented is not identical to the one found in the tool. Nonetheless, the structure and questions of the survey remained unchanged.

Sources

The survey was directly responded by the organizations involved in the initiative or by organizations and persons on behalf of them. Webpages and links to documents were supplied by these entities and, if available in English language.



3. Survey Results

Table 1: Overview of the outcomes of State of the art survey No. 2 – National, Regional and EU measures to establish and support electric mobility
– Small Vehicles

Country / Region	Financial incentives				Non-financial benefits						Charging infrastructure			Research and Innovation Funding Programs
	Purchase or Leasing	Tax	VAT	Other	Parking	Lane use	Restrict areas access	Priorities	Implementation support	Other	Public	Semi-public	Private	
Austria	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓
Belarus	✗	✓	✓	✓	✓	✗	✓	✗	✓	✗	✓	✓	✓	✓
Denmark	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Finland	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	N/A	✓
France	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Germany	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	✓	✓	✓	✓
Hungary	✓	✓	✗	✗	✓	✗	✗	✗	✓	✗	N/A	N/A	N/A	✗
Italy	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✓	✓
Italy - Piedmont	✓	✓	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	✗	✓
The Netherlands	✓	✓	✗	✓	✓	✗	✓	✓	✓	✗	✓	✓	✓	✓
Spain	✓	✓	✓	✗	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓
Spain - Catalonia	✓	✓	✗	✗	✓	✓	✓	✗	✓	✗	✓	✓	✓	✓
Sweden	✓	✓	✗	✓	✗	✗	✗	✓	✓	✓	✓	✓	✓	✓
Turkey	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗

✓ = available

✗ = not available

Table 2: Overview of the outcomes of State of the art survey No. 2 – National, Regional and EU measures to establish and support electric mobility
– Public Transport

Country / Region	Financial incentives			Non-financial benefits	Charging infrastructure	Research and Innovation Funding Programs
	Purchase	Tax	Other			
Austria	✓	✓	✓	✓	✓	✓
Belarus	✓	✗	✗	✗	✓	✓
Denmark	N/A	N/A	N/A	N/A	N/A	N/A
Finland	✓	✗	✗	✗	✓	✓
France	✓	✓	✗	✓	✓	✓
Germany	✓	✓	✗	✗	✓	✓
Hungary	✓	✗	✗	✓	✗	✗
Italy	✗	✗	✓	✗	✓	✓
Italy - Piedmont	✓	✗	✗	✓	✗	✗
The Netherlands	✗	✗	✗	✓	✓	✗
Spain	✓	✓	✗	✗	✓	✓
Spain - Catalonia	✓	✗	✗	✗	✓	✗
Sweden	✓	✗	✗	✗	✓	✓
Turkey	✗	✗	✓	✗	✗	✗

✓ = available

✗ = not available

Table 3: Overview of the outcomes of State of the art survey No. 2 – National, Regional and EU measures to establish and support electric mobility
– Logistic and Freight

Country / Region	Financial incentives			Non-financial benefits	Charging infrastructure	Research and Innovation Funding Programs
	Purchase	Tax	Other			
Austria	✓	✓	✓	✓	✓	✓
Belarus	✓	✗	✗	✗	✓	✓
Denmark	N/A	N/A	N/A	N/A	N/A	N/A
Finland	✗	✗	✗	✗	✗	✗
France	✓	✓	✗	✓	✓	✓
Germany	✓	✓	✗	✓	✓	✓
Hungary	✓	✓	✗	✓	✗	✗
Italy	✓	✗	✗	✗	✗	✗
Italy - Piedmont	✓	✓	✗	✗	✗	✗
The Netherlands	✗	✗	✓	✓	✓	✓
Spain	✓	✗	✗	✗	✓	✓
Spain - Catalonia	✗	✗	✗	✗	✗	✗
Sweden	✓	✗	✗	✗	✓	✓
Turkey	✗	✗	✗	✗	✗	✗

✓ = available

✗ = not available

Austria

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes. For detailed insight please see the report of the deployment of alternative fuels infrastructure. Link (German language): www.bmk.gv.at/themen/mobilitaet/alternative_verkehrskonzepte/elektromobilitaet/publikationen/strategierahmen.html
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	Yes: Government Support Group (GSG) Alternative Fuels Committee (AFC) International Energy Agency - Technology Collaboration Programme on Hybrid and Electric Vehicles (IEA HEV TCP) European Alternative Fuels Observatory (EAFO)
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	N/A
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	Yes. E-Mobilitätsförderung 2020: E-Mobility provides a viable solution in cases where public transport or active mobility are not feasible at the moment. The Austrian government has recently increased subsidies for buyers of such vehicles and the necessary charging infrastructure. Financial aid has been increased as a contribution to the economic management of the Corona crisis. On 1 July 1 the bonus system within the E-Mobility offensive 2019-2020 was extended in cooperation with the importers of car and two-wheeled vehicles and sports retail. An additional amount of EUR 26 million will be provided for E-Mobility. Regulatory obstacles in the implementation and expansion of charging-solutions in the area of housing law will also be removed through the “Right to Plug” initiative. Innovationsprämie: An investment allowance will place particular emphasis on climate action investments. 14 per cent of investments will flow back to companies. Along with digitalisation and healthcare investments, environmental investments will be specifically promoted for six months starting in September 2020. This will make climate-friendly

	<p>investments such as renewable energy, energy efficiency, and investments in reducing air pollutants and other forms of pollution particularly attractive for companies. In addition, environmentally harmful investments are explicitly excluded. Battery and Fuel Cell Electric Vehicles are also part of that program, as charging infrastructure and Plug In Hybrid Electric Vehicles. www.aws.at/corona-hilfen-des-bundes/aws-investitionspraemie Investment Program for Municipalities (Municipal Investment Act): This is an extended version of the program of 2017/2018 and municipalities can receive a subsidy for investments from the COVID-19 crisis management fund. Newly added to the list of eligible projects are climate action and ecological measures. A total of EUR 1 billion is available and Charging Infrastructure is also part of programme.</p>
Further information	<p>www.bmk.gv.at/themen/mobilitaet/alternative_verkehrskonzepte/elektromobilitaet/foerderungen/e-mobilitaet2020.html</p> <p>Report of the deployment of alternative fuels infrastructure</p> <p>www.bmk.gv.at/themen/mobilitaet/alternative_verkehrskonzepte/elektromobilitaet/publikationen/strategierahmen.html</p> <p>www.bmk.gv.at/service/presse/gewessler/20200731_gemeindepaket.html</p>

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X	X	X
	No				
Financial incentives Description of available incentives	Purchase Subsidies or Leasing Subsidies Private purchase and purchase from businesses, other organisations and municipalities: BEV & FCEV: EUR 5,000, being EUR 3,000 from the Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology and EUR 2,000 from the Austrian automobile importers. PHEV, REEF, REX: EUR 2,500, thereof EUR 1,250 from the Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology and EUR 1,250 from the Austrian automobile importers. There are also subsidies for electric motorbikes and bikes (see www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Uebergeordnete_Dokumente/Factsheet_E-Mobilitaetsoffensive_2019_2020.pdf). There are also additional subsidies from the Federal States of Austria like Lower Austria, Upper Austria or Vorarlberg.				
	Tax benefits A series of tax exemptions/reductions is in place for electric vehicles (BEV and FCEV) in Austria: no insurance tax since May/2015; no car registration tax since January/1995; pre-tax reduction since January/2016; no income tax for company cars when used for private purposes since January/2016.				

	<p>VAT Benefits</p> <p>Input tax reduction for EVs (usually no input tax reduction for cars in Austria besides certain models defined as “Fiskal-LKW”), but only for companies, No VAT benefits for private persons (too expensive on the long run, hard to withdraw). Besides the value added tax (VAT) electric vehicles are completely tax-exempt since 2016.</p> <p>Others</p> <p>The following federal states have additional vehicle subsidies:</p> <ul style="list-style-type: none">• Federal Government: Also vehicles in the categories L2e, L5e, L6e, L7e and pedelecs get promoted for companies, associations and local authorities. Two wheeled vehicles in the categories L1e and L3e are promoted as well for private persons• Lower Austria: Promotion BEV• Burgenland: Promotion of alternatively powered vehicles (cars, two-wheelers, scooters)• Upper Austria, Styria, Vorarlberg: Promotion of emission-free taxis																					
<p>Non-Financial benefits non-financial benefits used</p>	<table><tr><th></th><th>Parking advantages in crowded city areas</th><th>Lane use advantages in high traffic areas</th><th>Access to restrict areas</th><th>Priorities when using electric vehicles</th><th>Support for implementation /adoption</th><th>Others</th></tr><tr><td>Yes</td><td>X</td><td>X</td><td>X</td><td></td><td>X</td><td>X</td></tr><tr><td>No</td><td></td><td></td><td></td><td>X</td><td></td><td></td></tr></table>		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation /adoption	Others	Yes	X	X	X		X	X	No				X		
	Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation /adoption	Others																
Yes	X	X	X		X	X																
No				X																		
<p>Non-Financial benefits Description of available benefits</p>	<p>Parking advantages in crowded city areas</p> <p>In Austria there are several cities that offer a parking fee exemption for emission-free vehicles as a non-financial incentive. However, there are already the first cities to repeal this regulation or have already repealed it, as it cannot be a long-term incentive. In a first phase, the incentives are intended to motivate people to switch to an emission-free vehicle, but the overriding goal is generally to have fewer vehicles in stock. A list of all Austrian cities with exemption from parking fees can be found in the current AFID progress report.</p> <p>Lane use advantages in high traffic areas</p> <p>There are two exemptions in Austria for zero emission vehicles:</p>																					

- Exemption for BEV and FCEV vehicles from the speed limit of 100 km/h for clean air (IG-L).
- Driving bans for heavy traffic on the A12 Inntal motorway: Exceptions for ZEV from the sectoral driving ban, night driving ban and the Euro class driving ban Legal basis of the Air Pollution Control Act.

Access to restrict areas

There are environmental zones in Austria with tempo limits or driving bans for vehicles with a specific EURO-Norm. See: www.umwelt-pickler.at/de/umweltzonen-in-oesterreich.html

Support for implementation / adoption

In addition to the measures already mentioned, there is an advice center for electromobility and alternative mobility solutions in Tyrol and the energy agency in Lower Austria conducts public relations work to strengthen electromobility. In addition, the vehicle fleets of the federal ministries will be converted to emission-free vehicles in order to achieve a role model and sustainable public procurement is to be strengthened. A list of all measures can be found in the annex of the Austrian progress report on AFID.

Others

Green license plates for electric vehicles (zero emission) for the classes L, M, N. (04/2017 for passenger cars and light duty vehicles and 08/2017 for heavy duty vehicles and busses)

Auxiliary sign „Parking, stopping and standing prohibited – except electric vehicles“ (01/2017)

Permissible total weight extension from 3.5 tons to 4.25 tons (01/2017)

Fleet Management of alternative fuel vehicles from the Federal Procurement Agency (10/2017). A list of all measures can be found in the annex of the Austrian progress report on AFID.

Charging infrastructure Support to the implementation of one of the following types of charging infrastructure

	Public charging	Semi-public charging	Private charging
Slow charging (AC)	X	X	X
Fast charging (DC)	X	X	
Inductive charging (contact free)			

Charging infrastructure

Part of the federal government's E-Mobility Package 2020:
Private purchase:

Description of how the implementation of charging infrastructure is supported	<ul style="list-style-type: none">• Wallbox (home charging station) or intelligent charging cable: a total of EUR 600 per charging station• OSCP-capable charging station for installation in a Residential building: a total of EUR 1,800 per charging station• Purchase from businesses, other organizations and municipalities for public charging:• Normal charging-Wallbox or charging station (alternating current up to 3.7 kW): a total of EUR 300 per charging station• Normal charging-Wallbox (alternating current more than 3.7 kW to 22 kW): a total of EUR 300 per charging station• Normal charging-charging station (alternating current up to 3.7 kW): a total of EUR 1,500 per charging station• Accelerated charging (alternating or direct current more than 22 kW to 43 kW): a total of EUR 3,000 per charging station• Fast charging (alternating current more than 43 kW; direct current ≥ 50 kW): a total of EUR 15,000 per charging station <p>In addition to the E-Mobility Package 2020, there are additional subsidies from the following federal states:</p> <ul style="list-style-type: none">• Salzburg: Promotion of the expansion of private charging infrastructure• Burgenland: direct funding to expand charging infrastructure and Wallbox funding• Additional funding for charging stations in existing residential buildings in Lower Austria, Vorarlberg, Tyrol, Burgenland and Upper Austria					
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others
	Yes	X	X	X	X	
	No					
Charging infrastructure Description of specific programmes specific programmes or measures to support charging infrastructure	Building Directives Building law - empty piping in buildings and parking facilities for charging infrastructure (currently there are corresponding regulations in five out of nine federal states.) Legal issues concerning the implementation of charging infrastructure					

