ChargeUp

EUROPE

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1. Introduction to ChargUp Europe
2. The ecosystem
3. AFID revision – our 12 recommendations
4. Standalone Regulation & EU-wide governance regime

ChargeUp EUROPE

A new electric vehicle charging infrastructure industry association that has come together to work towards an expeditious and effortless rollout of EV charging infrastructure in Europe.

WHO WE ARE

Our 14 member companies represent over 300.000 charging points across 27 Member States.

INDUSTRY MEMBERS

allego
chargepoint
EVBOX
everon
COMPLEO
edp
evway
ABL reev
FASTNED
ABB
greenway
has·to·be eMobility
Last Mile Solutions
TOTAL
power dot

KNOWLEDGE & ECO-SYSTEM PARTNERS

EVRoaming Foundation
Realising cross-border charging
ADL
Arthur D Little
ALD Automotive
elia
Elia Group

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OUR VALUES & GOALS

- Consumer first - infrastructure roll-out that starts from the consumer needs
- Open market model for infrastructure investment and development - predictable, non-discriminatory and market-based regulatory framework
- Open standards and protocols
- Safety and security
- Work in partnership with our stakeholders to ensure a smooth transition to low emission mobility in Europe

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ECOSYSTEM

EV CHARGING ECOSYSTEM

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Learn how the EV charging ecosystem works together to enable the best charging experience for EV drivers

EV DRIVER

Ad-hoc charging

CHARGING STATION OWNER

e.g. business that provides EV charging at their private or (semi-)public location such as supermarket or public car park

Subscription
EV driver signs contract with E-Mobility Service providers (MSP)

Operation Contract
between owner and CPO

Bilateral roaming agreement
between MSP and CPO

MSP

Mobility Service Providers
provide access and payments services to drivers

MSP and CPO collaborate with Roaming hubs to ensure the broadest charging network possible on an international level

CPO

Charge Point Operator
installs and manages the charging station from A-Z

HUB

Roaming Platform

Electricity Supply

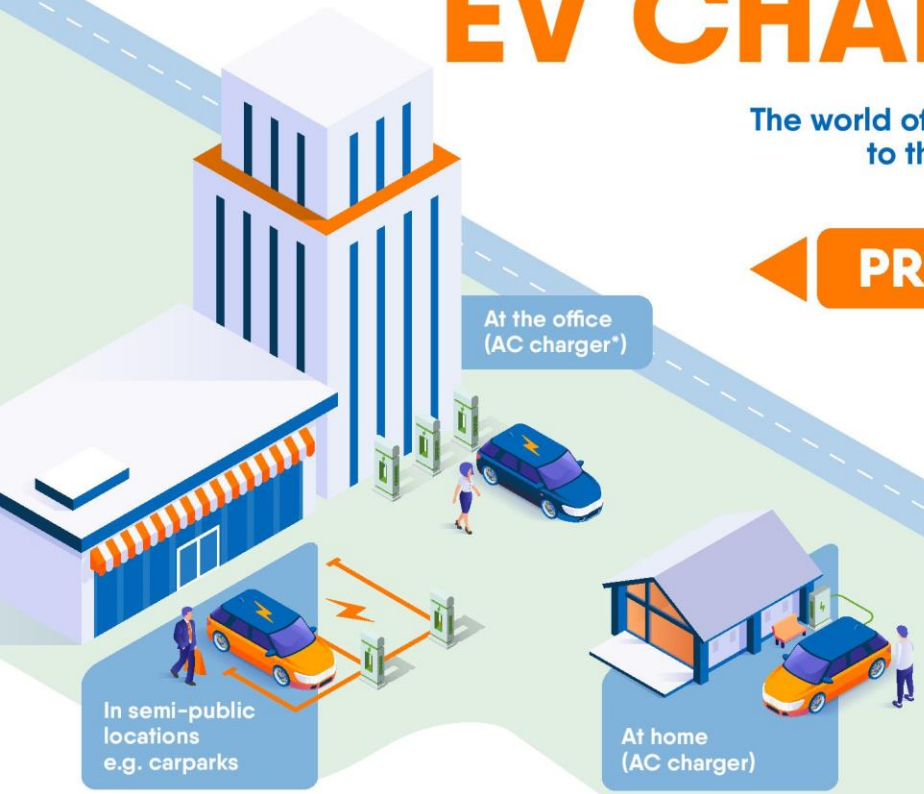
* ROLES
Companies can also have multiple roles e.g. a company can be an MSP or a CPO separately, and some companies act as both a CPO and MSP

