e-MOTICON

e-MObility Transnational strategy for an Interoperable COmmunity and Networking in the Alpine Space.

March 26th, 2019

European Regional Development Fund

Municipality Jesenice

- Positioned in the northwest of Slovenia, bordering to Austria
- One of the 18 municipalities of Gorenjska region
- 20,759 citisens (2018)
- Area: 75,8 km²

- An excellent traffic geographical location with state and international companies, developed industry, trade and various administrative, educational sectors.
- A2 motorway, the Karavanke-Obrežje tunnel and the Jesenice-Ljubljana and Jesenice- Nova Gorica railway lines.

Municipality Jesenice

- Travel habits survey shows that most daily trips are done by car, 76% of trips to work or school, 63% of trips for running errands.
- 80% of inhabitants do not use public transportation or they use it once per year.
- Smaller settlements have almost no alternative to the car use.
- The bus connections are insufficient, mostly used for the transport to school, for other uses inconvenient.
- Rail transport lacks accompanying infrastructure and the traveling time is longer as per car travel.
- Bicycle infrastructure is insufficient and in some cases dangerous. Bike sharing system is being established; however the bikes are not appropriate for the dynamic terrain.
- Development of electromobility is slow (1 hibrid bus, 1 electric charging station)
- Why? (price of fuel, parking space, faster, more convinient,…, EV- expensive, lack of E-CS)

Gorenjska region – electromobility

- 30 electric charging stations
- 1 e-car sharing system
- 50 e-cars personal vehicles
- 3 e-bike sharing systems
- 1 electric mini bus
- 2 hybrid buses
- Several techinical e-vehicles

- Public authorities are changing fleets (17 e-vehicles owned and used by public authorities in the region and 2 by electro distributer)
- The share of energy production by means of production is:
  - 34.6% by Co-generation of electric and thermal energy
  - 57.4% by hydro plants
  - 8% photovoltaic

Gorenjska region – electromobility

- Strengths:

- ❑ Relatively high number of existing and operating interoperable E-CS
- ❑ Relatively sufficient diffusion of E-CS
- ❑ Regional distributer of electricity
- ❑ Good proportion of faster and slower charging time (on the highway faster and in settlements charging time from 3-8h)
- ❑ Standardized sockets
- ❑ **Posibility of free charging still exist**
- ❑ Easy access to the E-CS
- ❑ Relatively good localization
- ❑ **A lot of E-CS on public locations**
- ❑ **Good support from some local stakeholders – municipalities**

Gorenjska region – electromobility

- Weakneses:
  - ❑ Multiple informational platforms
  - ❑ **Lack of motivation and knowledge from some municipalities**
  - ❑ Payments possible by APP and RFID card
  - ❑ 1 service provider is offering payment solution online by credit card
  - ❑ The energy part of the network is quite slowly following the development and needs of the e-mobility network, meaning that the electric grid does not support a number of new E-CS set-ups

- Opportunities:
  - ❑ **National policy support in setting up the E-CS infrastructure and services by financial incentives**
  - ❑ Lots of good practices from other regions and abroad – no need of reinventing the wheel
  - ❑ Expert companies for E-CS interoperable software development and development of E-CS technology

Electromobility in Gorenjska – policies

- Electromobility is addressed in:
  - Sustainable Urban Mobility Plans
  - Local Energy Concept Action plans / Sustainable Energy Action Plans
  - **Development strategies, Traffic strategies (municipalities)**

and now developed in e-MOTICOn project

A Regional Action plan for e-mobility infrastructure in Gorenjska and Communication Strategy for e-mobility

Regional Action plan for e-mobility infrastructure in Gorenjska

- Region of Gorenjska aims to gradually upgrade existing E-CS infrastructure for private and public e-vehicles according to the trend of the demand in the sector of e-mobility and in parallel develop also infrastructure for the vehicles on alternative fuel.

- Public authorities are planning reducing the use of cars in the city centers by different measures: slowing down traffic, closing streets for vehicles, building pedestrian and quite zones, cycling paths, dedicating parking spaces to e-vehicles and setting up or supporting the set-up of E-CS in the city centers, while building parking lots outside the city centers;

The measures of reducing the use of private cars are also parking price policy, supporting e-car sharing systems, buying e-vehicles for the business use and setting-up E-CS for their employees.

Regional Action plan for e-mobility infrastructure in Gorenjska

- Public authorities cooperate with private investors who are interested to set up infrastructure supporting the diffusion of e-mobility or mobility of other alternative fuels.
- Public administration in Gorenjska region aims to seize available national or European non-refundable financial incentives for the implementation of the infrastructure and transport on alternative fuel.
- The role of public administration in Gorenjska region is perceived more as a supporting one in regard to setting up the E-CS. Even if owning the E-CS the majority of municipalities are giving the operation and management of E-CS to E-CS network operating companies which are in the case of Gorenjska in energy business sector (distributers of electricity, fossil fuel and other corresponding services).

Regional Action plan for e-mobility infrastructure in Gorenjska

- **The long-term aim is that ownership and management of e-mobility infrastructure, including the costs of electricity is transferred from municipalities to private sector** and that municipalities are addressing only the spatial planning, parking policies, regulative policies, concessions for public transport and similar in connection mobility on alternative fuels.

Regional Action plan for e-mobility infrastructure in Gorenjska

- Strategic objectives:

1. **Provide support to the local PA (municipalities)**
2. Achieve complete interoperability of electric charging services
3. Reach an adequate territorial coverage for electric charging services
4. Make the information on the charging network available to regional and transnational users
5. **Promote e-mobility**
6. **Integrate public transport and private transport**

- To this **6 strategic objectives 9 corresponding actions** were identified and **21 measures** are planned to be implemented by 2023

Main outcome of the e-MOTICON project for Gorenjska

- 2 pilot actions:

1st: technically upgrading existing E-CS, connecting them into a interoperable network and monitoring (use upon localization, usage of electricity, malfunctioning, RFID card …), setting up help line, use instruction. Sustainability was assured by integrating the network into a larger one, connecting 3 regions.

2nd: setting up regional e-mobility platform promoting e-mobility

- **Preparing Regional Action plan**
- **Preparing Guidelines for Public authorities** building knowledge capacity regarding e-mobility
- Organising on-line training for public authorities building knowledge capacity regarding e-mobility
- Organising 5 promotional e-mobility events
- **Including 2 municipal observers** directly into the project implementation to share good practices and get international experience

Main outcome of the e-MOTICON project for Gorenjska

- Vision:

By 2023 Gorenjska region will have 80% of municipalities covered by E-CS interoperable network infrastructure supported by public administration financial incentives and policies, using the available resources and will have knowledge empowered public administration in regard to e-mobility.

The vision of sustainable mobility in Gorenjska region is emphasizing a higher quality of life for the people also by use of sustainable means of transportation corresponding to the peoples' needs.

ALPINE SPACE + E-MOBILITY = PEARL OF EUROPE

Thank you for you attention!!!!

E-mobility on the way with me.