	<p>Building law - approval procedure for setting up the charging infrastructure for electric vehicles: Development of a guide for the approval process for setting up a charging infrastructure. Part I on the status quo under building law has already been published. There is a harmonization of commercial law approval procedures for commercial charging infrastructure. Assessment of the criteria of the licensing requirement according to § 74 Abs. 2 Z 1 to 5 GewO 1994.</p> <p>Electricity suppliers/operators</p> <p>Implementation of technical specifications for charging points, hydrogen filling stations and natural gas filling stations in accordance with Annex II of Directive 2014/94/EU.</p> <p>Others</p> <p>Implementation of Article 7 (7) of Directive 2014/94/EU according to which the location information for publicly accessible petrol stations and charging points is, if available, accessible to all users in an open and non-discriminatory manner.</p>
<p>Research and Innovation Funding Programmes</p> <p>Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use</p>	<p>The lighthouses of electromobility funding programme described in the National Strategy Framework was closed in 2017. The subsequent follow-up programme “Zero Emission Mobility” was set up and started again in 2018, with a systematic realignment of funding towards exclusively zero-emission vehicles. The focus of the programme is therefore on the development of 100% zero-emission technologies. In the focus on “Zero-Emission Vehicles”, cable-free vehicles are being (further) developed so that their degree of electrification is 100%. The focus on “Zero-Emission Infrastructure” addresses the development and pilot implementation of electromobility infrastructure components and their integration into infrastructure and overall transport concepts. The main topic “Zero-Emission Logistics & Mobility Solutions” deals with the development and demonstration of zero-emission goods logistics concepts as well as the integration of e-mobility into the public transport system.</p>
<p>Further information</p>	<p>Purchase Subsidies</p> <p>www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Uebergeordnete_Dokumente/Factsheet_E-Mobilitaetsoffensive_2019_2020.pdf</p> <p>Parking advantages in crowded city areas</p> <p>AFID progress report: www.bmk.gv.at/dam/jcr:406ad506-df1f-4d58-8f0f-70fa507aa976/20191115_AFI-RL%20Fortschrittsbericht_final_neu15_final_ua.pdf</p> <p>Access to restrict areas</p> <p>www.umwelt-pickler.at/de/umweltzonen-in-oesterreich.html</p>

Support for implementation/adoption

www.bmk.gv.at/dam/jcr:66686fb5-20d2-403e-97c1-2e03cf74f035/20191115_Annex%20l_final_neu3_ua.pdf

Other non-financial benefits

www.bmk.gv.at/dam/jcr:66686fb5-20d2-403e-97c1-2e03cf74f035/20191115_Annex%20l_final_neu3_ua.pdf

Additional information

E-Mobility Package 2020:

www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Uebergeordnete_Dokumente/Factsheet_E-Mobilitaetsoffensive_2019_2020.pdf

www.aws.at/corona-hilfen-des-bundes/aws-investitionspraemie/

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X	X	
	No				
Financial incentives Description of available incentives	<p>Purchase Subsidies</p> <p>E-mobility management, e-fleets and e-logistics: e-bus (M3 up to 39 authorized persons including driver): a total of EUR 52,000 per vehicle; E-bus (M3 with more than 39 and up to 120 authorized persons including driver): a total of EUR 78,000 per vehicle; E-bus (M3 with more than 120 authorized persons including driver): a total of EUR 130,000 per vehicle.</p> <p>Tax benefits</p> <p>A series of tax exemptions/reductions is in place for electric vehicles (BEV and FCEV) in Austria: no insurance tax since May/2015; no car registration tax since January/1995; pre-tax reduction since January/2016; no income tax for company cars when used for private purposes since January/2016</p> <p>Others</p> <p>Green license plates for electric vehicles (zero emission) for the classes L, M, N</p>				
Non-Financial benefits Description of available benefits	<ul style="list-style-type: none">• Upper Austria: partial measure overall transport concept for the greater Linz area (vehicle procurement - expansion of the public transport network)• Upper Austria: Implementation of the overall transport concept for the greater Linz area (planning activities to promote and strengthen regional public rail transport)				

	<ul style="list-style-type: none"> • Tyrol: Promotion of e-car sharing in municipalities • Vorarlberg: Funding for e-vehicles in public transport Vorarlberg (funding for e-vehicles in the public interest for passenger transport (class M1) as well as for goods transport (class N1 and less than 2.0 tons maximum permissible weight). • Styria: Marketing e-mobility in Styria (information and awareness-raising for citizens.)
<p><i>Charging infrastructure</i></p> <p>Description of how the implementation of charging infrastructure is supported</p>	<ul style="list-style-type: none"> • Salzburg: Promotion of e-car sharing in municipalities (The State of Salzburg and Salzburg AG promote one charging station per municipality. • Vienna: Project "1,000 e-charging points for Vienna" (by the end of 2020, a total of 1,000 new e-charging points, each with an output of 11 kilowatts, are to be built for accelerated charging in all districts. • Carinthia shows initiative with the plan "Carinthia - Sustainability Has a Future" to specifically promote sustainability and alternative mobility. • Apart from the federal states, ASFINAG (Autobahn and Schnellstraßen-Finanz-Aktiengesellschaft) has launched an initiative to promote electromobility and energy efficiency. Since 2016, ASFINAG has only been getting electricity from renewable energies and is also promoting its own energy generation. Pilot systems for photovoltaics were taken over into regular operation in 2018 in order to cover their own energy in an environmentally friendly manner directly on site at tunnel systems. Further systems were also built at a rest area, a motorway maintenance depot and a traffic control system. The charging infrastructure for e-vehicles is continuously being expanded on the motorways and expressways. • The ÖBB (Austrian Federal Railways) equipped three Park & Ride systems (Leoben, St. Pölten, Amstetten) with two charging points each as part of the eMobility pilot project "e-charging infrastructure on Park & Ride systems". Based on the knowledge gained here, a framework agreement for the operation of the systems was concluded with an external service provider for all subsequent locations. As part of the eMobility project, around 40 Park & Ride systems with two to a maximum of four e-charging points each had been retrofitted throughout Austria by mid-2019 and prepared for needs-based expansion using a modular system. In the course of the construction of new P&R systems, leeward piping is taken into account and these are then equipped with e-charging infrastructure as required.
<p><i>Research and Innovation</i></p> <p>Funding Programmes</p>	<ul style="list-style-type: none"> • The "Mobilität der Zukunft" programme promotes R&D projects which can be expected to contribute significantly to solutions to social challenges relevant to mobility and which stimulate existing markets or generate new ones through innovations. The current programme includes the subject areas "Innovative design of personal mobility", "Reorganize freight mobility", "Develop alternative vehicle technologies" and "Develop transport infrastructure together".

Description of most significant programmes to foster the electrification of public transport	<ul style="list-style-type: none"> • In the “E-Mobility for All: Urban Electromobility” programme, the implementation of demonstration projects in metropolitan areas, in which the population in urban areas is provided with a system of near-market electromobility through e-taxis and / or e-car sharing, was funded. The concept of multimodal transport nodes has proven to be particularly effective here, which is why further projects were funded here in 2018. • ZEM: Zero Emission Mobility (formerly "Leuchttürme der Elektromobilität") is a research and demonstration funding programme in the field of sustainable mobility and energy supply. It aims to initiate visible projects in which ambitious approaches and innovative developments are implemented. In addition, the promotion and development of infrastructure should make e-mobility more attractive to a broad masses. Research aspects in the field of vehicles and infrastructure, but also the user and user, are thus the focus of the programme. • ZEMI: The Zero Emission Mobility Implementation (ZEMI) funding programme focuses on projects with the aim of large-scale demonstration of new vehicle, infrastructure and user technologies for use in electromobility in combination with final research and development work for market transition. • Move2zero: Move2zero is developing a concept for the gradual decarbonisation of the entire bus fleet in Graz. A demonstration operation of two emission-free bus routes will take place with 7 fuel cell buses and 7 battery electric buses. To make public transport more attractive, a needs-based e-shuttle system will be set up between Graz Airport and the S-Bahn (train) station, including a booking platform and an innovative, automated charging system. • E-Mobilität in der Praxis: In the tender "Elektromobilität in der Praxis", which is a continuation of the "Modellregion Elektromobilität" programme, technologies and electromobility offers on the market are made aware and accessible to a broader public. The goals are to raise awareness and take measures to accelerate the market launch.
Additional information	<p>Annex of the implementation of the national strategy framework "Clean Energy in Transport": www.bmk.gv.at/dam/jcr:66686fb5-20d2-403e-97c1-2e03cf74f035/20191115_Annex%20I_final_neu3_ua.pdf</p> <p>www.ffg.at/zero-emission-mobility/3.Ausschreibung</p> <p>www.klimafonds.gv.at/unsere-themen/mobilitaetswende/leuchttuerme-der-elektromobilitaet/move2zero/</p>

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X	X	
	No				
Financial incentives Description of available incentives	Purchase Subsidies E-mobility management, e-fleets and e-logistics: E-commercial vehicle (N2): a total of EUR 24,000 per vehicle; E-commercial vehicle (N3): a total of EUR 60,000 per vehicle.				
	Tax benefits A series of tax exemptions/reductions is in place for electric vehicles (BEV and FCEV) in Austria: no insurance tax since May/2015; no car registration tax since January/1995; pre-tax reduction since January/2016; no income tax for company.				
	Other Exceptions for ZEV from the sectoral driving ban, night driving ban and the Euro class driving ban Legal basis of the Air Pollution Control Act.				
Non-Financial benefits Description of available benefits	Exceptions for ZEV from the sectoral driving ban, night driving ban and the Euro class driving ban Legal basis of the Air Pollution Control Act.				
Charging infrastructure	ASFINAG (Autobahn and Schnellstraßen-Finanz-Aktiengesellschaft) has launched an initiative to promote electromobility and energy efficiency. Since 2016, ASFINAG has only been getting electricity from renewable energies and is also promoting its own energy generation. Pilot systems for photovoltaics were taken over into regular				

Description of how the implementation of charging infrastructure is supported	<p>operation in 2018 in order to cover their own energy in an environmentally friendly manner directly on site at tunnel systems. Further systems were also built at a rest area, a motorway maintenance depot and a traffic control system. The charging infrastructure for e-vehicles is continuously being expanded on the motorways and expressways.</p>
<p>Research and Innovation Funding Programmes</p> <p>Description of research and innovation programmes to promote zero emission and freight</p>	<ul style="list-style-type: none"> • The "Mobilität der Zukunft" programme promotes R&D projects which can be expected to contribute significantly to solutions to social challenges relevant to mobility and which stimulate existing markets or generate new ones through innovations. The current programme includes the subject areas "Innovative design of personal mobility", "Reorganize freight mobility", "Develop alternative vehicle technologies" and "Develop transport infrastructure together". • ZEM: Zero Emission Mobility (formerly "Leuchttürme der Elektromobilität") is a research and demonstration funding programme in the field of sustainable mobility and energy supply. It aims to initiate visible projects in which ambitious approaches and innovative developments are implemented. In addition, the promotion and development of infrastructure should make e-mobility more attractive to a broad masses. Research aspects in the field of vehicles and infrastructure, but also the user and user, are thus the focus of the programme. • ZEMI: The Zero Emission Mobility Implementation (ZEMI) funding programme focuses on projects with the aim of large-scale demonstration of new vehicle, infrastructure and user technologies for use in electromobility in combination with final research and development work for market transition.
<p>Additional information</p>	<p>www.ffg.at/sites/default/files/allgemeine_downloads/thematische%20programme/Energie/200620_Leitfaden_Zero_Mobility_Emission_2020_BF_RZ.pdf</p> <p>www.ffg.at/mobilitaetderzukunft</p>

Belarus

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes, Electromobility is declared as one of the priorities for the next five years by the Belarusian government.
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	Yes, Belarus (National Academy of Sciences of Belarus) is cooperating with the network, established by ERA-NET Cofund EMEurope project.
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVI, UITP, Polis)?	N/A
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	Yes, a lot of communications were disturbed.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes		X	X	X
	No	X			
Financial incentives Description of available incentives	<p>Tax Benefits</p> <p>The Decree of the President of the Republic of Belarus No. 92 dated 12/03/2020 “On stimulation of the electric cars usage” provides for benefits for those who will build charging for electric vehicles (there is no definition, if a car is small electric vehicle or not, the Decree does not apply to legal entities and individual entrepreneurs). In particular, it is proposed:</p> <ul style="list-style-type: none"> • to exempt electric charging stations from VAT; • to the manufacturers of electric vehicles and electric charging stations, as well as their operating organizations, the right will be given to use increased coefficients for attributing their expenses to costs (it will reduce taxable profit); • to provide land plots for electric charging stations without an auction. • A zero import customs duty rate of the EAEU united customs tariff for electric vehicles was introduced by the Board of the Eurasian Economic Commission in 2020. 				

