Deliverable 10.4

Preliminary Findings of the 'Best Policy Practices'

Barcelona Green eMotion/EEO workshop

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List of Abbreviations

EV	Electric vehicle
WP	Work Package
IEA	International Energy Agency
EEO	Electromobility European Observatory
EU	European Union
SME	Small and Medium Enterprises

1 Executive Summary

For the future life in cities it is essential to reduce the environmental impact of the transport sector drastically. One measure to achieve this is the introduction of electromobility for the individual transport of people. But how to implement electromobility successfully in a certain city? There are a lot of experiences already existing in different demo regions around Europe. But up to now no one has tried to find out what measures were really a success and under what conditions do they work (or fail). The cities which are partners in Green eMotion did evaluations on success factors and hurdles for starting electromobility initiatives (see Deliverables 2.2 to 2.5; http://www.greenemotion-project.eu/dissemination/deliverables-urban-concepts.php). Based on this experience a workshop with representatives of different levels of administration (from municipalities to EC) was held in parallel to EVS27 in Barcelona.

The goal of this workshop was to gather knowledge on policies and to obtain the first impressions on best policy practices. Because of several shared interests on the topic of getting the mass market for EVs ramped up, the European Electromobility Observatory (EEO) and Green eMotion shared the effort of organizing the workshop. The preliminary insights on policy measures discussed in the workshop are described in this deliverable including an example of how to structure and categorise different policy strategies and incentives for the analysis what works in which context. As the workshop findings offer a preliminary 'first glance' at discussions and ideas on best practice policy, we will integrate these findings into the 'Best Practices Policy Development Guidance Document' (Deliverable D10.7).

The approach of the workshop in which policy makers were able to share their experiences and views on policy measures was well received. It created room for smaller as well as larger group discussions, and created the inventory of local policy measures. The overview of measures did investigate interesting discussions, and showed the importance of the right context for the right policy measure.

The sharing of experiences of local policy makers should have a prominent place in further workings on the successfulness of policy measures. Because of these interactions the different measures can be placed into the context of whether it worked or not. This is vital for actually understanding what measure works best in which context. The findings of the workshop teaches that there is no 'one size fits all' solution, so toolkits for policy measures and incentives should not be used as such.

2 Introduction

The role of cities and regions in stimulating clean transport and tackling problems like pollution, traffic congestion, etc. is getting larger[1]. The trend of growing cities, and the IEA predictions of 70% of the world population living in cities in 2050[2], makes working policy measures and solutions vital for living conditions in future cities.

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[1] http://www.europeanvoice.com/article/imported/cities-leading-the-way/78602.aspx
[2] http://www.iea.org/newsroomandevents/pressreleases/2013/july/name,39543,en.html

One of the solutions that can contribute to solving several problems cities and regions experience is the use and integration of electric vehicles (EV) in the current infrastructure. As the number of cities and regions gaining experience with electric vehicles rises gradually, the first overviews of these local activities are emerging as well. Now that these EV project experiences are gained, and the first challenging practicalities are known, it is good to share these insights. Good examples are the EVUE project[3], the e-mobility NSR (http://e-mobility-nsr.eu/) and the IEA's EV city casebook[4]) Sharing these practical insights can prevent problems occurring in new projects. It can also generate inspiration amongst policy makers in creating the right policy and incentives for their own region or city. Seeing that no city is alike, its contextual factors and influences should always be taken into account when engaging with EV projects or roll outs (Wiederer & Philip, 2010)[5].

As different sets of policies and incentives are 'available' and inventoried, their actual success factors and challenges that accompany them are not that well known. It is difficult to define success: how do you measure it, and who decides if it is actually a success or failure? As different policies can have different goals, the choice of a policy or incentive can vary, and so does its outcome. The accompanied challenges and successes that a city or region can experience from a certain policy should be gathered, clustered and analysed to see what the best practices are for different contexts and cities.

As there are no European wide overviews of registered policy measurements from different cities or regions that show actual comparisons (except for the North Sea Region which is inventoried by the NSR e-Mobilty project), insights on actual successes are lacking. To contribute to creating such an overview, the European Electromobility Observatory (EEO) has taken on the challenge of gathering information and data on electric transport. The EEO was initiated by DG Move due to the lack of substantiated data on the development of electromobility in Europe. It aims at monitoring all major EV developments in Europe to facilitate fact-based policy at all levels and to engage a large number of local authorities and industry stakeholders. The EEO internet portal will allow fast and effective data input and analysis and reduce duplication of surveys.

