



Transatlantic Workshop on Electric Vehicles and Grid Connectivity

Session D: Effective Policies for Vehicle Demonstration & Deployment

Main messages

The objective of this session was to describe the various government-sponsored vehicle demonstration programs in the EU and US to identify opportunities for cooperation.

Green eMotion – The primary EC-sponsored program will combine existing programs into an integrated European demonstration of e-mobility, including connectivity with other modes of transport, development of the consumer/vehicle interface and ICT – with a focus on user acceptance. This program is in the final stages of contract negotiations and is expected to launch in early 2011. The opportunity for cooperation (e.g., sharing information regarding travel and charging patterns) depends on the vehicle data constraints within the existing regional/local programs; this will be evaluated in the first phase of the program.

NOW – Similarly, the German demonstration project seeks to combine 8 model regions (roughly 2600 vehicles – a mix of pedelecs and cars) throughout the country with the intent to integrate e-mobility and share best practices between the regions. The German Ministry of Transport expressed their willingness to cooperate with the US learning demonstration program and a follow-up meeting will be planned within the next two months.

Belgian Flanders Region Demonstration – The region around Brussels will establish of ‘smart cities’, with e-mobility playing a key role. Part of the InnoEnergy program, it will focus on demand side management and will include up to 1000 homes, but will integrate public and private initiatives, such as the chargers being installed at conventional fuelling stations by Total. The content and timetable for this program are being refined at this time and a follow-up will be scheduled accordingly.

US Vehicle/Infrastructure Learning Demonstration Program – The US has initiated a ‘new’ vehicle demonstration program funded by the American Recovery and Reinvestment Act (also referred to as ‘stimulus’ funds) with roughly 10,000 vehicles and over 20,000 chargers in 9 key regions/transportation corridors; vehicles include primarily passenger cars (Nissan Leafs and Chevrolet Volts) and residential/workplace chargers (Level 2 by Blink and Coulomb), but some medium-duty vehicles and 350 DC fast chargers are included as well. The objectives are to kick start the EVSE installation process around the US and understand driver behavior (e.g., charging versus electricity cost incentives). The US expressed their willingness to cooperate with the EU programs and suggested that the Los Angeles site could be a pilot for data sharing, though some of the other sites could be considered if they were more compatible with the European locations (e.g., population or demographics).

In summary, opportunities to cooperate on best practices and/or share data were identified by all the speakers, with all presenters expressing their willingness to participate due to the urgency created by impending electric vehicle production and market introduction. Specific cooperative initiatives will be addressed in follow-up meetings in 2011.