	<ul style="list-style-type: none">• This measure will also apply to goods transported across the customs border by individuals, and will contribute to the formation of an electric vehicle market in the EAEU, the development of their production and charging infrastructure.• For electric vehicles, a 0% import duty rate has already been applied in the EAEU (from September 2016 to August 2017). During this time, imports to Belarus increased in physical terms by almost 4 times, in value terms - by 8 times. At the same time, the volume of imports and sales of electric vehicles in other states of the Union showed that the use of a zero rate for less than a year did not allow achieving the planned results in the formation of the electric vehicle market. In addition, the restriction was that the measure did not apply to individuals. <p>VAT Benefits</p> <p>According to The Decree of the President of the Republic of Belarus No. 92 dated 12/03/2020 “On stimulation of the electric cars usage”, a VAT rate of 0% will be applied, When importing electric vehicles for personal use into the territory of the Republic of Belarus from 15 June 2020 to 31 December 2025.</p> <p>Others</p> <ul style="list-style-type: none">• Owners of electric vehicles (all) have not paid road tax since 2018.• Electric car owners (all) do not pay for communal parking until 2026.						
Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation/adoption	Others
	Yes	X		X		X	
	No		X		X		X
Non-Financial benefits Description of available benefits	<p>Parking advantages</p> <p>Green license plates are being introduced for owners of electric vehicles in Belarus (for small as well as normal). This will allow in the future to identify electric vehicles both at charging points and in public transport lanes.</p> <p>Access to restrict areas</p> <p>There are plans to allow electric vehicles (small as well as ordinary) to move along dedicated lanes for public transport.</p>						

	Support for adoption of electric vehicles Complex of measures introduced by the Decree of the President of the Republic of Belarus No. 92 dated 12/03/2020 “On stimulation of the electric cars usage”, the Resolution of the Council of Ministers of the Republic of Belarus dated 09/06/2020 No. 333 "About refunds to individuals of tax on added value and change Resolutions of the Council of Ministers of the Republic Belarus dated October 9, 2018 No. 726" and others.					
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging		Semi-public charging		Private charging
	Slow charging (AC)	X		X		X
	Fast charging (DC)	X				
	Inductive charging (contact free)					
Charging infrastructure Description of how the implementation of charging infrastructure is supported	Since 2018, 250 charging stations for electric vehicles have appeared in Belarus. In 2020, it is planned to commission another 150 such charging stations.					
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others
	Yes	X	X	X	X	
	No					X
Charging infrastructure Description of specific programmes specific programmes or measures to support charging infrastructure	Building Directives PROGRAM for development of charging infrastructure and electric vehicles in the Republic of Belarus (Ministry of Energy of the Republic of Belarus)					
	Legal issues concerning the implementation of charging infrastructure					

	<p>The Decree of the President of the Republic of Belarus No. 92 dated 12/03/2020 “On stimulation of the electric cars usage”</p> <p>Grid development/integration</p> <p>PROGRAM for development of charging infrastructure and electric vehicles in the Republic of Belarus (Ministry of Energy of the Republic of Belarus)</p>
<p>Research and Innovation Funding Programmes</p> <p>Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use</p>	<p>It is planned to approve the State Programme for Development of Electric Transport for 2021-2025 and for the period up to 2030. Now the main developments are carrying out in the frames of the State Programme of Scientific Investigations "Mechanics, metallurgy, diagnostics in mechanical engineering" for 2016-2020, subprogramme "Auto-Tractor-Combine building" of the State Programme "Mechanical Engineering and Engineering Technologies" for 2016-2020 and separate innovative projects.</p> <p>president.gov.by/ru/official_documents_ru/view/ukaz-92-ot-12-marta-2020-g-23228/ The Decree of the President of the Republic of Belarus № 92 dated 12.03.2020 “On stimulation of the electric cars usage”</p>
<p>Further information</p>	<p>auto.tut.by/news/road/673197.html "Will they be reset again? The EEC Board supported the introduction of a zero customs duty on electric vehicles"</p>

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase subsidies Centralized purchase of electric buses produced by BelCOMMUNMASH by the Belarusian cities authorities, as well as electric transport means, produced by another plants.				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	Electric vehicles for public transport are produced by the following plants in Belarus: 1) Minsk Automobile Plant (MAZ) - 1 modification of electric bus (it is considered for supplying for public transport now) and 1 modification of electric lorry (experimental unit); 2) Belarusian Automobile Plant (BelAZ) - 2 electric modifications, one of which was developed for underground works; 3) BELCOMMUNMASH - electric buses (3 modifications) and trolleybuses for public transport; 4) ETON - trolleybuses (3 modifications); 5) Minsk Tractor Plant (MTZ) - 1 modification of electric tractor; 6) STADLER-Minsk - rolling stock for metro, railway rolling stock, trams, shuttle-buses for airports (experimental units). Centralized purchase of electric buses produced by BelCOMMUNMASH by the Belarusian cities authorities. It is so for another producers of electric technics.				

<p>Research and Innovation Funding Programmes</p> <p>Description of most significant programmes to foster the electrification of public transport</p>	<p>It is planned to approve the State Programme for Development of Electric Transport for 2021-2025 and for the period up to 2030. Now the main developments are carrying out in the frames of the State Programme of Scientific Investigations "Mechanics, metallurgy, diagnostics in mechanical engineering" for 2016-2020, subprogramme "Auto-Tractor-Combine building" of the State Programme "Mechanical Engineering and Engineering Technologies" for 2016-2020 and separate innovative projects.</p>
<p>Additional information</p>	<p>The Decree of the President of the Republic of Belarus No. 92 dated 12/03/2020 "On stimulation of the electric cars usage"</p> <p>president.gov.by/ru/official_documents_ru/view/ukaz-92-ot-12-marta-2020-g-23228/ (president.gov.by/en/official_documents_en/page/4/)</p> <p>Resolution of the Council of Ministers of the Republic of Belarus dated 09/06/2020 No. 333 "About refunds to individuals of tax on added value and change Resolutions of the Council of Ministers of the Republic Belarus dated 9 October 2018 No. 726"</p> <p>www.government.by/upload/docs/file143c1452ba6d859b</p>

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase subsidies Centralized purchase of electric buses produced by BelCOMMUNMASH by the Belarusian cities authorities, as well as electric transport means, produced by another plants.				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	State funding for installation of charging infrastructure for logistic (electric buses, metro, trolleybuses, trams) as well as for electric cars.				
Research and Innovation Funding Programmes Description of research and innovation programmes to promote zero emission and freight	It is planned to approve the State Programme for Development of Electric Transport for 2021-2025 and for the period up to 2030. Now the main developments are carrying out in the frames of the State Programme of Scientific Investigations "Mechanics, metallurgy, diagnostics in mechanical engineering" for 2016-2020, subprogramme "Auto-Tractor-Combine building" of the State Programme "Mechanical Engineering and Engineering Technologies" for 2016-2020 and separate innovative projects.				
Additional information	The Decree of the President of the Republic of Belarus 0. 92 dated 12/03/2020 “On stimulation of the electric cars usage” president.gov.by/ru/official_documents_ru/view/ukaz-92-ot-12-marta-2020-g-23228/				

"PROGRAM for development of charging infrastructure and electric vehicles in the Republic of Belarus (Ministry of Energy of the Republic of Belarus)"

minenergo.gov.by/zakonodatelstvo/proekti/

Finland

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	<ul style="list-style-type: none"> - EUREKA cooperation in all EUREKA activities - EU Research and Innovation programme Horizon - HEV Hybrid and electric vehicles technology collaboration programme
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	International Energy Agency (IEA)
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	No. Sustainability and low-carbon future are selected missions in Finland. Electrification of transport is part of the missions. The Covid-19 did not change this.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		
	No			X	X
Financial incentives Description of available incentives	Purchase or leasing Subsidies a) Grant for purchase incentive EUR 2,000 (max. vehicle price EUR 50,000) b) More incentives are needed or vehicles have to get remarkably cheaper c) Challenge is lower tax collection Tax benefits a) Annual vehicle tax reduction, vehicle luxury tax reduction at purchase b) More incentives is needed or vehicles have to get remarkably cheaper c) Challenge is lower tax collection				
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging	Semi-public charging	Private charging	
	Slow charging (AC)	X	X		
	Fast charging (DC)	X	X		
	Inductive charging (contact free)				

Charging infrastructure Description of how the implementation of charging infrastructure is supported	- Public charging investment support. - Semi-public charging grant (max. EUR 90,000) is 45% of the costs.					
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others
	Yes					
	No	X	X	X	X	X
Research and Innovation Funding Programmes Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	Existing programmes do not directly support the roll out of electric vehicles.					
Further information	www.traficom.fi/en/services/purchase-subsidy-electric-cars					

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase Subsidies Investment support case by case				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	Investment support case by case				
Research and Innovation Funding Programmes Description of most significant programmes to foster the electrification of public transport	Smart Mobility programme in Business Finland				
Additional information	valtioneuvosto.fi/en/-/1410877/updates-to-the-decree-on-infrastructure-support-for-electric-vehicles-and-the-use-of-biogas-in-transport				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes				
	No	X	X	X	X
Additional information	valtioneuvosto.fi/en/-/1410877/updates-to-the-decree-on-infrastructure-support-for-electric-vehicles-and-the-use-of-biogas-in-transport				

France

General Information	
Is the electrification of transport part of the priorities of your country/region?	The objective for France is the deployment of 100,000 recharging stations for electric vehicles by the end of 2021.
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	Yes. ec.europa.eu/growth/industry/policy/european-battery-alliance_en
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	Representatives of local authorities should be associated. Deeper coordination could also be proposed to the Transport Research Committee (TRC) of the Organisation for Economic Co-operation and Development (OECD).
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	Yes, it reinforced the need to support national/European industrial clean transport modes (electric and/or hydrogen) at short term for industry support but at longer for environmental benefits too.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X	X	X
	No				
Financial incentives Description of available incentives	Purchase or leasing subsidies www.ecologie.gouv.fr/developper-lautomobile-propre-et-voitures-electriques				
	Tax benefits www.primealaconversion.gouv.fr/dboneco/accueil/ www.avere-france.org/Site/Article/?article_id=7901				
	Others www.ecologie.gouv.fr/developper-lautomobile-propre-et-voitures-electriques				

Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementati on / adoption	Others
	Yes	X	X	X	X	X	X
	No						
Non-Financial benefits Description of available benefits	Parking advantages <ul style="list-style-type: none"> • local voluntary facilities for free parking places 						
	Lane use advantages <ul style="list-style-type: none"> • mostly used for buses or taxis 						
	Access to restrict areas <ul style="list-style-type: none"> • www.certificat-air.gouv.fr/de/ 						
	Priorities for users of electric vehicles <ul style="list-style-type: none"> • www.je-roule-en-electrique.fr/ 						
	Support for adoption of electric vehicles <ul style="list-style-type: none"> • www.ecologie.gouv.fr/developper-lautomobile-propre-et-voitures-electriques 						
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure	Others <ul style="list-style-type: none"> • www.je-roule-en-electrique.fr/ 						
		Public charging		Semi-public charging		Private charging	
	Slow charging (AC)	X		X		X	
	Fast charging (DC)	X		X		X	
	Inductive charging (contact free)	X		X		X	

Charging infrastructure Description of how the implementation of charging infrastructure is supported	Building directives www.economie.gouv.fr/files/files/PDF/guide_ive.pdf				
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators
	Yes	X	X		X
	No			X	X
Charging infrastructure Description of specific programmes or measures to support charging infrastructure	Building directives www.economie.gouv.fr/files/files/PDF/guide_ive.pdf Legal issues concerning the implementation of charging infrastructure www.economie.gouv.fr/files/files/PDF/guide_ive.pdf Others detailed data (August 2020) - www.data.gouv.fr/fr/datasets/fichier-consolide-des-bornes-de-recharge-pour-vehicules-electriques/				
Research and Innovation Funding Programmes Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	www.vedecom.fr/				
Further information	www.avere-france.org/ www.avem.fr/				

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	
Financial incentives Description of available incentives	Purchase subsidies www.ecologie.gouv.fr/developper-lautomobile-propre-et-voitures-electriques				
	Tax benefits www.ecologie.gouv.fr/developper-lautomobile-propre-et-voitures-electriques				
Research and Innovation Funding Programmes Description of most significant programmes to foster the electrification of public transport	www.vedecom.fr/				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
<i>Financial incentives</i> financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	

Germany

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes.
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	No.
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	N/A
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	<p>Yes.</p> <p>Electromobility including fuel cell technology plays a major role in Germany's temporary aid scheme ("Konjunkturpaket") in response to the Covid-19-crisis. Among other things the scheme includes (see also BMF: www.bundesfinanzministerium.de/Content/EN/Standardartikel/Topics/Public-Finances/Articles/2020-06-04-fiscal-package.html):</p> <ul style="list-style-type: none"> • The federal government will double its contribution – from EUR 3,000 to EUR 6,000 – to the "eco-bonus" that consumers receive when they purchase an electric vehicle with a list price of up to EUR 40,000 and the reduced premium for hybrid-electric vehicles respectively. This "innovation premium" will be granted for a temporary period up to 31 December 2021. • The government will invest an additional EUR 2.5 billion in the expansion of state-of-the-art, safe charging infrastructure and in R&I&D funding for electric mobility and battery cell production.

