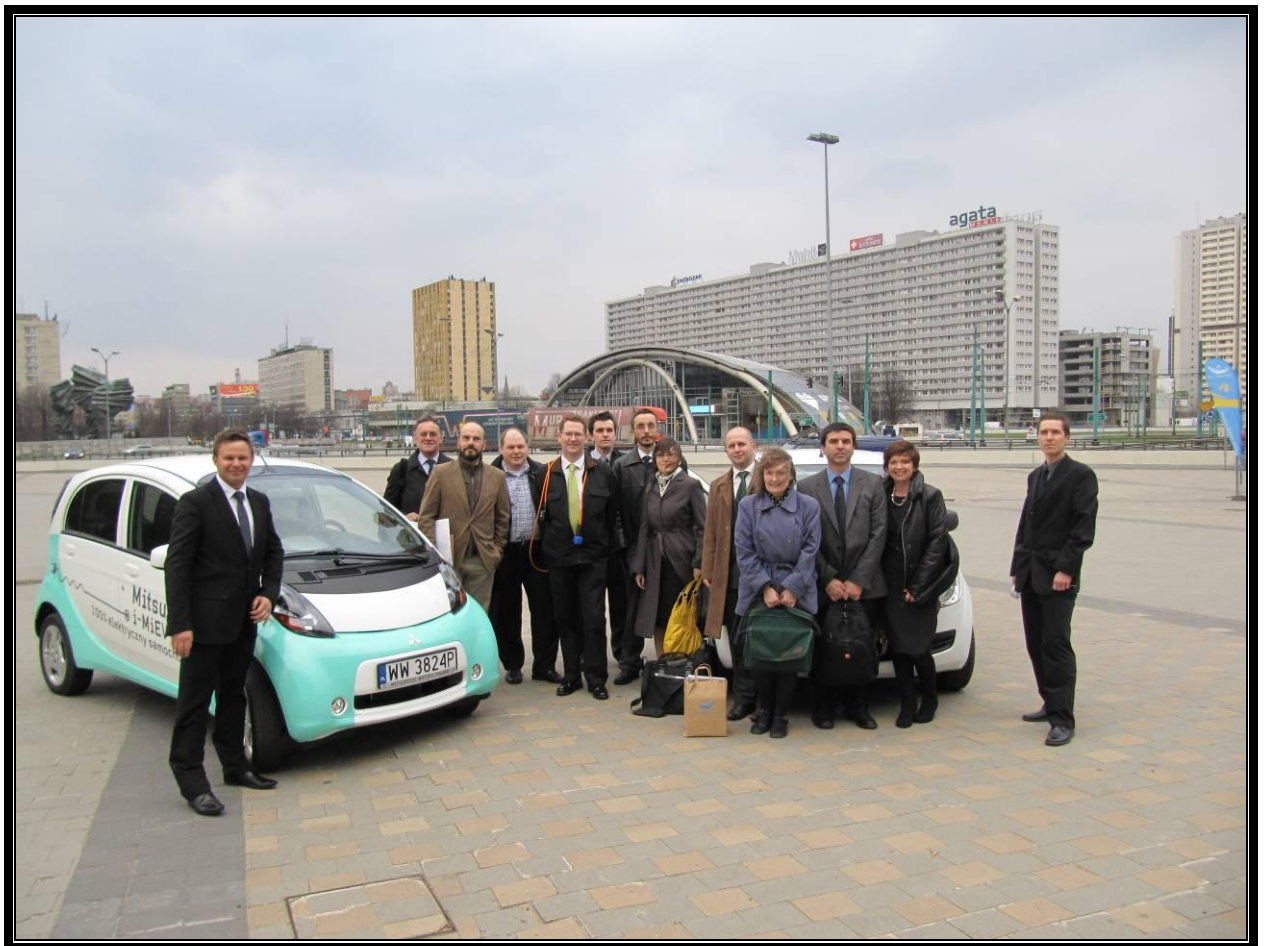


Electric Vehicles in Urban Europe



Katowice Expert Seminar



April 2011

1. Introductions and welcome

The Expert Seminar held in Katowice, Poland on April 7-8 2011 was part of the knowledge exchange programme undertaken within the framework of the URBACT EVUE network. The aim was to share with Katowice stakeholders advanced e-mobility city strategies, and to support Katowice in developing its Local Action Plan.

The Vice Mayor Michal Luty welcomed EVUE cities and Katowice stakeholders to the Expert Seminar. He said that Katowice is ready to learn about Electric Vehicle (EV) policies.

2. Katowice stakeholder presentations

The Katowice URBACT Local Support Group (ULSG) members each presented their agency and perspectives on EV policy.

2.1 Sabina Denysenko from the Katowice City Environment Department gave an overview of the city and the ULSG. Katowice needs new solutions for public and private transport. The priorities for city traffic are:

- Improve air quality
- Reduce oil dependency

The ULSG works as an advisory group to the city on e-mobility with specialists from different areas. Its members include:

Energy Regulatory Office
 Vattenfall Distribution Poland
 Silesian University of Technology
 KOMEL electric machinery
 Representatives of potential users
 Transport authority
 Municipal roads agency
 Marshall Office of the Śląskie Voivodeship (Managing Authority)
 City of Katowice

The aim is to put the EVUE transnational cooperation to maximum use.