Since there are many common goals in the work of the EEO and Green eMotion, we put our strength together for the search about the success factors of already tested electromobility promotion measures. To gather common knowledge on policies, the set-up of the workshop described here was developed together. In the end not all information envisaged by Green eMotion was relevant for the EEO database, but the aim was to approach a standardised list of policies that might be relevant for the EEO in the future.

The Green eMotion project (GeM) focusses on 'the larger picture' with contribution to the interoperability of EV throughout Europe. Within GeM several work packages look at challenges and successes of policies. Using outputs and results of WP1, WP2, WP7 and WP9, and previous experience of the partners that have already implemented demonstrators in the past, deliverable10.7 will produce an 'Electromobility Best Practice Policy Development Guidance Document' specifically tailored for use by EU and national policymakers, municipalities, regional and local authorities. The best practice guidance document is intended to provide guidance when rolling out demonstrations or full introduction of EVs and/or large-

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[3] http://urbact.eu/en/projects/low-carbon-urban-environments/evue/homepage/
[4] http://www.iea.org/publications/freepublications/publication/name,31983,en.html
[5] http://www.emic-bg.org/files/6.C40_CHARGINGINFRASTRUCTURE.pdf

scale infrastructure for EVs in their cities and regions. The 'Best Practice Policy Document' should therefore be seen as a more holistic instrument to provide directions for EV demonstrations. It will be publicly available s 2015. The findings of the workshop described here in D10.4 will be merged into the final deliverable D10.7 . Contributing to the dissemination objective of WP10, D10.7 will "produce material specifically aimed at the policy maker level and practitioners at the municipal/city level.

3 Goal and set up of the workshop

The goal of this workshop was to gather knowledge on policies and to obtain the first impressions on best policy practices. Because of several shared interests on the topic of EV, the European Electro-mobility Observatory (EEO) and Green eMotion shared the effort of organizing the workshop. As the workshop findings offer a preliminary 'first glance' at discussions and ideas on best practice policy, we will integrate these findings into the 'Best Practices' document. Next to the preliminary insights on policy measures, this deliverable can be an example of how to structure and categorise different policy strategies and incentives to analyse what works in which context.

The workshop started with two presentations on policy measures in practice from different EU countries, as to clarify the scope of the workshop. Followed by an inventory among all participants on the local, national or EU policy strategies and incentives implemented, and their explanation as to why they deemed them successful or not. The participants were divided in groups and discussed the most frequent mentioned successful or less/not successful strategies or incentives of the group. The group of participants existed of a diverse field of experts, ranging from e.g., EU and local policy makers, IT professionals working on EV interoperability, and consultants with EV project experience. The complete list of participants can be found on page 15. The idea was to create dialogue on what is successful or not and why that is the case in a certain city or region. This could create an insightful mix of what works in what context, and participants can share policies to 'bring back home'. The actual workshop session can be summarized in three steps:

1) Reflect: Write down the strategies & incentives in your own region/city
2) Share experiences: Discuss the most frequently mentioned strategies & incentives within your group
3) What are the 'general conclusions of the workshop groups?

With these three steps it was possible to gain insights in the individual projects, share experiences between policy makers, and reflect on the more general conclusions and approaches.

3.1   First insights on policies from Barcelona, Austria and the Netherlands

The session started with an introduction on the scope and goal of the workshop, followed by two presentations related to this topic. The first presentation was on the insights gained from the EEO webinar on successful policy measures from Austria and the Netherlands which was held as input for this workshop. The second presentation was on the policies and incentives from the city of Barcelona.

Stimulating electric vehicle uptake – applying successful policy measures from Austria and the Netherlands

Tariq van Rooijen (TNO) summarized the main messages and conclusions of the first EEO webinar that took place on 30 October 2013, which was attended by 41 participants, and the largest group of the participants were local and regional policy makers. The main conclusion from the presentation on the Austrian electromobility developments, originally presented by Henriette Spyra (senior policy expert, Austriatech), was that an electromobility framework should not solely be defined by cars; a big success in Austria is the rise of e-bikes, currently accounting for 1/10 of bikes sold. Moreover, it was a strategic Austrian decision to first investigate national priorities before examining how these were translated into policy measures and how successful those measures were. The second presentation of the webinar, originally held by Johan Zwet (advisor automotive and mobile machinery, Netherlands Enterprise Agency), focussed more specifically on the implementation and impacts of the Dutch fiscal incentives. An online voting showed that the audience of the webinar was broadly in favour of more fiscal incentives from local or regional governments as well as from national governments to stimulate sustainability and electric transport.