EV CHARGING USE CASES

The world of Electric Vehicle (EV) Charging is evolving rapidly to respond to the needs of different drivers, vehicles and use-cases.

PRIVATE CARS

Regular trips with charging mainly in non-public locations e.g. home, offices, commercial areas. **Requires** policy tools for different use cases.



TRUCKS

Destination, depot and public charging in urban areas, on major networks and across borders. **Requires** dedicated funding mechanisms, grid capacity upgrades, and open information exchange to optimise trips & to fulfil rest time obligations.

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URBAN FLEETS

Very regular trips where batteries can support 0.5 - 1 days without recharging. **Requires** space to deploy dedicated charging hub & upgrading grid connection to meet charging needs.

TNCS/TAXIS

Very frequent, often 24h/usage of the car. **Requires** fast charging infrastructures, charging time that respects rest time & charging areas planned at municipal level with utilization by TNCs/taxis prioritized.

* AC charger = normal charger in comparison with DC charger standing for fast chargers.

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AFID REVIEW

RECOMMENDATIONS

FOR THE REVISION OF THE ALTERNATIVE FUELS INFRASTRUCTURE DIRECTIVE (AFID)

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Replace the Alternative Fuel Infrastructure Directive (AFID) with a Regulation to ensure harmonisation

Widen the scope to privately owned charging which is publicly accessible & privately owned charging not publicly accessible

Prioritise interoperability, open networks to enable open & uniform communication protocols

Urge Member States to develop site allocation strategies for **fast charging stations** and ensure open and transparent tender procedures

Introduce ambitious binding weighted targets for charging infrastructure at Member State level

Take a consumer-centric approach so EV driver has quality data on charging locations, price transparency & payment system choice

Improve transparency & market governance to speed up grid connection & enable efficient market access

Increase focus on electric heavy-duty vehicles to allow HDVs to charge across the road network & in urban areas

Introduce a "Right to Plug" so people can request the installation of charging points in or near their residence or workplace

Focus only on zero emission fuels in order to decarbonise the road transport sector.

Ensure charging infrastructure is future proof & provide a clear definition of smart charging

Ensure the conditions for roaming so EV drivers can travel seamlessly across the EU

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CALL FOR STANDALONE REGULATION

- Multi-billion euro investments in electromobility & a rapid upsurge in EV purchases in 2020
- E-mobility is no longer ‘alternative’ and shouldn’t be bundled with other fuels.
- Current patchwork of national rules, lack of interoperability and incoherent policy planning models slowing down roll out of infrastructure
- Single market for investment in EV infrastructure doesn’t exist today
- Call for standalone Regulation at the core of a dedicated European governance regime for EV charging infrastructure
- Complementary rules for charging under the Energy Performance of Buildings Directive (EPBD) and links with TEN-T
- Coherent framework and transparent and non-discriminatory rules across EU are crucial for sustainable market & long-term growth
- Clear methodology for Member State roll-out plans

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BENEFITS OF APPROACH

1. Meeting the EU's ambition of 3 million public charging stations by 2030
2. Creating an open, predictable market for investors and operators
3. Preventing the development of a 2-speed Europe
4. Avoiding slowdown in EV adoption
5. Safeguarding drivers' interests
6. Supporting EU energy transition ambitions

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THANK YOU FOR YOUR ATTENTION