- A bonus programme in 2020 and 2021 will provide EUR1 billion in funding to promote forward-looking investment by manufacturers and suppliers in the automotive industry.
- From 2021 onwards, carbon emissions will play a greater role in determining motor vehicle tax rates, with clean cars subject to lower rates than high-emission cars. The exemption of electric vehicles from vehicle taxes will be granted until 31/12/2025 and is extended until 31/12/2030.
- A temporary vehicle fleet replacement programme will be put in place to promote electric mobility. The programme will target vehicles used by social services in urban traffic as well as commercial vehicles used by small and medium-sized firms.
- The federal government will invest in a programme to modernise the country's fleets of buses and heavy goods vehicles. The aim here is to promote the use of vehicles that run on power other than fossil fuels. A temporary increase in funding for electric buses and the necessary charging infrastructure will be provided in 2020 and 2021.
- To promote the use of cleaner heavy goods vehicles, the federal government is calling for an EU-wide HGV replacement programme that will provide grants for the replacement of older, higher-emission vehicles (i.e. compliance with Euro 3 to Euro 5 emissions standards) with new vehicles that comply with Euro VI standards.

Additionally, with regards to hydrogen electric mobility:

- The federal government is launching an ambitious investment package to promote hydrogen technology. The aims here include laying the groundwork for new export technologies and making headway towards carbon neutrality in HGV traffic.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X	X	
	No				X
Financial incentives Description of available incentives	Purchase or leasing subsidies See also answers to General Information: <ul style="list-style-type: none"> • Purchase premium in place since 2016, recently raised from EUR 3,000 to EUR 6,000 per vehicle in 2020 				
	Tax benefits From 2021 onwards, carbon emissions will play a greater role in determining motor vehicle tax rates, with clean cars subject to lower rates than high-emission cars. The exemption of electric vehicles from vehicle taxes will be granted until 31/12/2025 and is extended until 31/12/2030. (See also answers to General Information) Income Tax Benefits (since 2016): <ul style="list-style-type: none"> • Tax exemption for free charging at employer's charging infrastructure • Reduced tax rates for private use of electric and hybrid electric company cars In 2013 already, it was made possible to make use of a discount of EUR 500 per kWh of the vehicle battery up to a maximum reduction of EUR 10,000 as regards the higher list price of new electric and hybrid vehicles compared with the price of conventional vehicles. The amount to be deducted is reduced by EUR 50 per kWh every year. The				

	maximum amount to be deducted is at the same time reduced by EUR 500 per year until it will cease completely in 2023.						
	VAT Benefits						
	General temporary VAT reduction from 19% to 16% as part of Covid-19 counter measures between 1 July and 30 December 2020.						
Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation / adoption	Others
	Yes	X	X	X		X	
	No				X		x
Non-Financial benefits Description of available benefits	Parking advantages, Lane use advantages, Access to restrict areas						
	<p>All three measures regarding parking, lane use and access to restricted areas are addressed in one single law, the Elektromobilitätsgesetz (EmoG) (www.gesetze-im-internet.de/emog/). The law itself doesn't grant these benefits, but allows municipalities to implement them in their jurisdiction. Therefore, the actual implementation is quite heterogeneous all over Germany. No complete data on the actual implementation is available. By May 2018, 110 municipalities had reduced parking charges, three municipalities had allowed the partial use of bus lanes and two municipalities had lifted access or passage restrictions. Many municipalities are currently discussing the use of these and other measures. Further info can be found in the 2018 evaluation of the EmoG (in German, English summary: www.bmvi.de/SharedDocs/DE/Anlage/G/elektromobilitaetsgesetz-berichterstattung-2018.pdf?__blob=publicationFile)</p>						
	Support for adoption of electric vehicles						
	<p>With the “Masterplan Ladeinfrastruktur der Bundesregierung” Germany tackles especially the infrastructure side of the need EV Uptake. Yet, the approach is to support vehicle and infrastructure uptake in a coordinated fashion. Key to this is the by the end of 2019 implemented German Centre for Charging Infrastructure (NLL). This organization is now the central coordinator for the governmental measures to support the infrastructure installation and also acts as a central platform to join the EV users’ needs with car and infrastructure manufacturers.</p>						

Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging	Semi-public charging	Private charging
	Slow charging (AC)	X	X	X
	Fast charging (DC)	X	X	X
	Inductive charging (contact free)			
Charging infrastructure Description of how the implementation of charging infrastructure is supported	<p>There are a number of support measures implemented (as of July 2020; please also see NPF Report regarding AFID www.bmvi.de/SharedDocs/DE/Anlage/G/MKS/afid-erster-bericht.pdf?__blob=publicationFile:</p> <ul style="list-style-type: none"> German Centre for Charging Infrastructure (“Nationale Leitstelle Ladeinfrastruktur (NLL)”) <ul style="list-style-type: none"> Implemented by end of 2019 Central national coordinator for charging infrastructure erection 1000 locations programme: as a first step the NLL will commission the construction and operation of a nationwide HPC fast charging network at 1,000 locations within the framework of a Europe-wide call for tenders by end of 2020 Guidelines for Electric Vehicle Charging Infrastructure in Germany (“Förderrichtlinie Ladeinfrastruktur für Elektrofahrzeuge in Deutschland”) by Federal Ministry of Transport and Digital Infrastructure <ul style="list-style-type: none"> www.bmvi.de/SharedDocs/DE/Anlage/G/foerderrichtlinie-ladeinfrastruktur-fuer-fahrzeuge-in-deutschland.pdf?__blob=publicationFile Duration since 2017 Total Budget: EUR 300 million Electric Mobility Funding Guidelines (Programme „Elektromobilität vor Ort”) by Federal Ministry of Transport and Digital Infrastructure <ul style="list-style-type: none"> Duration: 2015–2022 Total Budget: EUR 405 million Funding of e-mobility in communal contexts and R+D projects, including subsidy for purchase of electric commercial vehicles and necessary charging infrastructure Funding Guidelines “Elektro-Mobil” by Federal Ministry for Economic Affairs and Energy and Federal Ministry for the Environment, Nature Conservation and Nuclear Safety <ul style="list-style-type: none"> Duration 2017-2020 			

	<p>Primarily R+D funding programme, but including subsidy for purchase of electric commercial vehicles and necessary charging infrastructure in the funded projects</p> <p>Total Budget (incl. vehicle purchase funding): EUR 380 million</p> <ul style="list-style-type: none">• National Hydrogen and Fuel Cell Technology Innovation Programme (NIP II) by the Federal Ministry of Transport and Digital Infrastructure <p>Since Germany pursues a technologically neutral approach fuel cell electric vehicles and their infrastructures are supported equally</p> <p>Programme addresses R+D as well as market uptake by funding purchase</p> <p>Includes purchase subsidies for fuel cell vehicles and hydrogen refueling infrastructure</p> <p>Includes all transport modes and vehicle types, for example cars, trucks, ships, trains</p> <p>Duration 2016-2026</p> <p>Total budget: EUR 250 million</p>					
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others
	Yes	X	X			
	No			X	X	X
Charging infrastructure Description of specific programmes or measures to support charging infrastructure	Building directives Transposition of the DIRECTIVE (EU) 2018/844 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL					
	Legal issues concerning the implementation of charging infrastructure The Ministry of Transport and Digital Infrastructure is drafting a legal document "Schnellladegesetz" to foster procurement of charging infrastructure.					
Research and Innovation Funding Programmes	The German government pursues a comprehensive approach to research and innovation demands in order to support a fast uptake of electric and fuel cell mobility in the transport sector. The responsible ministries and their respective programmes focus on different aspects that complement one another. Therefore no single most important					

Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	<p>programme can be identified. Furthermore, many programmes include R+D funding as well as subsidies for the purchase of vehicles and infrastructure and have been listed in Question 31, for example the NIP II. Additionally, dedicated R+D programmes are:</p> <ul style="list-style-type: none"> • Programme „information- and communication technologies for electromobility III by the Federal Ministry for Economic Affairs and Energy, focusing on the integration of commercial vehicles into logistics as well as the energy- and mobility infrastructure <p>.....Budget: EUR 85 million</p> <p>.....Duration 2016-2020</p> <ul style="list-style-type: none"> • As part of the governmental programme on microelectronics: Funding of research and development of electronic components for electric mobility (IKT 2020)
Further information	<p>www.bmvi.de/EN/Home/home.html</p> <p>www.bmu.de/en/</p> <p>www.bmwi.de/Navigation/EN/Home/home.html</p>

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	
Financial incentives Description of available incentives	<p>Purchase subsidies</p> <p>“Förderrichtlinie Elektrobusse im ÖPNV” by Federal Ministry for the Environment, Nature Conservation and Nuclear Safety</p> <p>Tax benefits</p> <p>Revision of Law on Electricity Taxation („Stromsteuergesetz“) in 2018: reduced taxes for electricity used in electric, plug-in-hybrid and trolley road vehicles in public transport.</p>				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	See answer for Small and Light Vehicles				
Research and Innovation Funding Programmes Description of most significant programmes to foster the electrification of public transport	See answer for Small and Light Vehicles				

Additional information

www.bmvi.de/EN/Home/home.html

www.bmu.de/en/

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	
Financial incentives Description of available incentives	<p>Purchase subsidies</p> <p>Funding programme for energy efficient and/or CO₂-reduced heavy duty vehicles in companies ("Förderprogramm "von energieeffizienten und/oder CO₂-armen schweren Nutzfahrzeugen in Unternehmen") by Federal Ministry of Transport and Digital Infrastructure</p> <p>Tax Benefits</p> <p>Revision of „Bundesfernstraßenmautgesetz“: exception of electric and fuel cell trucks from street charges, starting in 2019.</p>				
Non-Financial benefits Description of available benefits	As part of the aforementioned NIP II programme the National Organization for Hydrogen and Fuel Cell Technology (NOW GmbH) is commissioned by the by Federal Ministry of Transport and Digital Infrastructure to conduct networking and knowledge transfer activities in the realm of hydrogen technologies. Among others the Clean Intralogistics Net is one ongoing activity, another is the ongoing project e4ships.				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	<p>Presently not in a dedicated programme, instead as part of aforementioned vehicle and infrastructure purchase programmes.</p> <p>Trolley systems for trucks are presently tested in three highway segments in the projects ELISA, FESH and eWayBW, funded by the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety</p>				

<p><i>Research and Innovation Funding Programmes</i></p> <p>Description of research and innovation programmes to promote zero emission and freight</p>	<p>Presently not in a dedicated programme, instead as part of aforementioned programmes</p>
<p><i>Additional information</i></p>	<p>www.bmvi.de/SharedDocs/DE</p> <p>www.now-gmbh.de/de</p>

Hungary

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes. One of the most important driving sectors of our economy is the automotive industry, so strengthening electromobility is identified as one of the highly prioritized policy goals of the Hungarian Government
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	EMEurope, Connecting Europe Facility (Programme Support Action (PSA) "Data collection related to recharging / refueling points for alternative fuels and the unique identification codes related to e-Mobility actors")
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	AVERE (The European Association for Electromobility)
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	Yes. Official dates for applications are unlikely to be jeopardized, but sick leave makes it more burdensome for healthy and working colleagues and those returning from illness to keep the official date. Tense work pace has a negative effect on people's work ethic.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X		
	No			X	X
<i>Financial incentives</i> financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		
	No			X	X
<i>Financial incentives</i> Description of available incentives	<i>Purchase or leasing subsidies</i> The electric vehicle purchase support and other incentives for environmentally friendly vehicles as a measure of promotion is intended to increase the number of electric vehicles. In order to encourage the purchase of electric vehicles, since September 2016, the Government has assisted in the procurement of purely electric cars through several calls for tenders.				
	<i>Tax Benefits</i> In addition to the available grant assistance, a number of tax advantages, exemption from costs or expenses, and other forms of support have been introduced in the recent years, such as exemption from the vehicle tax, from the taxation of company cars, from the registration tax and from the transcription tax.				

Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation / adoption	Others
	Yes	X				X	
	No		X	X	X		X
Non-Financial benefits Description of available benefits	Parking advantages Municipalities may provide free parking and entering to vehicles with green registration plates. The Decree No 6/1990. (IV.12.) on the technical conditions for road vehicles the registration and for the time during which they remained in circulation lays down the scope of environmentally friendly cars that covers Hybrid Electric Vehicles, Plug-in Hybrid Electric Vehicles, Battery Electric Vehicles and Fuel Cell Electric Vehicles. These vehicles can be equipped with a green license plate.						
	Support for implementation Due to the legal background (Electromobility Act and the Implementing Regulation) related to electromobility, the public electric charging infrastructure can operate on a market basis (in a self-sustaining way); the incentives on the vehicle side as well as the benefits provided by the company law are proving to be sufficient for the time being						
Further information	elektromobilitas.ifka.hu/medias/4/zfr-d-a-2020_1sz_mad_20200610.pdf						

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X		
	No			X	X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase subsidies Under the Green Bus Programme launched in 2019, the government will provide HUF 36 billion in support for the purchase of environmentally friendly electric buses in settlements with more than 25,000 inhabitants over the next ten years.				
Non-Financial benefits Description of available benefits	Electric buses have a green license plate, municipalities may provide free parking and entering to these vehicles. The Green Bus Project Office was established under the supervision of the Ministry of Innovation and Technology.				
Additional information	zoldbusz.hu/				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X		
	No			X	X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	
Financial incentives Description of available incentives	Purchase subsidies Purchase aid for pure electric vehicles could also be claimed for lorries with a maximum permissible laden weight of up to 4.25 tonnes in vehicle category N1 and vehicle category N2.				
	Tax Benefits In addition to the available grant assistance, a number of tax advantages, exemption from costs or expenses, and other forms of support have been introduced in the recent years, such as exemption from the vehicle tax, from the taxation of company cars, from the registration tax and from the transcription tax.				
Non-Financial benefits Description of available benefits	The green registration plate and associated incentives for environmentally friendly cars as a measure of promotion is intended to increase the number of clean vehicles. Furthermore municipalities may provide free parking and entering to these vehicles.				
Additional information	elektromobilitas.ifka.hu/medias/4/zfr-d-a-2020_1sz_mad_20200610.pdf				

Italy

General Information	
Is the electrification of transport part of the priorities of your country/region?	<p>Yes. Electrification of transport is one of the priorities of the National Plan for Research (Ministry of University and Research). The national integrated plan for energy and climate (PNIEC) targets 5 - 6 million EVs by 2030.</p> <p>Moreover, the recent decrees n.34 2019 and the Law for the national balance in 2020 support private electrical mobility, the Italian private companies with fleets to switch to electric mobility. In the same laws public administrations are prescribed to shift to electric mobility for at least 50% of the fleet. For rail transportation, the Government has set aside EUR 350 million of investments by 2026.</p>
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	The Italian Ministry of University and Research, MIUR, is part of ERA-NET COFUND EMEurope.
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	As the main issue appears the possibility to use national and European fund for building the EV recharging infrastructures, more involvement must be addressed to local administrations, national and local policy makers.
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	Yes, the national government has set specific support measures for green (electric) private mobility (DL N.34 – 19 May 2020).

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		
	No			X	X
Financial incentives Description of available incentives	Purchase Subsidies, Tax benefits The subsidy is given to anyone (private or a company renovating the fleet) purchasing an EV. The subsidy ranges between EUR 4,000 and EUR 40,000 in case of company fleets and EUR 4,000 as discount on the purchase/leasing price. If also an old vehicle is given back a further discount of EUR 6,000 is given (Balance law 2019) The experience is quite positive in those areas of the country, where local administrations have fruitfully supported the implementation of recharging points. Very positive examples are: Tuscany, Lombardia and Apulia regions. And indeed in these regions the number of sales EV is largely greater than those in other areas of the country. The greater challenges, as already pointed out, reside in the limited widespread implementation of recharge points across the regions, with a largely worst situation in the southern areas, where PHEV vehicles are preferred to BEV. So more must be done in terms of simplification of authorization issues and support to the installation of recharge infrastructures, as well as, in case of public recharge points, HR support to the planning process of the reinforcement of electric power infrastructures for local administrations.				

Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation / adoption	Others
	Yes	X		X			
	No		X		X	X	X
Non-Financial benefits Description of available benefits	Parking advantages, Access to restrict area Milan and other municipalities reserve parking lots for EVs. Milan and other municipalities (most of those having a restricted area) give free access to EVs in restricted areas.						
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure			Public charging	Semi-public charging		Private charging	
	Slow charging (AC)		X	X		X	
	Fast charging (DC)		X	X		X	
	Inductive charging (contact free)		X	X		X	
Charging infrastructure Description of how the implementation of charging infrastructure is supported	At the moment, there are the following laws: <ul style="list-style-type: none">• balance law 2019: discount on taxes for privately implementing a recharge point;• DL 76 art.57: simplification of norms for installing a recharging station.						
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others	
	Yes	X	X	X	X		
	No					X	

<p>Research and Innovation Funding Programmes</p> <p>Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use</p>	<p>The economic development ministry has set EUR 7 million for the period 2019 - 2021 to support R&D activities on electrical mobility within 'ricerca di Sistema elettrico';</p> <p>The funding programmes from the Ministry of University and Research will be based on the National Research Plan PNR which has a large section on electric mobility.</p>
<p>Further information</p>	<p>www.mit.gov.it/comunicazione/news/micromobilita-elettrica-decreto-firmato-ecco-tutte-le-novita</p> <p>www.ricercadisistema.it/alfresco/s/api/node/content/workspace/SpacesStore/6b904cd9-5306-4d1a-9c2d-f9a2e139079e/Piano-triennale-2019-2021_con-timbro-registrazione.pdf?guest=true</p>

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes			X	
	No	X	X		
Financial incentives Description of available incentives	Other The responsibility of local public transportation in Italy is given to Regional administrations and municipalities. For this reason, the central government transfers resources to local administrations for buying electric or low carbon emission public means.				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X			
	No		X	X	X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase Subsidies To fleets of private companies up to EUR 40,000				

Italy-Piedmont

General Information	
Is the electrification of transport part of the priorities of your country/region?	<p>Yes. The electrification of transport is one of Regione Piemonte priorities. Since 2014 the Regional Government has established a Technical Board focused on Electric Mobility and Smart Mobility with the aim of coordinating the regional policy actions.</p> <p>Currently the Technical Board is committed in the following actions:</p> <ul style="list-style-type: none"> • Development of the Regional Charging infrastructures • Launch of Call for purchase of small vehicles and vehicles for public entities • Participation to European projects (e-MOTICON, PREP-AIR and e-SMART) • Publication of e-mobility guidelines • Financing LPT fleet renewal with proper funds • Working on the updating of the national plan for electric Charging infrastructures (PNIRE) coordinated by the Italian Minister of Transport
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	<p>Yes.</p> <p>Regione Piemonte is actively involved in the European projects e-MOTICON (closed), PREP-AIR, e-SMART and EMEUROPE.</p>
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	<p>Transnational associations:</p> <p>Open Charge Alliance, Chademo Association</p>

Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?

Yes, it has encouraged the use of electric small vehicles both at private and commercial level.

Considering the difficulties in managing public transportation according to Covid guidelines and the fear of a major recourse to private transportation, Regione Piemonte has decided to strongly support the purchase of green vehicles in order to reduce the emissions.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X		X
	No			X	
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		
	No			X	X
Financial incentives Description of available incentives	Purchase or leasing subsidies Regione Piemonte has just launched a Call in order to support and SMEs in the purchase of green small vehicles for commercial purposes, including full electric and Hybrid electric cars and e-bikes. It provides a grant related to the characteristics and performances of the vehicle to a maximum of EUR 20,000 per cars and EUR 1,000 per e-bikes. The total available budget is EUR 400,000 for the purchase of vehicles and EUR 500,000 for e-bikes. Regione Piemonte has just launched a Call in order to support public bodies (Cities, Regional Agencies and Management Bodies of protected Areas, Universities, etc.) in the purchase of green vehicles including full electric and Hybrid electric cars, commercial vehicles and e-bikes. It provides a grant related to the characteristics and performances of the vehicle to a maximum of EUR 20,000 per vehicles and EUR 1,000 per e-bikes. The total available budget is EUR 802,000. Both financial supports that can be combined with the national incentives programme for the purchase of green vehicles and e-bikes. A similar Call is under evaluation for private citizens that will foresee grant also for e-motorcycles.				

	<p>Moreover, there are other calls for investments addressed to SMEs and Industries that include in the list of eligible expenses the purchase of green vehicles for commercial purposes. In those cases, the financial support is a co-financed loan.</p> <p>The described Calls have been defined according to the “Regional Plan on air quality” and “Regional Plan on mobility and transportation” and can be changed and updated according to the policy on the air quality.</p> <p>TAX Benefits</p> <p>Regione Piemonte established a permanent tax exemption for the owners of full electric vehicles, hybrid vehicles and converted vehicles both with a maximum power of 100 KW.</p>						
Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation / adoption	Others
	Yes			X		X	
	No	X	X		X		X
Non-Financial benefits Description of available benefits	<p>Access to restrict areas</p> <p>Some Cities of the region allow the access to restrict areas to green vehicles.</p> <p>Regione Piemonte has financially supported those municipalities in building and enlarging their restricted traffic zone.</p> <p>Support for adaptation of electric vehicles</p> <p>As output of the e-MOTICON European project Regione Piemonte in partnership with the municipality of Turin and the Agency for Piedmont mobility has published in October 2018 the “e-mobility guidelines” with the aim of harmonizing formal and functional criteria that must be adopted in implementation of charging infrastructure.</p> <p>Moreover different cities, such as Turin, have signed agreements with private companies in order to provide sharing services of electric cars and scooters.</p> <p>In addition, Regione Piemonte has just sent to the Italian Minister of Environment a project concerning the management at regional level of the restrict areas for environmental purposes.</p>						
	<p>Research and Innovation Funding Programmes</p> <p>At R&D level, Regione Piemonte is supporting the roll out of small electric vehicles through ERDF funds.</p>						

Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	<p>Moreover, Regione Piemonte has included e-mobility in the list of topics of the Smart Specialization Strategy with the aim of supporting automotive and clean technologies.</p>
Further information	<p>www.regione.piemonte.it/web/temi/tributi/tassa-automobilistica-bollo-auto/esenzioni-dalla-tassa-automobilistica</p> <p>bandi.regione.piemonte.it/contributi-finanziamenti/bando-laccesso-alle-agevolazioni-progetti-ricerca-industriale-sviluppo-sperimentale-nellambito</p> <p>bandi.regione.piemonte.it/contributi-finanziamenti/prqa-contributi-agli-enti-pubblici-favorire-mobilita-sostenibile-lacquisto-tecnologia-smart-working</p> <p>bandi.regione.piemonte.it/contributi-finanziamenti/prqa-contributo-sviluppo-un-approccio-ambientale-settore-micro-piccole-medie-imprese</p>

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X		
	No			X	X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase Subsidies Regione Piemonte has just sent to the Italian Minister of Environment a project in order to renew the LPT fleet increasing the electric busses. It provides a co-financing percentage related to the characteristics of the vehicle to a maximum of 75% per vehicles. The total available budget is EUR 60 million.				
Non-Financial benefits Description of available benefits	On the base of the project mentioned, Regione Piemonte is working on the updating of the criteria of LPT fleet renewing in order to stress a larger use of electric busses and to eliminate gradually the diesel busses.				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X			
	No		X	X	X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	
Financial incentives Description of available incentives	Purchase subsidies As said in the paragraph “Small vehicles”, Regione Piemonte has just launched a Call in order to support and SMEs in the purchase of green small vehicles for commercial purposes, including full electric and Hybrid electric cars and e-bikes. It provides a grant related to the characteristics and performances of the vehicle to a maximum of EUR 20,000 per cars and EUR 1,000 per e-bikes. The total available budget is EUR 400,000 for the purchase of vehicles and EUR 500,000 for e-bikes.				
	TAX benefits Regione Piemonte established a permanent tax exemption for the owners of full electric vehicles, hybrid vehicles and converted vehicles both with a maximum power of 100 KW.				

The Netherlands

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes.
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	<p>Yes, We (Netherlands Enterprise Agency and/or Ministry of Infrastructure and/or Watermanagement or Rijkswaterstaat) collaborate with many networks/initiatives, also multilateral ones that are not strictly European but that have many European members.</p> <p>European ones:</p> <ul style="list-style-type: none"> • Government Support Group • European Energy Network • Electromobility Europe • Polis <p>Multilateral ones:</p> <ul style="list-style-type: none"> • Transport Decarbonisation Alliance • International ZEV Alliance • Electric Vehicle Initiative • Hybrid and Electric Vehicles Technology Collaboration Programme
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	Maybe EnR network.

Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?