ULSG Coordinator, Adam Lipinski, is interviewed on camera during a test driving session in the city centre.

2.2 GreenStream was presented by Robert Życiński from the City Hall. It is a project to develop a Charging Point (CP) infrastructure to ensure good network and maintenance. The first ideas for a CP network came in mid 2009, and there have since been funding discussions to install 24 CPs to serve 60 EVs. There are 5 cities involved and the coordinator is the Regional Development Authority.

2.3 Andrzej Szyp from Vattenfall introduced their activity relating to EVs. Vattenfall is a Swedish state owned company active in the Polish, German and Swedish markets. It is running pilots in Amsterdam, Hamburg and Berlin, and is part of an EV alliance pilot. It has also been involved in the Grid to Vehicle research (www.g4v.eu) funded by FP7 looking at the impact of mass EV on the grid.

It is a partner and sponsor of several initiatives, such as e- bikes, and STROMOS demonstrations. Vattenfall believes that Upper Silesia is a good area for potential implementation.

2.4 Jolanta Skrago presented the local energy regulation sector, which is part of the central government administration agency. The current task is to align Polish law with EU law, to address the balance between business and consumer interests,

develop the domestic market, ensure security of supply, and control of tariffs and standards.

Jolanta commented that this is a good time to observe the EV market and consider the regulations that Poland would need to introduce. The final position will be state led.

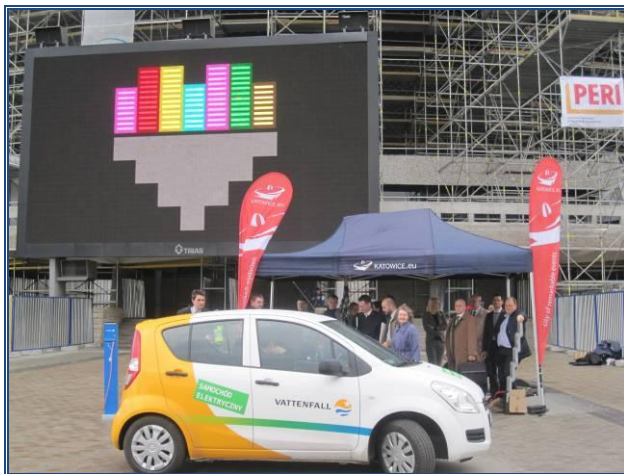
2.5 Kamila Gospodarek presented Alva Technologies. Her company's strategy is that EVs are here, more are coming, and there is market growth potential. The infrastructure challenges create business opportunities.

Kamila's assessment of the current EV reality in Poland:

- ❖ No real central government support
- ❖ Lack of investment
- ❖ Legal framework not defined
- ❖ Limited number of cars coming to Poland, eg Nissan EVs are not available in Poland
- ✓ Local municipalities trying to get involved
- ✓ Private business getting involved eg Vattenfall, Komel, RWE, GreenStream

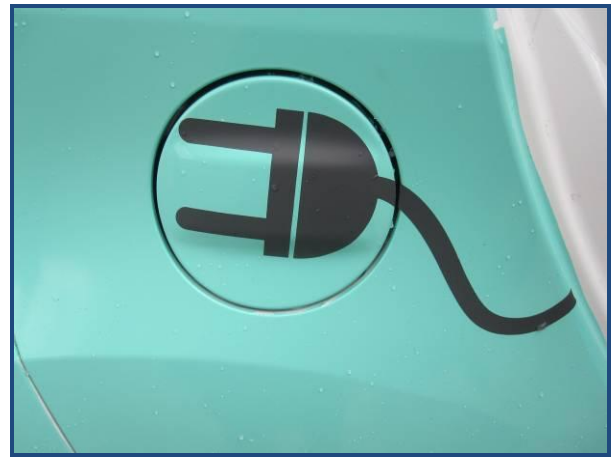
Poland needs:

- Joint efforts to get central government involved
- Local municipalities to set up practical pilots
- Define an infrastructure budget, with or without EU support
- Create a PPP task group to move things forward
- Build awareness by example – get the mayors involved



2.6 Tomasz Michoń from Mitsubishi talked about the IMIEV now on the Polish market. It is a full EV with a range of comfort features, such as air conditioning, and it saves 33% of fuel costs. The fast charge is 30 minutes to 80%. 6 hours is the normal slow charge time which gives a 130 km range. Maximum speed is 130 km per hour and there is power recovery whilst driving.

The first EVs in Poland were Peugeot and Citroen. The IMIEV costs 160,000 zloty, or 40,000 euro and the cost of power is 6 zl per 100 km. A bank has bought 2 for marketing purposes.



