



Ministerie van Economische Zaken

The Dutch approach for the deployment of charging infrastructure

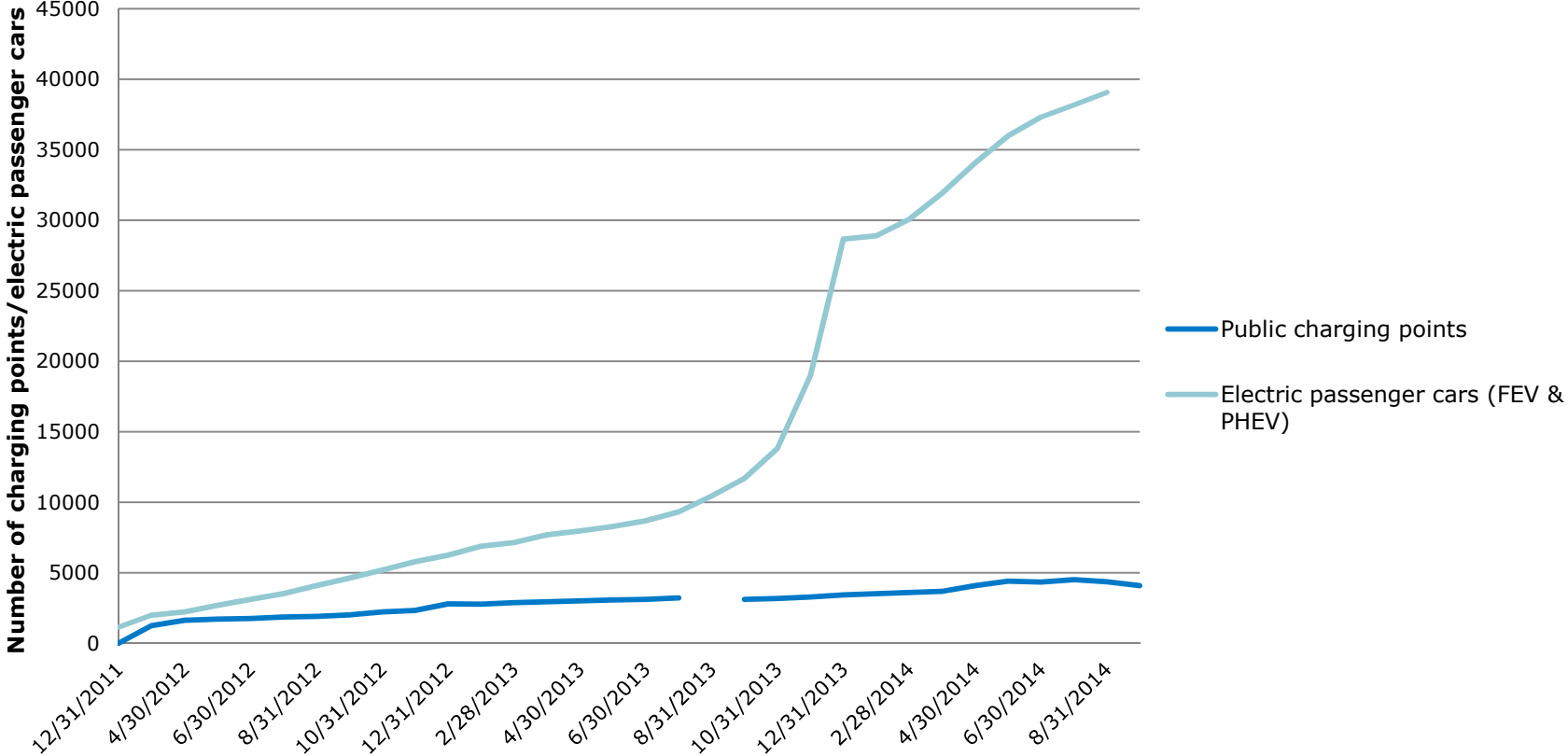