How Barcelona engages electric transport

Barcelona being one of the largest European cities can be considered an example in electromobility roll out/stimulation. It won the Prix TERRITORIA Award from the French Government given to project LIVE for being the most innovative Public Project of Europe 2011. Ramon Pruneda from the municipality of Barcelona gave a presentation on the EV experiences in Barcelona and according to him, the most important lessons learned are:

"In Europe, the deployment of EVs and EV Charge Infrastructure are necessary conditions but not sufficient to assure the success of this implementation. We also need important parallel actions like: Incentives, Communication or Industrial Activities"

"At the moment incentives are welcomed, but they still aren't determining"

"Barcelona will introduce the concept of 'Urban Areas Protected Atmosphere', but it is too early to introduce it, as the EV market is not yet mature, and therefore ineffective."

The first insights from these two presentations are that EV should be integrated in an sustainable transport vision and accompanied policies, instead of looking at the roll out of EV independently. Another insight is the incentives that are currently available are necessary, but needs to be gradually phased out by a mature EV market.
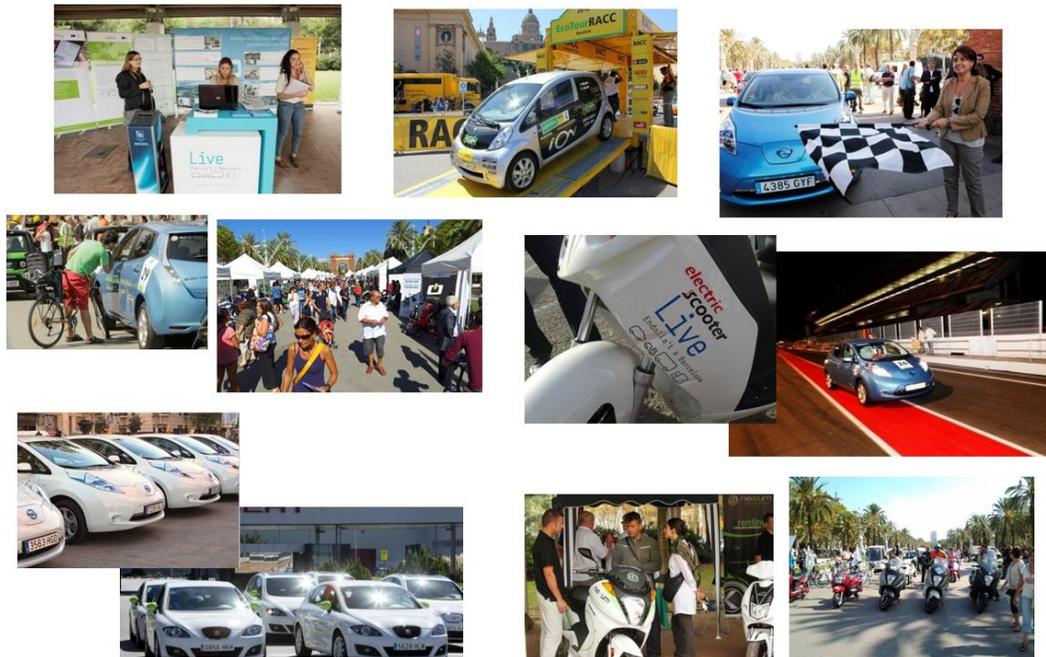
Figure 3.1   Examples of events and citizen activities

Source: presentation Ramon Pruneda, Barcelona Municipality.

4   Reflecting and sharing experiences on policy strategies

Figure 4.1   Meeting room of the workshop at the EVS 27 in Barcelona

The following section will discuss the inventory of individual reflections from participants of policy measures that were discussed within the three groups. Strategies and incentives will be treated separately since the two concepts are different policy 'tools' to use. Strategies can be used for a certain goal, but can still be interpreted and made concrete in different ways. For example, the strategy 'create or adapt regulations for installing charging infrastructure' still leaves room for individual cities or regions to choose how to actually change regulations, and which one in particular seems effective to alter. The strategies can roughly be categorized in four types: 'coordinate', 'regulate', 'promote' and 'support'. This

way of organizing strategies comes from the 'start guide for municipalities' created by the Dutch ministry of Economic Affairs[6]. Whereas strategies are more broad tactics, incentives are specific means to stimulate uptake or purchase of electric vehicles. In this workshop incentives are seen as supporting strategy and by participants in general rated as successful. Successfulness of specific incentives is discussed in more detail in the next section.

