

Memorandum of Understanding

for a synergic deployment of charging infrastructure as a prerequisite for the further development of e-mobility in the Alps

e-MOTICON project, co-financed by INTERREG Alpine Space Programme, contributed to the homogeneous diffusion of e-mobility throughout the Alpine Space, thus enhancing the public administrations (PAs) capabilities in building an interoperable infrastructure (E-CS) for charging electric vehicles (EVs). In particular it contributed in delivering important outputs and results such as a **Whitebook** including a “**Transnational Strategy for the Alpine Area**” built upon the outcomes of five “**Regional Action Plans**” outlining the strategic approach of each involved region on e-mobility, a **Guideline** including a list of practical recommendations for PA, thus allowing an integrated approach when planning the implementation of E-CS interoperability and spatial planning, as well as the establishment of a Transnational Community.

The overall e-MOTICON Strategic Vision is that everybody can travel conveniently through the Alpine Space area with an e-vehicle which can be charged within a reasonable time and distance, for a fair price and without the need to acquire a specific contract in advance.

The project assumes that the optimal transport solutions can be different in the various territories but that everywhere electric mobility will play a fundamental role in the future. Public authorities will be the key element to guide the development of the charging infrastructure for electric vehicles especially regarding the interoperability. Therefore, in order to promote electric mobility, e-MOTICON developed a transnational strategy (https://www.alpine-space.eu/projects/e-moticon/testi-scritti/project-result/d.t.2.2.1.e-moticon_strategy.pdf), Regional Action Plans (a tactical document able to customize the transnational strategy to local needs) and Guidelines (a document with practical tools), based on best practices in the field of interoperability, to be used in the planning of publicly accessible charging stations.

In view of the above,

THE SIGNATORIES OF THIS DOCUMENT,

having regard to the EUSALP action plan and to the Alternative Fuels Infrastructure Directive (2014/94/EU¹),

HAVE AGREED that the following responsibilities and tasks of public administrations, described within six **strategic pillars** in the e-MOTICON Transnational Strategy and summarized here, are deemed essential to the effective deployment of E-CS infrastructure and thereby the overall e-mobility development:

¹ “The establishment and operation of recharging points for electric vehicles should be developed as a **competitive market with open access to all parties interested** in rolling-out or operating recharging infrastructures.”

Article 1 / Define the best possible roles of Public Administration (Strategic pillar #1), in planning a transnational and interoperable network for charging electric vehicles; the role shall be customized on the local policy mandate and the financial availability. The public administration sets minimum technical rules on infrastructure deployment by;

- setting infrastructure requirements for new buildings and new fuel stations;
- funnelling economic resources (European, National, Regional) to “market failure areas”;
- supporting coordination of the actions of different stakeholders within other Public Administration levels;
- facilitating the installation of E-CS in public and private areas (permissions, public-ground usage regulation, technical support) and the related use of e-mobility by supporting measures such as traffic/parking management and green public procurement;
- including e-mobility and infrastructure development in the planning activities, leveraging on Sustainable Urban Mobility Planning instruments;
- communicating and informing public on e-mobility;
- stimulating distribution grid reinforcement according to new mobility scenario;
- stimulating pilot actions to test innovative scenarios, e.g. the interlinkage between e-mobility and the electric grid (eg.: *vehicle to grid and vehicle to home* services).

Article 2 / Setting supra-regional common minimum rules on infrastructure (Strategic pillar #2) as such as:

- ensuring a “first level of interoperability” (in terms of hardware/charging points, software and data handling as well as energy distribution at the charging point) of new E-CS – as described in the transnational strategy, with their planning actions and guidelines;
- linking possible public financial support to new charging station only if in line with such level of interoperability;
- setting rewarding in call for tenders for new E-CS only if in line with such level of interoperability;
- linking authorization for new E-CS only if they fit the first level of interoperability.

Article 3 / Improve the existing infrastructure (Strategic pillar #3) supporting e-drivers to easily travel along the Alpine Space. This leads to the commitment in covering “black areas” as soon as possible.

Article 4 / Adopt an integrated, supra-regional mapping tool that lists the available e-CS infrastructure (Strategic pillar #4)

Article 5 / Empower communication among public administrations (Strategic pillar #5) as a core asset for quality result

Article 6 / Guarantee synergy among private and public transport (Strategic pillar #6), in a comprehensive spatial planning approach

In their role as representatives of public administrations, the signatories

DECLARE

- to pursue these tasks in the best possible way according to their capacities as well as to;
- to use the Regional Action Plan developed within the project (if any for our region) as baseline document to further develop and implement their own set of planning tools.

NAME OF SIGNATORY

POSITION OF SIGNATORY

DATE

SIGNATURE AND STAMP