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Bram van der Wees, ministry of
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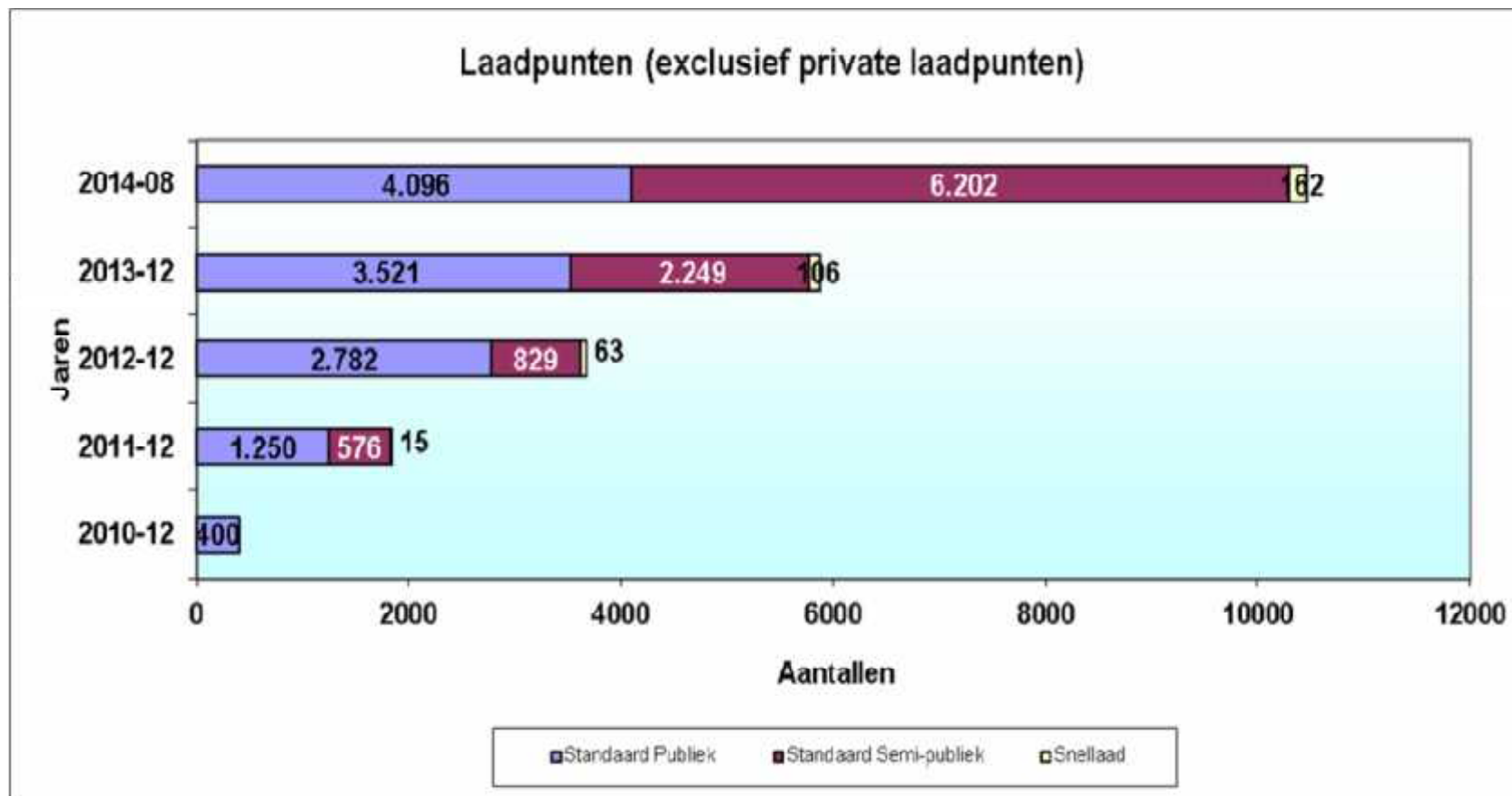