In the inventory the participants were asked to mark the strategies and incentives that have been implemented in their region or city as successful or less/unsuccessful. They could briefly state their reasons accordingly. The overview below shows the sum of all individual participants' choice for strategies, in which green is successful and orange is unsuccessful. Several participants weren't region or city representatives but had broader experiences such as from EU level policy making or were industry representatives, as a consequence some answers were more general opinions rather than based on implementation in a specific city or region. Moreover, at one of the discussion tables the participants couldn't decide on whether an incentive was successful or not, they therefore introduced the yellow colour meaning that drawing conclusions is too early yet. Once the group moderator counted the answers, the most mentioned successful or less unsuccessful strategies were discussed.
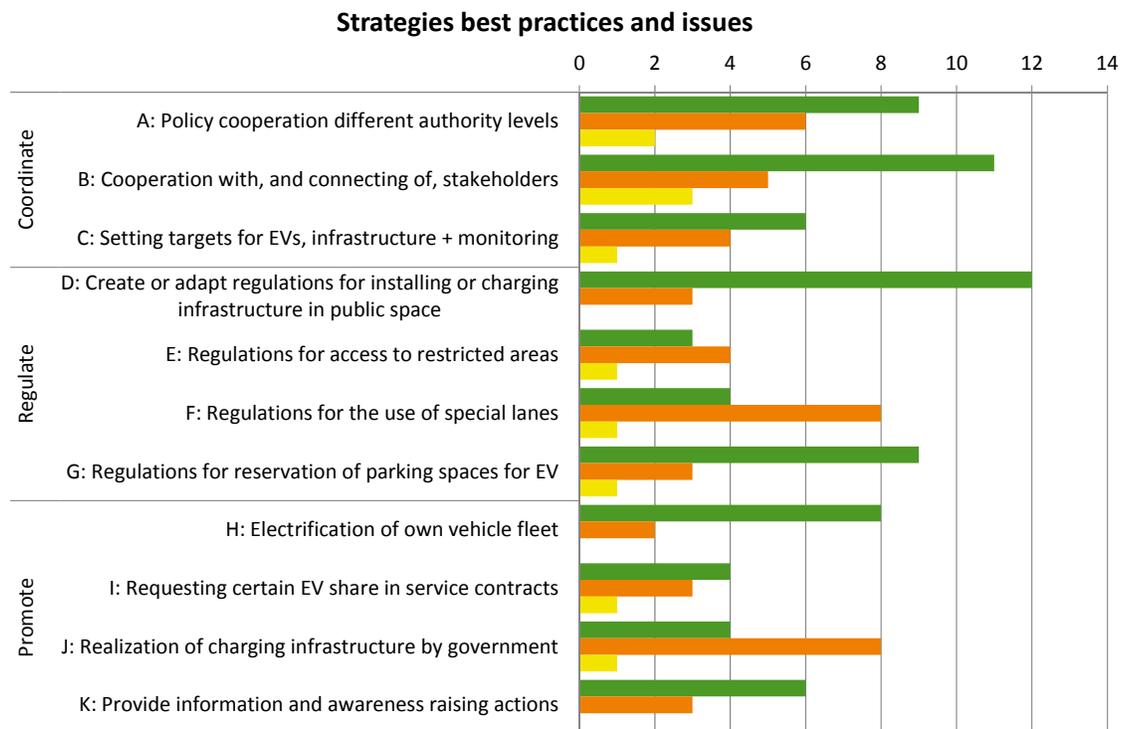
Green: successful, orange: not successful, yellow: at present unclear/undecided. The fourth category 'support' is discussed separately because of the range of incentives available in that category

Figure 4.2   Strategies best practices and issues

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6   http://www.rvo.nl/sites/default/files/bijlagen/Startgids%20EV%20voor%20gemeenten.pdf

4.1 General Impressions

Each single strategy is marked as successful by some participants while being experienced as not successful by others. This implies that strategies can have a certain effect in most cases, but that this is definitely depending on the context. In deliverable D10.7 we will take a closer look at which strategies and incentives can be more effective in which settings to create more 'tailor-made' recommendations about which strategy has a good chance of success.