Yes. Not currently because the current purchase subsidy was already announced before Covid-19 started. However, the development of green restructuring measures is undergoing and there might be more stimulating measures for zero emission transport.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		X
	No			X	
Financial incentives Description of available incentives	Purchase and leasing subsidies Purchase subsidy for electric passenger cars: EUR 4,000 for new cars and EUR 2,000 for second-hand cars More details about conditions, etc. (in Dutch) can be found here: www.rvo.nl/subsidie-en-financieringswijzer/sepp In the national climate agreement (www.government.nl/topics/climate-change/climate-policy) a scheme is given for the modifications towards the future. Pages 48-88 of this document (www.klimaatakkoord.nl/binaries/klimaatakkoord/documenten/publicaties/2019/06/28/national-climate-agreement-the-netherlands/20190628+National+Climate+Agreement+The+Netherlands.pdf) concerns mobility and please refer to table 1 at page 64.				
	TAX benefits Zero-emissions vehicles will remain exempt from the private motor vehicle and motorcycle tax up to 2024. In 2025, motorists will pay a fixed rate of EUR 360 per vehicle.				
	Others Decrease in energy tax				

Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation / adoption	Others
	Yes	X		X	X	X	
	No		X				X
Non-Financial benefits Description of available benefits	Parking advantages This is not yet in place but recently the ministry has made it possible for cities to diversify parking rates for green vehicles. So many cities are now considering this and developing conditions.						
	Access to restrict area Zero emission zones for commercial vehicles will be implemented in the 30/40 largest cities. The conditions for these zones are now developed in cooperation with the Ministry of Infrastructure and Water Management and should be published in 2020.						
	Priorities for users of electric vehicles At Schiphol airport and some cities waiting list priority for zero emission taxis.						
	Support for adaptation of electric vehicles National Agenda for Charging Infrastructure with coordinating offices in 6 regions.						
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging		Semi-public charging		Private charging	
	Slow charging (AC)	X		X		X	
	Fast charging (DC)	X		X			
	Inductive charging (contact free)						

Charging infrastructure Description of how the implementation of charging infrastructure is supported	The National Agenda for Charging Infrastructure makes sure that charging infrastructure will be ready for the electric vehicles coming. More information (in Dutch): agendalaadinfrastructuur.pleio.nl/ . English summary: www.rvo.nl/sites/default/files/2020/06/Factsheet%20The%20National%20Charging%20Infrastructure%20Agenda.pdf .					
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others
	Yes	X	X	X	X	X
	No					
Charging infrastructure Description of specific programmes specific programmes or measures to support charging infrastructure	Building directives Refer to the above mentioned Agenda for all details on building directives.					
Research and Innovation Funding Programmes Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	Innovation and Acceleration Programme for e-mobility: www.iape-mobility.nl/ Additionally, subsidy schemes to support research and innovation in this sector, some related to top sector policies. One example is the DKTI scheme: The demonstration scheme on Climate Technologies and Innovations in Transport (DKTI-transport) focuses specifically on entrepreneurs and partners in the transport chain who want to invest in low carbon solutions. To accelerate the transition, the development of low carbon vehicles and vessels, and the deployment of corresponding charging and refuelling infrastructure, is supported. In 2019, 43 projects were co-funded with a total investment of EUR 87 million (by the government, the companies and the EU).					

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes		X	X	
	No	X			X
Non-Financial benefits Description of available benefits	<p>Administrative agreement to reach 100% zero emission public transport by 2030 and for all new buses to be zero emission by 2025.</p> <p>rwsduurzamemobiliteit.nl/praktijk-projecten/green-deals/bestuursakkoord-zero/</p> <p>Existing TCO model for procurement offices available.</p> <p>Info on status: www.crow.nl/over-crow/nieuws/2020/juni/alle-ov-bussen-zero-emissie-in-2030-lijkt-haalbaar</p>				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes			X	
	No	X	X		
Financial incentives Description of available incentives	Others The demonstration scheme on Climate Technologies and Innovations in Transport (DKTI-transport) focuses specifically on entrepreneurs and partners in the transport chain who want to invest in low carbon solutions. To accelerate the transition, the development of low carbon vehicles and vessels, and the deployment of corresponding charging and refueling infrastructure, is supported. In 2019, 43 projects were co-funded with a total investment of EUR 87 million (by the government, the companies and the EU).				
Non-Financial benefits Description of available benefits	Green deal on zero emission city distribution: www.greendealzes.nl/en/testing/ Several city deals on the same subject (e.g. in Rotterdam and Amsterdam) There is a logistics chapter in the National Charging Infrastructure Agenda: www.rvo.nl/sites/default/files/2020/06/Factsheet%20The%20National%20Charging%20Infrastructure%20Agenda.pdf				
Research and Innovation Funding Programmes Description of research and innovation programmes to promote zero emission and freight	DKTI scheme, Innovation and Acceleration Programme for e-mobilty and some top sector schemes				

Spain

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes. The "Plan to Promote the Automotive Industry Value Chain, Towards Sustainable and Connected Mobility" was approved in June 2020 and includes 20 measures of economic, fiscal, regulatory, logistical nature and well as those to deal with competitiveness, training, sustainable public procurement and strategic planning issues. The plan aims to cover the whole of the industry's value chain.
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	Yes; AVERE, European Automotive Strategy Network - EASN, European Automotive Cluster Network-EACN, Move2Future, Alianza INERCIA (Inertia Alliance)
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	Local networks should be involved.
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	Yes, the new "Plan de Impulso a la cadena de valor de la Industria de la Automoción, hacia una movilidad Sostenible y Conectada" contains measures to overcome the negative impacts of COVID-19 on the automotive sector in Spain.

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
Financial incentives financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X	X	
	No				X
Financial incentives Description of available incentives	<p>Purchase or leasing subsidies</p> <p>Cars: EUR 4,000 - EUR 5,000 for BEVs and EUR 1,900 - EUR 2,600 for PHEVs for private individuals, depending on whether a vehicle older than seven years is being scrapped.</p> <p>Vans and trucks: between EUR 4,400 and EUR 6,000 for private individuals, depending on scrapping.</p> <p>TAX benefits</p> <p>Road tax exemption / reduction depending on local policies. Reduction of 75% for BEVs in main cities (e.g. Madrid, Barcelona, Zaragoza, Valencia, etc.).</p> <p>VAT benefits</p> <p>No registration tax for BEV.</p> <p>Exemption from 'special tax' for vehicles emitting up to 120g CO₂/km.</p> <p>Canary Islands: VAT exemption for alternative-powered vehicles (i.e. BEVs, FCEVs, PHEVs, EREVs, HEVs, CNG, LPG) emitting</p>				

Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation /adoption	Others
	Yes	X	X	X	X	X	
	No						X
Non-Financial benefits Description of available benefits	Parking advantages Free parking in selected cities.						
	Lane use advantages Traffic lanes reserved for high occupancy circulation can be used only by the driver of BEVs.						
	Access to restrict areas Luxury tax exemption until 2017. Toll exemption on regional highways for electric vehicles.						
	Support for adaptation of electric vehicles The aforementioned plan includes loans via the Reindustrialization Plan (Reindus) that improves market interest rates (0.1% for SMEs and 0.19% for large companies, the first year). Furthermore, the current ICO-COVID line of guarantees is established to finance the renewal of the fleet of vehicles for professional use. This sub-section is aimed at the self-employed and companies, and will facilitate the renewal of commercial and industrial vehicles, including buses and coaches with guarantees of up to 80%.						
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging		Semi-public charging		Private charging	
	Slow charging (AC)	X		X		X	
	Fast charging (DC)	X		X		X	
	Inductive charging (contact free)	N/A		N/A		N/A	

Charging infrastructure Description of how the implementation of charging infrastructure is supported	Subsidies for private and public charging points						
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development / integration	Electricity suppliers / operators	Others	
	Yes	X	X	X	X	X	
	No						
Charging infrastructure Description of specific programmes specific programmes or measures to support charging infrastructure	Legal issues Plan moves						
Research and Innovation Funding Programmes Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	CDTI has different types of instruments targeted to Spanish companies for R&D activities that cover automotive projects (including green vehicles): 1. R&D Projects: aiming at the creation or significant improvement of productive processes, products or services. Funding: Loans (up to 85% total cost) + Non repayable (up to 33%). Open call. Type of projects: <ul style="list-style-type: none"> • Individual R&D projects, • National Cooperation R&D projects, • International Technological Cooperation R&D Projects, • European Technological Cooperation R&D Projects, 						

- International Technological Training R&D projects
- 2. Strategic R&D projects: large applied projects for the creation or significant improvement of productive processes, products or services or the generation of a new one. They should be of strategic character following the objectives of the project and its duration.
 - Funding: Loans (up to 85% total cost) + Non repayable (up to 7.5%).
 - Open call up to 31st December 2020.
 - Type of projects: Only available for some Spanish Regions (Andalucía, Castilla- La Mancha, Extremadura, Murcia, Canarias, Castilla y León and Comunidad Valenciana). Minimum budget: EUR 1 million for SMEs and EUR 3 million for large companies. Duration: 36 to 96 months.
- 3. Technological development projects: aiming to the technological demonstration under conditions similar to the real environment.
 - Funding: Loans (up to 85% total cost) + Non repayable (up to 15%).
 - Type of projects: targeted only to SMEs. TRLs 7 to 8
- 4. Strategic CIEN projects:
 - Funding: Loans (up to 85% total cost) + Non repayable (up to 33%).
 - Open call.
 - Type of projects: Large projects carried out by entrepreneurial groupings and aiming at the development of a planned research in strategic areas.
- 5. Direct Innovation Line: funding for applied projects, very close to the market, with low-medium technological risk and short periods of recovery of investment, aiming at improving the company's competitiveness through the incorporation of emerging technologies in the sector.
 - Funding: Loans (up to 85% total cost) + Non repayable (up to 5%).
 - Open call.
 - Type of projects: Minimum budget EUR 175,000 and up to 18 months duration.
- 6. Global Innovation Line: funding for innovation projects that allow the internationalization and growth of SMEs and midcaps.
 - Funding: Loans (up to 75% total cost)
 - Open call.
 - Type of projects: Budget from EUR 667,000 to EUR 10 million and maximum duration of 24 months

	<p>7. NEOTEC: funding for new firms that require the use of technologies or knowledge developed from research activity and with a business model based on the development of technology.</p> <ul style="list-style-type: none"> • Funding: Grants up to EUR 250,000 and 70% of total cost. • Type of projects: Budget from EUR 175,000 and a duration of 1 to 2 years
Further information	www.lamondcloa.gob.es/serviciosdeprensa/notasprensa/transportes/Documents/2020/15062020_PlanAutomocion2.pdf

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X	X		
	No			X	
Financial incentives Description of available incentives	<p>Purchase subsidies</p> <p>The MOVES II Plan more provides a total of EUR 100 million, from which autonomous regions and cities can make direct investments under the programme, such as installing charging points for electric vehicles in hospitals or other buildings owned by them, renovating their vehicle fleets and public transport.</p> <p>TAX Benefits</p> <p>As above</p>				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	The recently approved ‘Incentive Programme for Efficient and Sustainable Mobility’ (MOVES II) Plan aims to improve the current charging infrastructure by reaching 50,000 charging areas before 2023				
Research and Innovation Funding Programmes Description of most significant programmes to foster the electrification of public transport	In addition to the R&D&I funding programmes managed by CDTI and mentioned in previous sections, in 2020 the Spanish Government has launched the MOVES SINGULARES plan. It has a budget of EUR 30 million to support innovation projects in the sustainable mobility and electric vehicle value chain, as well as measures that reduce the final energy consumption and carbon dioxide emissions. In particular, the development or innovation of new				

	processes or prototypes of zero emission vehicle models, the integration of advanced charging infrastructure, smart grids and electric vehicles, and applications of new battery and electrical storage developments will be promoted.
<i>Additional information</i>	www.miteco.gob.es/es/prensa/ultimas-noticias/el-gobierno-aprueba-un-nuevo-plan-de-ayudas-de-100-millones-para-fomentar-la-movilidad-sostenible/tcm:30-509839

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase subsidies As per previous sections, as this sector is included in the national plan				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	As per previous sections, as this sector is included in the national plan. Initial steps to identify freight operators and their needs. This is key to identifying the types of charging infrastructure to be provided. Installation is carried out at local level so, measures and approaches vary from autonomous regions.				
Research and Innovation Funding Programmes Description of research and innovation programmes to promote zero emission and freight	As described in previous sections				
Additional information	www.miteco.gob.es/es/prensa/200616nprmovesii_tcm30-509838.pdf				

Spain-Catalonia Region

General Information	
Is the electrification of transport part of the priorities of your country/region?	Yes.
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	Yes. EMEurope 4MOTORS4EUROPE ADVANCED MATERIALS FOR BATTERIES PLATFORM EUROPEAN BATTERY ALLIANCE EIT URBAN MOBILITY
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	EIT URBAN MOBILITY EUROPEAN BATTERY ALLIANCE CLEPA

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	X	X
	No				
<i>Financial incentives</i> financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		
	No			X	X
<i>Financial incentives</i> Description of available incentives	<p>Purchase subsidies</p> <ul style="list-style-type: none"> Subsidies to facilitate the acquisition of low emissions cars and motorbikes. Pure electrics and plug-in hybrids included. In coordination with State government. Also acquisition of hydrogen powered cars and buses and trucks. Subsidies for the installation of chargers Focus on fleets. Large network deployment of chargers and superchargers. Evolve to only pure electric subsidization <p>TAX Benefits</p> <ul style="list-style-type: none"> Registration taxes reduction. Avoid taxes to pollutant vehicles (gasoline and gasoil based) 				

Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementati on / adoption	Others
	Yes	X	X	X		X	
	No				X		X
Non-Financial benefits Description of available benefits	Parking advantages Access with payment reduction or exemption to green labelled parking slots on the streets. Depending on the city and depending on the type of car. The measure promote electric vehicle for residents with an exemption to pay in the labelled street parking slots Charging on the streets at public charging points is for free. Measure very well accepted by citizens.						
	Lane use advantages Access to high-occupancy vehicle lanes.						
	Access to restrict areas Barcelona metropolitan area has settled the largest low emissions zone in the world that allows the free circulation of electric and hybrid cars and motorbikes						
	Support for implementation / adoption By means of several combined measures: restriction to some areas of the cities plus reduction or exemption in pollution taxes plus reduction in tolls plus reduction or exemption in street parking slots plus free charging on the street plus						
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging		Semi-public charging		Private charging	
	Slow charging (AC)	X		X		X	
	Fast charging (DC)	X		X		X	
	Inductive charging (contact free)						