Development of public charging points and electric passenger cars (FEV & PHEV)





Infrastructure





Principles Dutch government

- EV-driver with possibilities to charge at own house (drive way, carport, garage) buys his own charging unit ;
- Companies, shopping centers etc. are stimulated to build semi-public charging infrastructure for employees and clients;
- Public infrastructure is the capstone to provide for charging infrastructure for EV-drivers who cannot charge at home or at work
- Infrastructure roll-out is in the end not a government task, but a commercial market activity.



Role (central) government

- Principally charging infrastructure roll-out is not a government task, but a commercial one.
- There is no profitable business case yet for publicly accessible infra.
- Government can facilitate the transition to a commercial profitable business case

Instrument: Green Deal



'Green Deal' public charging infrastructure

In general: Green Deal is a public private partnership made to speed up the sustainability of the Dutch economy.
Sustainability and economic growth go hand in hand.

Goals Green Deal Public Charging Infrastructure:

- Profitable business case for public charging infrastructure in 2017 by large cost reduction
- Finance losses due to unprofitable business case 2014-2017.

Public Private Partnership approach:

- Market parties (operators and builders charging infrastructure)
- Vehicle importers and producers
- Grid operators
- Public authorities (national, regional, local)



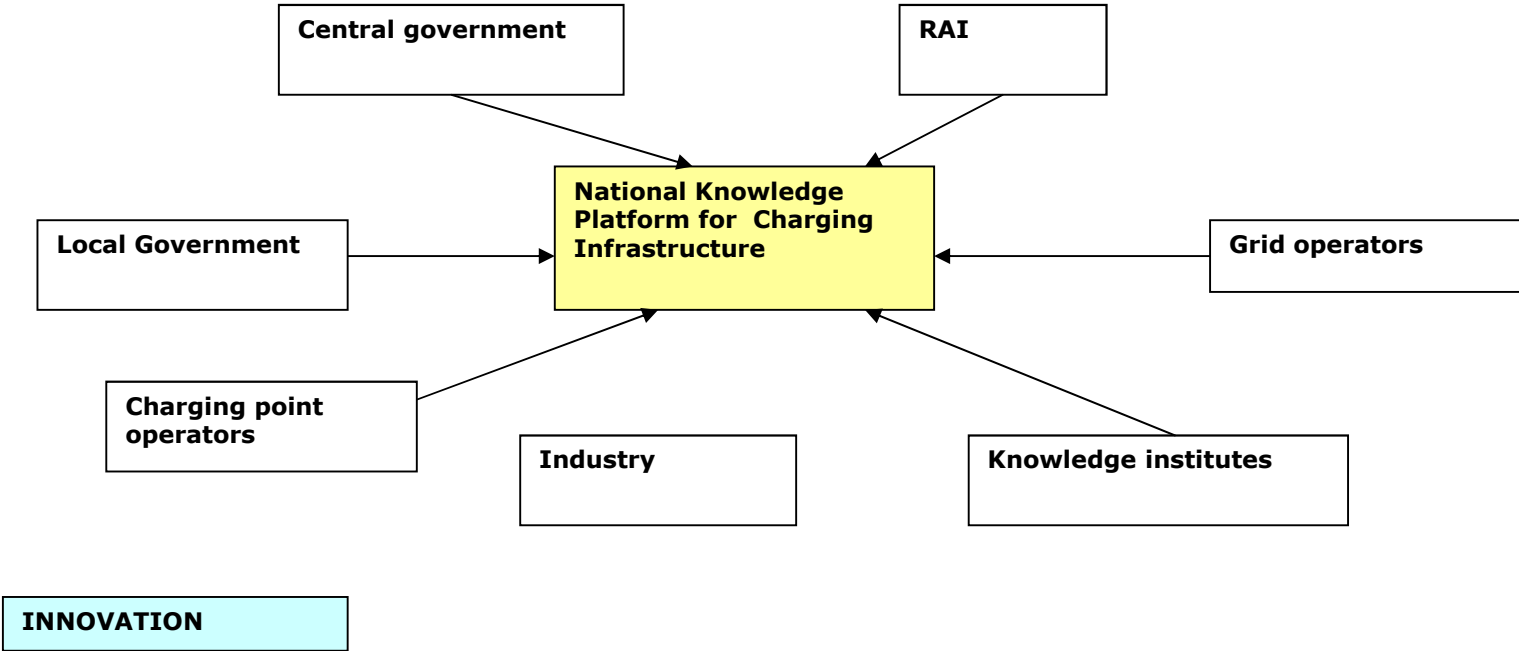
'Green Deal' public charging infrastructure

Main pillars:

- Foundation of Public-private National Knowledge Platform for Charging Infrastructure (NKL);
 - > Goal NKL: innovation programmes for substantial cost reduction
- Foundation Public-private fund for Charging Infrastructure (E-fund)
 - > Goal E-fund: finance contributions to decentral authorities who rollout charging infrastructure



National Knowledge Platform for Charging Infrastructure





Improving business case public charging infrastructure

Cost reduction by:

- More cost-efficient metering on charging units
- Reduction of idle capacity of charging points
- More efficient construction and positioning of infrastructure
- More efficient procedures grid operators and local authorities
- Adjustment of regulation to reduce tariffs grid operators for charging infrastructure

Improving earning models by:

- Liberalization charging tariffs
- Optimization location charging points



Role decentral government

- Organise rollout charging infrastructure by:
- Open Tenders of right to build and operate public infrastructure;
 - Financing temporary losses business case by stakeholders;
 - Experiments with license/subsidy model



Financing deficit in business case public charging infrastructure

The temporary loss in the business case is financed by:

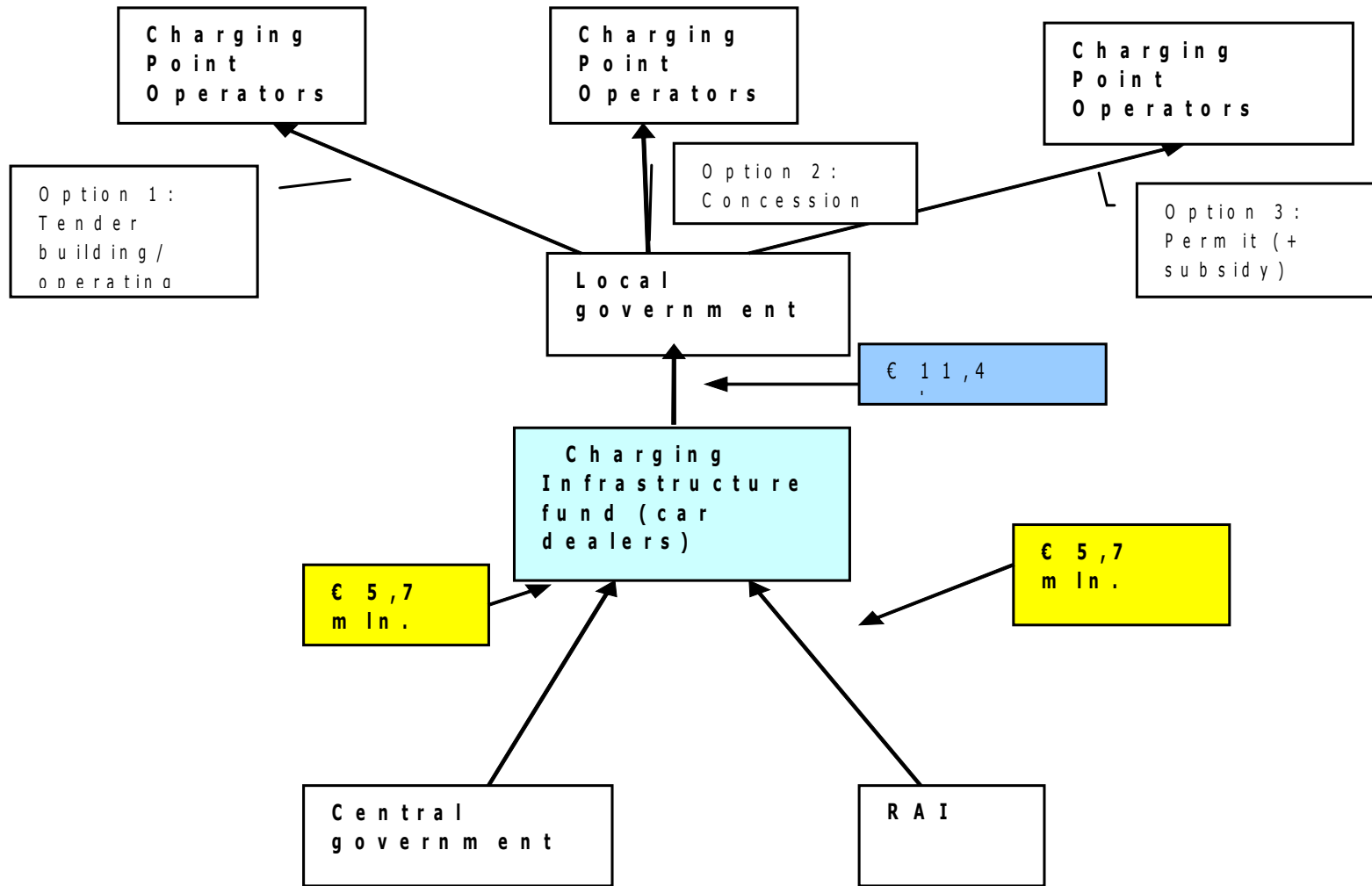
- Local and regional authorities
- Car producers and importers
- Central government

- Contribution by central government and car producers and importers is put in a Charging Infrastructure Fund



Charging Infrastructure Fund

- Preparation in final stage of decisionmaking, start this year
- To be operated by RAI (association of automobile importers and producers)
- Funded by automobile sector (contribution per sold EV) and central government equally
- Fund gives contributions to decentral governments who organize and finance the rollout of public charging infrastructure





Conclusions

- Public charging infrastructure can become commercially attractive in future
- In the short run, deficits in the business case are unavoidable
- In the longer run by innovation costs can be brought down
- In the Netherlands we are working on a green deal to organize both innovation and roll out in the form of an public private partnership.
- We expect this green deal will be concluded by the end of this year