4.2 Successful strategies

D: Create or adapt regulations for installing or charging infrastructure in public space

Based on the first impressions it is credible to state that the adaptation of existing regulations, or creation of new ones for installing or charging infrastructure in public space, is vital for successful EV roll-out. To realize this, it is of great importance that national policies do not intervene with local/regional policies. This is an obvious, but nonetheless important message for all national levels of policy-makers; be aware of flexibility when it comes to providing aid to regional or city level policy makers. A suggestion made by one of the participants was that 'national politics should give cities a certain freedom when working on EV projects or roll outs'.

A:Policy cooperation different authority levels

Awareness of possible regulations from other policy levels interfering with local policy is not always present, but if it is, the overview shows that appropriate cooperation with other policy levels can be very fruitful. The actual establishment of sound communication channels is not as easy as it seems and should be an integrated part of the first phase in starting up a roll-out for EVs. The next section of this chapter shows that with failure of cooperation, problems can arise. The sharing of experiences between EV projects was also mentioned as a successful cooperating strategy.

B: cooperation with and coordination of stakeholders

In a broader sense of cooperation, stakeholder engagement is crucial for the succession of an EV project or roll out, seeing that the 'cooperation with, and connecting of, stakeholders' is often mentioned as a successful strategy. A related interesting example of this strategy, which also depends on the success of cooperation between stakeholders and policy departments, is to make use of PPPs (Public-Private Partnerships) for 'day and night shifts'. For example companies and municipalities use the EV's and charging during the day time, and private users use them during the evening.

G: Regulations for reservation for parking spaces of EV

Another successful strategy is 'regulations for reservation for parking spaces of EV', which makes sense especially when this involves busy city centres. Making clear what the rules and consequences are for EV drivers and non EV drivers, can prevent frustration for both of these groups. It is for example forbidden in several countries for conventional cars to park on EV parking locations. In Germany on the contrary it is not possible by national law to penalty conventional cars parked on EV parking locations. This can cause frustrated EV drivers who cannot park and charge their vehicles. Creating regulations on specific time zones for parking in a city centre can be an advantage for EV drivers.

4.3 Unsuccessful strategies: What doesn't always work?

F: EV use of special lanes

The most frequently mentioned examples of less successful measures were EV use of special lanes and the realization of charging infrastructure by governments. As mentioned in the groups of the workshop, it is not always useful to create special lanes for EV, or to give EVs access to bus lanes. In Barcelona for example, where bus lanes are already very congested, EVs do not enjoy any benefits.

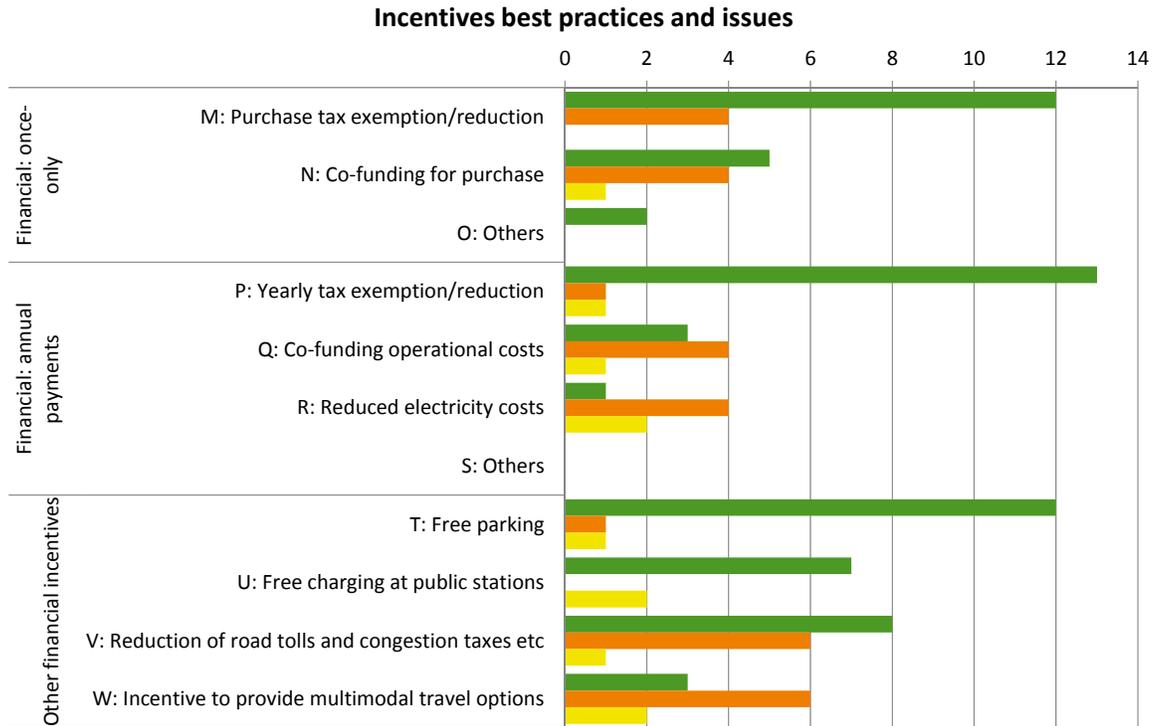*J: The realization of charging infrastructure by governments*