Charging infrastructure Description of how the implementation of charging infrastructure is supported	<p>By subsidising the purchase of electric charges by cities, by companies and by private electric vehicle owners.</p> <p>By establishing a minimum number of electric charges in new parking garages</p> <p>By obligating to infrastructure deployment at every new residential building</p> <p>By easing the installation process of chargers installation at particular owned garages</p>					
Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development/ integration	Electricity suppliers / operators	Others
	Yes	X				
	No		X	X	X	X
Charging infrastructure Description of specific programmes specific programmes or measures to support charging infrastructure	<p>Building directives</p> <p>Easing the installation process of chargers installation at particular owned garages</p> <p>Grid development / integration</p> <p>Integration of different chargers operators into a seamless payment system</p>					
Further information	<p>icaen.gencat.cat/ca/energia/usos_energia/mobilitat/vehicle/</p> <p>www.areaverda.cat/ca/informacio/usuaris/vehicles-zero-emissions</p>					

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	
	No		X		X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase subsidies Subsidies to municipalities for purchasing of electric buses				
Non-Financial benefits Description of available benefits	Administrative agreement to reach 100% zero emission public transport by 2030 and for all new buses to be zero emission by 2025. rwsduurzamemobiliteit.nl/praktijk-projecten/green-deals/bestuursakkoord-zero/ Use of a TCO model for procurement offices. Info on status: www.crow.nl/over-crow/nieuws/2020/juni/alle-ov-bussen-zero-emissie-in-2030-lijkt-haalbaar				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	N/A				
Additional information	www.idae.es/ayudas-y-financiacion/para-movilidad-y-vehiculos/plan-moves-ii				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes				
	No	X	X	X	X

Sweden

General Information	
Is the electrification of transport part of the priorities of your country/region?	<p>YES.</p> <p>Sweden has the largest market share of plug-in electric vehicles (PEVs) in the EU (EAFO, 2020). The overarching target for Sweden is to reach net zero greenhouse gas emissions by 2045. The law requires all policy areas, not only environment, climate, transport, and energy, to contribute to achieve the targets. The transport sector has an intermediate target to reduce its GHG emissions by 70% by 2030, compared to 2010. Electrification, biofuels and a more transport efficient society has been pointed out as key enablers to reach these goals.</p>
Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?	<p>Sweden is a member of the Clean Energy Ministerial initiative EVI - Electric Vehicle Initiative, which is an international initiative but with strong European presence. Sweden has adopted all the launched campaigns, for example EV30@30. The EV30@30 campaign setting the objective to reach a 30% sales share for EVs by 2030. The EV30@30 campaign aims to gather commitments from governments in accordance with their priorities and programmes; calls for the participation of additional governments in EVI activities; seeks the engagement of local authorities, the mobilisation of the private sector, and the involvement of civil society. In 2020, Sweden reached that level for passenger vehicles and now focus efforts on heavy duty vehicles.</p> <p>Sweden is also an active member of IEA Technology Platform Hybrid Electric Vehicles (TCP-HEV).</p>
In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?	<p>Policy cooperation could be developed together with real estate owners for example (parking companies and housing companies), to foster the deployment of charging infrastructure. So for example EPA, www.europeanparking.eu/</p>
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	<p>Yes. Don't know, not yet anyway but do not hold the information about the coming budget.</p>

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X	X	x	X
	No				
<i>Financial incentives</i> financial incentives used		Purchase or Leasing Subsidies	Tax Benefits	VAT Benefits	Others
	Yes	X	X		X
	No			X	
<i>Financial incentives</i> Description of available incentives	Purchase or leasing Subsidies				
	<p>Bonus-malus scheme</p> <p>a) In July 2018, the bonus-malus scheme for light duty vehicles in Sweden was introduced. The bonus-malus scheme both included an element of increasing or decreasing the purchase cost, as well as the vehicle tax. Battery electric vehicles (BEVs) and fuel cell vehicles (FCV) are eligible for the maximum bonus, which is EUR 6,000. For plug-in electric vehicles (PHEVs), the bonus decreases linear until 70 grams of carbon dioxide (CO₂) based on the WLTP. Vehicles with emission levels over 95 grams of CO₂ are penalised with a</p> <ul style="list-style-type: none"> • malus in relation to the emission level up to 140 grams of CO₂. Unlike the PEV • rebate scheme, bonus-malus also include light duty vans, which is an important improvement for many fleet vehicles. <p>The vehicle tax system was revised as the bonus-malus scheme was introduced. Previously, PEVs were tax exempted for the first 5 years but since July 2018 the tax exemption lasts for 3 years.</p> <p>b) Cost-neutral for the state budget</p> <p>EV bus/trucks/work machines rebate</p>				

	<p>a) In 2016, the Government introduced a purchase subsidy specifically targeting electric buses. In the beginning, battery electric and plug-in hybrid buses could be granted rebate. In 2017, fuel cell buses using renewable hydrogen were also included in the scheme. In 2018, the EV bus scheme expanded to also entitle private transport companies the purchase rebate. In 2019, the government decided to also include electric trucks and working machines. In total EUR 12 million is allocated to the scheme.</p> <p>TAX Benefits</p> <p>Reduced value of fringe benefits</p> <p>a) Company cars can reduce the value of fringe benefits for PEVs compared to the equivalent, conventional, fossil-fueled car. After adjustment, the value of fringe benefits is reduced by 40%, to a maximum of EUR 1,000. Given the PEV deployment among company cars, it constitutes for 75% of the PEV ownerships, this has probably been the most important incentive to promote the use of PEVs in Sweden.</p>						
Non-Financial benefits non-financial benefits used		Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas	Priorities when using electric vehicles	Support for implementation /adoption	Others
	Yes				X	X	X
	No	X	X	X			
Non-Financial benefits Description of available benefits	<p>Priorities when using electric vehicles</p> <p>Public market actors, such as airports, have prioritised lanes for PEVs and biogas vehicles. This means taxi drivers with these vehicles have shorter waiting times and can serve users much faster.</p>						
	<p>Support for adoption of electric vehicles</p> <p>There are no regional or local policies to promote PEVs in Sweden, only variable levels of engagement. The cities and regions in Sweden with a high PEV uptake have often worked consistently with PEV promotion and EVSE deployment activities for many years. Even though the conditions for PEVs in Sweden are more favorable outside the dense cities, the three largest metropolitan areas – Stockholm, Gothenburg and Malmö – comprise about 75% of the PEVs in Sweden. The highest uptake of PEVs in Sweden is found in Stockholm. Approximately half of the PEV stock is registered here. Approximately 65% of the new-car sales in Sweden were fleet vehicles or company cars. The setup for company cars in Sweden ranges from financing models where the employer pays for all costs of the car and</p>						

	<p>the employee is just taxed for the benefit, to operational leasing models where the employee pays for all costs for the car with a gross salary deduction. Given the PEV deployment among company cars, it constitutes for about 75% of the PEV ownerships, this has probably been the most important incentive to promote the use of PEVs in Sweden.</p> <p>Governmental fleets are governed by certain procurement policies in Sweden, which force them to particularly consider climate factors when acquiring cars and vans or other mobility services. The public procurement policies in Sweden also promote an increased use of renewable fuels, such as sustainable biofuels and electricity.</p> <p>As mentioned, there has been an e-bus rebate since 2016 and by august 2020, there operated over 330 electric buses in Sweden. The procured bus traffic in Sweden has already surpassed the Swedish climate law goals for 2030 and the sector already use over 85 % renewable fuels.</p>			
Charging infrastructure Support to the implementation of one of the following types of charging infrastructure		Public charging	Semi-public charging	Private charging
	Slow charging (AC)	x	X	X
	Fast charging (DC)	X	X	X
	Inductive charging (contact free)	X	x	X
Charging infrastructure Description of how the implementation of charging infrastructure is supported	<p>The Swedish market for charging infrastructure is completely deregulated, which enables for almost anyone to become a charging point operator (CPO). This has created an ecosystem of charging infrastructure benefits from interactions between private and public efforts to deploy EVSE.</p> <p>In September 2015, the Swedish government launched the investment support scheme Klimatklivet, the Climate Leap. Klimatklivet is a general investment support scheme, not specifically aiming at charging infrastructure deployment, granting up to 50% of the investment cost. Over 35,000 charging points had been granted support. The majority, 27,000 charging points, are non-public installations for company fleet vehicles or for residents in multi-family dwellings.</p> <p>The Climate Leap has also granted support to depot- and public fast charging stations for buses and for electric trucks.</p> <p>In addition to the Climate Leap, there is a certain home-charging support scheme. From February 1st, 2018, private households are subsidised up to 1,000 Euros, or by 50%, when installing an EVSE at their home</p>			

Charging infrastructure Topics considered for the development of specific programmes or measures to support charging infrastructure		Building Directives	Legal issues concerning the implementation of charging infrastructure	Grid development/ integration	Electricity suppliers / operators	Others
	Yes					
	No		X	X	X	X
Charging infrastructure Description of specific programmes specific programmes or measures to support charging infrastructure	Building directives Only EPBD					
Research and Innovation Funding Programmes Description of most significant programmes to support the roll out of small electric vehicles for private and commercial use	Not applicable in Sweden, the market share for cars is over 30% hence no R&D efforts to support the market. However, research for integration with electricity network and some high-risk product developments. For example: the Northvolt pilot demonstration. And some governance research to facilitate the transition of the transport sector.					

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase subsidies Purchase support				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	Climate leap have granted support for a number of public fast chargers in several different Swedish cities.				
Research and Innovation Funding Programmes Description of most significant programmes to foster the electrification of public transport	FFI				
Additional information	www.energimyndigheten.se/klimat--miljo/transporter/transporteffektivt-samhalle/elbusspremie/				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X		X	X
	No		X		
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes	X			
	No		X	X	
Financial incentives Description of available incentives	Purchase Subsidies Purchase subsidy				
Charging infrastructure Description of how the implementation of charging infrastructure is supported	Climate Leap has granted support to depot charging for heavy duty vehicles and public fast chargers for regional distribution.				
Research and Innovation Funding Programmes Description of research and innovation programmes to promote zero emission and freight	FFI - www.energimyndigheten.se/forskning-och-innovation/forskning/omraden-for-forskning/transporter/fordon/program/fordonsstrategisk-forskning-och-innovation-ffi/				

Turkey

General Information	
Is the electrification of transport part of the priorities of your country/region?	No
Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?	No

Small and light vehicles					
Measures used or planned to support the implementation of small electric vehicles for both private and commercial use		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes				
	No	X	X	X	X
Further information	www.yatirimadestek.gov.tr/				

Public Transport					
Measures used or planned to support the electrification of public transport		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes	X			
	No		X	X	X
Financial incentives financial incentives used		Purchase Subsidies	Tax benefits	Other	
	Yes			X	
	No	X	X		
Financial incentives Description of available incentives	Others R&I incentives				
Additional information	www.yatirimadestek.gov.tr/				

Logistic and Freight					
Measures used or planned to support zero emission logistic and freight		Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
	Yes				
	No	X	X	X	x
Additional information	www.yatirimadestek.gov.tr/				

4. Annex I

12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

EMEurope | State of the art survey No. 2 – National, Regional and EU measures to establish and support electric mobility

The state of the art surveys of regional, national and EU measures No. 1 and 2 are part of the outputs planned within the EMEurope policy cooperation activities.

The aim of this survey is to serve as base for information and exchange of experiences on the implementation of electric mobility supporting measures in the countries and regions involved in the initiative. All partners involved in the EMEurope Policy Cooperation activities are requested to contribute to the survey.

The survey considers different types of measures, such as financial and non-financial incentives, charging infrastructure infrastructure and R&I funding programmes for road transport vehicles.

Additionally the survey is divided in four groups:

- General information
- Small vehicles
- Public transport
- Logistic and freight

For each group the different types of measures described above were considered.

Welcome to the second survey within the EMEurope policy cooperation activities!

There are 34 questions in this survey.

General Information

General questions about programmes and priorities of the organisations participating in the survey.

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: GIQ10)

Is the electrification of transport part of the priorities of your country/region?

*

Choose one of the following answers
Please choose only one of the following:

- ☐ NO
☐ YES

Make a comment on your choice here:

(Code: GIQ20)

Does your country/region collaborate with European networks and/or initiatives dealing with electric mobility topics?

[If answer YES, please list the initiative(s)/network(s) with which your organisation has the strongest collaborations]

*

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: GIQ30)

In your opinion, which groups of stakeholders or networks should be involved in the policy cooperation activities (additionally to the ones already involved, e.g. EGVA, UITP, Polis)?