2.7 Rafał Ramotowski presented his company 3XE. It is a start up electric car company that rebuilds ICEs into EVs using an industrial electric motor. The lithium ion phosphate battery has 5000 cycles of charge and discharge, which means 500,000 km on one battery. The drive train battery pack has a very long life which makes it more sustainable. A single charge gives about 180km range. The cost is 25-27,000 euro.

3xe converts VW caddy cars for the regional Austrian government of Carinthia. There are typically more than 100 cars in an order, mostly fleet customers, who take the original motor back and use it as spare parts.

3XE started in 2008, and now converts 4-5 cars a month. They want to ramp up to 1000 per year. The motivation is there to do it cheaper and quicker. The OEM EV is clearly a more optimised solution. 3XE strategy is also to build its own electric car in the future.

2. EVUE city presentations

Matthew Noon from London, Dr Johannes Theissen and Ansgar Roese from Frankfurt, Pedro da Silva from EFACEC CP Company in Portugal and Sergio Fernandez from Madrid gave presentations of their e-mobility strategies.



- Demonstration projects, such as e-bikes and e-car rental systems; EV taxis and shuttles; EVs in the Katowice fleet; parking places for EVs
- Green education in schools
- Celebrities using EVs
- EVs present at city events

Goals

- 30 EVs in the city by 2012
- X% of Katowice citizens support EVs
- Y% would like to put an EV into the future

How?

- PPP- small pilots
- Katowice as a model city for Vattenfall
- Citizen survey on EVs
- Public relations activities and competitions



3. Group work findings

Katowice stakeholders worked in small groups with the EVUE partners to identify challenges, solutions, goals and actions to inform the Local Action Plan.

Challenges

- Lack of funding
- Lack of support from central government and public administrations
- Lack of regulations e.g. for infrastructure
- Questions about profitability
- Limited citizen awareness
- Lack of charging infrastructure

Goals and Actions

- Identification of potential adopters
- Developing test cases
- Involvement of the private sector
- Financial incentives such as free registration for EVs

4. Summary of EVUE Learning Points

Advice from EVUE cities:

- Don't lose hope or be discouraged
- Small 1st steps are still important
- There is time to learn and prepare before the mass EV market gets to Poland
- Take time, develop your own strategy
- Look at the regional aspect. Join up with other municipalities to get economy of scale.
- Cooperate with other cities in the agglomeration, which are close enough to eliminate the problem of EV range.

- Keep it an open and dynamic process – ongoing dialogue with stakeholders
- Talk to the Managing Authority about their priority to promote renewable energy. Develop a low cost project with them to provide EV visibility.
- Retain the mix of stakeholders in the ULSG, including small businesses.



Test driving the IMIEV

Katowice stakeholder conclusions:

- It's good to participate in EVUE and other networks
- The EVUE seminar was very content rich. The ULSG must now transfer this knowledge to decision makers
- Even the advanced cities have only been working on this for a few years, and had the same initial issues.
- Katowice has now many ideas for the LAP such as:
 - ✓ Present EVs to politicians and the public as an alternative for urban mobility
 - ✓ PPP is the only way to get investment.
 - ✓ Propose a CP in the regenerated train station car park as a 'lighthouse project'.
 - ✓ Frame the issue within the EU political framework, of Transport, Climate and Energy Package, EU 2020

- ✓ Show the benefits of EV in solving the NOx and CO2- air quality problems
- ✓ Integrate EVs and a green image for Katowice in the EU city of culture 2016 garden city bid

One Katowice stakeholder summarised:

"It feels impossible for Katowice to be like the advanced cities. We have to develop our own more modest objectives to start with. To have a good example and good experience with EVs."

4. References and Links

Many local media organisations covered news of the Expert Seminar with numerous radio, TV, web and print articles as a result.

<http://www.katowice.eu/artykuly/3710,268,ekspert-radzili-katowicom-jak-wprowadzac-pojazdy-elektryczne-do-uzytkowania>

http://www.samochodelektryczne.org/relacja_z_seminarium_pojazdy_elektryczne_w_miejskiej_europie_evue.htm

<http://www.vattenfall.pl/pl/szczegoly-wiadomosci.htm?newsid=F902F3FE6B7E420E9DB61C489EDC3A32>

http://www.dziennikzachodni.pl/slask/rybnik/389562_katowice-pod-spodkiem-promowali-elektryczne-auta-i-rowery,id,t.html

http://motoryzacja.wnp.pl/e-mobilnosc-potrzebuje-projektow,137196_1_0_0.html

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<http://nowa-energia.com.pl/2011/04/19/ekspert-radzili-katowicom-jak-wprowadzac-pojazdy-elektryczne-do-uzytkowania/>

www.alvatech.co

Sally Kneeshaw
April 2011
www.urbact.eu/evue

URBACT II

URBACT is a European exchange and learning programme promoting sustainable urban development. It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal challenges. It helps them to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions. It enables cities to share good practices and lessons learned with all professionals involved in urban policy throughout Europe. URBACT is 181 cities, 29 countries, and 5,000 active participants

www.urbact.eu/project