*

Please write your answer here:

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: GIQ40)

Did the recent outbreak of Covid-19 influence or will influence the programmes dedicated to foster the electrification of transport in your country/region?

[If yes, please write a few lines about this influence]

*

❶ Choose one of the following answers
Please choose only one of the following:

☐ NO

☐ YES

Make a comment on your choice here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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Small Vehicles

In this group of questions, please consider small and light vehicles, e.g. electric bicycles, scooters, motorcycles, passenger cars, for both private and commercial use.

12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ00)

Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use?

[Mark all applicable options]

(Note: If measures are "ongoing" and/or "planned", please choose "YES")

*

Please choose the appropriate response for each item:

	Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
YES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ10y)

Financial incentives

Does your country/region make use of one or more of the following financial incentives?

*

Only answer this question if the following conditions are met:

Answer was "YES" at question "5 [SVQ00]" ((Code: SVQ00) Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use? [Mark all applicable options] (Note: If measures are "ongoing" and/or "planned", please choose "YES") (Financial incentives))

Please choose the appropriate response for each item:

	Purchase or Leasing Subsidies	Tax Benefits (registration, ownership, company)	VAT Benefits	Others
YES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ110p)

Purchase or leasing subsidies

Please describe

- a) the main features and characteristics of the ongoing and/or planned measures,
- b) your experience and/or expectations concerning implementation issues and contribution to the international, national and/or regional goals, and
- c) the challenges related to these measures concerning implementation and potentially planned modifications to these measures in the future.

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '6 [SVQ10y]' ((Code: SVQ10y) Financial incentives Does your country/region make use of one or more of the following financial incentives? (Purchase or Leasing Subsidies))

Please write your answer here:

<https://emeurope.limesurvey.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ120p)

Tax benefits

Please describe

- a) the main features and characteristics of the ongoing and/or planned measures,
- b) your experience and/or expectations concerning implementation issues and contribution to the international, national and/or regional goals, and
- c) the challenges related to these measures concerning implementation and potentially planned modifications to these measures in the future.

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '6 [SVQ10y]' ((Code: SVQ10y) Financial incentives Does your country/region make use of one or more of the following financial incentives? (Tax Benefits (registration, ownership, company)))

Please write your answer here:

<https://emeurope.limesurvey.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ13op)

VAT Benefits

Please describe the VAT benefits your country provides or intends to provide for the purchase of small electric vehicles.

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '6 [SVQ10y]' ((Code: SVQ10y) Financial incentives Does your country/region make use of one or more of the following financial incentives? (VAT Benefits))

Please write your answer here:

(Code: SVQ14op)

Others

Please describe other types of financial incentives your country/region provides or intends to provide to support the purchase of small electric vehicles.

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '6 [SVQ10y]' ((Code: SVQ10y) Financial incentives Does your country/region make use of one or more of the following financial incentives? (Others))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ20y)

Non-financial benefits

Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles?

(Note: Non-financial benefits can stimulate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.)

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '5 [SVQ00]' ((Code: SVQ00) Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use? [Mark all applicable options] (Note: If measures are "ongoing" and/or "planned", please choose "YES") (Non-financial benefits))

Please choose the appropriate response for each item:

	Parking advantages in crowded city areas	Lane use advantages in high traffic areas	Access to restrict areas (Green zones, etc.)	Priorities when using electric vehicles (Taxis, delivery services, etc.)	Support for implementation/adopt (regulations, procurement, support/coordination offices, etc.)	Others
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ210p)

Parking advantages

Please describe aspects such as location of slots, acceptance of measure, etc. of the parking advantages your country/region provides or intends to provide for electric small vehicles.

*

Only answer this question if the following conditions are met:

Answer was 'Yes' at question '11 [SVQ20y]' ((Code: SVQ20y) Non-financial benefits Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles? (Note: Non-financial benefits can estimate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.) (Parking advantages in crowded city areas))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ220p)

Lane use advantages

Please describe aspects of the lane use advantages your country/region provides or intends to provide concerning location of lanes, acceptance by users, etc.

*

Only answer this question if the following conditions are met:

Answer was 'Yes' at question '11 [SVQ20y]' ((Code: SVQ20y) Non-financial benefits Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles? (Note: Non-financial benefits can estimate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.) (Lane use advantages in high traffic areas))

Please write your answer here:

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ23op)

Access to restrict areas

Please describe how the access to restrict areas (e.g. green zones, city centers, conservations areas) is (will be) implemented by your country/region and the (expected) outcomes of this type of measure (e.g. concerning acceptance).

*

Only answer this question if the following conditions are met:

Answer was 'Yes' at question '11 [SVQ20y]' ((Code: SVQ20y) Non-financial benefits Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles? (Note: Non-financial benefits can estimate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.) (Access to restrict areas (Green zones, etc.)))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ24op)

Priorities for users of electric vehicles

Please describe offered or planned priorities for users of electric vehicles (not necessarily owners) when choosing services which are/ will be implemented in your country/region (e.g. waiting list priority for delivery services or taxis).

*

Only answer this question if the following conditions are met:

Answer was 'Yes' at question '11 [SVQ20y]' ((Code: SVQ20y) Non-financial benefits Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles? (Note: Non-financial benefits can estimate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.) (Priorities when using electric vehicles (Taxis, delivery services, etc.)))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ25op)

Support for adoption of electric vehicles

Please describe how your country/region supports or is planning to support the adoption of electric vehicles by companies and private owners.

*

Only answer this question if the following conditions are met:

Answer was 'Yes' at question '11 [SVQ20y]' ((Code: SVQ20y) Non-financial benefits Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles? (Note: Non-financial benefits can estimate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.) (Support for implementation/adoption (regulations, procurement, support/coordination offices, etc.))

Please write your answer here:

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ26op)

Others

Please describe other non-financial benefits your country/region provides or supports to promote electric mobility.

*

Only answer this question if the following conditions are met:

Answer was 'Yes' at question '11 [SVQ20y]' ((Code: SVQ20y) Non-financial benefits Does your country/region use or plan to use one or more of the following non-financial benefits for small electric vehicles? (Note: Non-financial benefits can estimate the use of electric vehicles by giving users advantages that they would not have by using other types of vehicles, such as free parking in city centers or priority in delivery services.) (Others))

Please write your answer here:

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ30y)

Charging infrastructure

Does your country/region support the implementation of one of the following types of charging infrastructure?

[Please write "YES" for each location where the technical specification (AC, DC, inductive) applies and "NO" if for a certain location, the type of charging infrastructure is not applicable. Additional information in the same field is possible.]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '5 [SVQ00]' ((Code: SVQ00) Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use? [Mark all applicable options] (Note: If measures are "ongoing" and/or "planned", please choose "YES") (Charging infrastructure))

	Slow charging (AC)	Fast charging (DC)	Inductive charging (contact free)
Public charging	<input type="text"/>	<input type="text"/>	<input type="text"/>
Semi-public charging (depots, parking garages, etc.)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Private charging	<input type="text"/>	<input type="text"/>	<input type="text"/>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ31op)

Charging infrastructure

Please describe how your country/region supports the implementation of charging infrastructure.

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '5 [SVQ00]' ((Code: SVQ00) Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use? [Mark all applicable options] (Note: If measures are "ongoing" and/or "planned", please choose "YES") (Charging infrastructure))

Please write your answer here:

(Code: SVQ32op)

Charging infrastructure

Did your country/region develop specific programs or measures to support charging infrastructure especially considering the listed topics?

[If YES, please describe]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '5 [SVQ00]' ((Code: SVQ00) Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use? [Mark all applicable options] (Note: If measures are "ongoing" and/or "planned", please choose "YES") (Charging infrastructure))

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: SVQ40y)

Research and innovation funding programmes

What are the most significant research and innovation programs your country/region applies to support the roll out of small electric vehicles (two- and four wheelers, cars, etc.) for private and commercial use?

[Please include main lessons learned.]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '5 [SVQ00]' ((Code: SVQ00) Does your government use or is planning to use one or more of the following measures to support the implementation of small electric vehicles in your country/region, for both private and commercial use? [Mark all applicable options] (Note: If measures are "ongoing" and/or "planned", please choose "YES") (Research and innovation funding programmes))

Please write your answer here:

(Code: SVQ50y)

Additional information

Please provide the website address where more information on incentives and benefits for small electric vehicles can be found:

*

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

Public Transport

The questions in this group mainly relate to electric buses and trolleys, but other transportation modes are not excluded (e.g. boats).

(Code: PTQ00)

Does your government make or made use of one or more of the following measures to support the electrification of public transport in your country/region?

[Mark all applicable options]

(Note: For both options "ongoing" and "planned", please choose "YES" or "NO")

*

Please choose the appropriate response for each item:

	Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
YES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: PTQ100p)

Financial incentives

Which financial incentives are currently used by your country/region to support the electrification of public transport?

[Please, write a short description of applicable incentives]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '23 [PTQ00]' ((Code: PTQ00) Does your government make or made use of one or more of the following measures to support the electrification of public transport in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Financial incentives))

Comment only when you choose an answer.

Please choose all that apply and provide a comment:

☐ Purchase subsidies

☐ Tax benefits

☐ Other [please describe]

☐ Other [please describe]

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: PTQ200p)

Non-financial benefits

Which non-financial benefits (e.g. procurement support office) are used by your country/region to promote the electrification of public transport?

[Please, write a short description of benefits]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '23 [PTQ00]' ((Code: PTQ00) Does your government make or made use of one or more of the following measures to support the electrification of public transport in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Non-financial benefits))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: PTQ300p)

Charging infrastructure

Please describe how (e.g. type of incentives, programmes) your country/region supports the construction/implementation of charging infrastructure for public transport and the lessons learned from these measures.

*

Only answer this question if the following conditions are met:
Answer was 'YES' at question '23 [PTQ00]' ((Code: PTQ00) Does your government make or made use of one or more of the following measures to support the electrification of public transport in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Charging infrastructure))

Please write your answer here:

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: PTQ400p)

Research and innovation funding programmes

Please describe the research and innovation funding programmes used by your country/region to foster the electrification of public transport.

*

Only answer this question if the following conditions are met:
Answer was 'YES' at question '23 [PTQ00]' ((Code: PTQ00) Does your government make or made use of one or more of the following measures to support the electrification of public transport in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Research and innovation funding programmes))

Please write your answer here:

(Code: PTQ500)

Additional information

Please provide the website address where more information on incentives and benefits for the electrification of public transport can be found:

*

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

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Logistic and Freight

Please, consider trucks and vans, but also smaller transporters when answering the questions in this group.

12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: LFQ00)

Does your government use of one or more of the following measures to support zero emission of logistic and freight in your country/region?

[Mark all applicable options]

(Note: For both options "ongoing" and "planned", please choose "YES" or "NO")

*

Please choose the appropriate response for each item:

	Financial incentives	Non-financial benefits	Charging infrastructure	Research and innovation funding programmes
YES	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: LFQ10op)

Financial incentives

Which financial incentives are used to promote zero emission logistic and freight by your country/region?

[Please, write a short description of applicable incentives and lessons learned.]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '29 [LFQ00]' ((Code: LFQ00) Does your government use of one or more of the following measures to support zero emission of logistic and freight in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Financial incentives))

❗ Comment only when you choose an answer.

Please choose all that apply and provide a comment:

☐ Purchase subsidies☐ Tax benefits☐ Other [please describe]☐ Other [please describe]

https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyId/567797

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: LFQ20op)

Non-financial benefits

Which non-financial benefits to promote zero emission logistic and freight are currently used by your country/region?

[Please, write a short description of benefits]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '29 [LFQ00]' ((Code: LFQ00) Does your government use of one or more of the following measures to support zero emission of logistic and freight in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Non-financial benefits))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyId/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: LFQ30op)

Charging infrastructure

How does your country/region supports the installation of charging infrastructure for logistic and freight?

[Please describe the type of incentives]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '29 [LFQ00]' ((Code: LFQ00) Does your government use of one or more of the following measures to support zero emission of logistic and freight in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Charging infrastructure))

Please write your answer here:

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyId/567797>

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12.8.2020 LimeSurvey Professional - Your online survey service - EMEurope | State of the art survey No. 2 – National, Regional and EU meas...

(Code: LFG400p)

Research and innovation funding programmes

How does your country/region use research and innovation funding programmes to promote zero emission logistic and freight?

[Please, describe the planned funding programmes.]

*

Only answer this question if the following conditions are met:

Answer was 'YES' at question '29 [LFG00]' ((Code: LFG00) Does your government use of one or more of the following measures to support zero emission of logistic and freight in your country/region? [Mark all applicable options] (Note: For both options "ongoing" and "planned", please choose "YES" or "NO") (Research and innovation funding programmes))

Please write your answer here:

(Code: LFG500p)

Additional information

Please provide the website address where more information on incentives and benefits for the promotion of zero emission logistic and freight can be found:

*

Please write your answer here:

Thanks a lot for your input!

The results of this survey will be available to the EMEurope partners soon.

<https://emeurope.limequery.com/admin/printablesurvey/sa/index/surveyid/567797>

29/30

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05/09/2020 – 17:39

Submit your survey.

Thank you for completing this survey.

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