Realization of charging infrastructure, even though it can on the short time be valuable to stimulate the roll-out of EVs, is by most participants not seen as successful strategy. Charging infrastructure should be in their opinion, just as for electricity supply, a liberalized market. There are examples of governments purchasing and maintaining charging equipment, with the intention of transferring this equipment to the market in the near future. As there are not always viable business cases for 'purchasing stakeholders' in this construction, governments can end up having to spend more money on the maintenance of the charging points than anticipated.

A:Policy cooperation different authority levels

While cooperation was mentioned as a successful strategy, several participants label it as an element which is not yet developed. For example as was mentioned in the workshop; an effective cooperation between regions can be really fruitful, however, in practice the collaboration is often limited to knowledge sharing without any actual cooperation between the regions. Another aspect of unsuccessful cooperation is when departments are not well informed and can counteract a project without even knowing it. Or they can slow down a project, because they were not informed in time. The example of German national law not providing regulations for fines for conventional cars parked on EV parking spots, is an example of insufficient collaboration with lower level policies, which can possibly hamper the success of a project. A third aspect of unsuccessful cooperation is on the European level. Participants mentioned that there is no cooperation to develop a shared EU vision. The argument was made that this does happen more on local level, but a shared common EU vision should emerge as well.

5 Reflecting and sharing experiences on policy incentives

The second step for the workshop participants was to label the incentives depicted below. All incentives can be grouped within three different categories, but all of them are financial stimuli of some kind.

Incentives best practices and issues

| | | 0 | 2 | 4 | 6 | 8 | 10 | 12 | 14 |

Financial: once-only
- M: Purchase tax exemption/reduction
- N: Co-funding for purchase
- O: Others

Financial: annual payments
- P: Yearly tax exemption/reduction
- Q: Co-funding operational costs
- R: Reduced electricity costs
- S: Others

Other financial incentives
- T: Free parking
- U: Free charging at public stations
- V: Reduction of road tolls and congestion taxes etc
- W: Incentive to provide multimodal travel options

Green: successful, orange: not successful, yellow: at present unclear/undecided.

Figure 5.1   Incentives best practices and issues

5.1   Successful and unsuccessful incentives

When it comes to successful incentives, three incentives stand out: tax benefits upon purchase, annual tax benefits and free parking. It appears to be rather 'safe' incentives to use. As EVs are still higher in the price range and not always competitive with conventional cars, the tax benefits and fixed subsidies are essential for making the EVs economically attractive. Free parking is obviously practical and a great advantage for EV drivers, especially if free parking is available in the city centre. Paris is a good example of a city where free parking is a great stimulus for EVs. An incentive that was mentioned as both successful and not successful was the reduction of road tolls and congestion taxes. Unfortunately not many respondents added their experiences in the provided form. The successful examples of Norway, the UK and toll reduction for Barcelona were mentioned. Another positive comment was that this incentive helps against the problems drivers experience confronted with congestion, parking and tolls.

These main incentives should have a temporary character though; at a certain point in time EVs need to be competitive without governmental financial benefits, and will involve loss of tax income once EVs are being purchased more often. Moreover, we see that with an increasing number of EVs, the loss of income from parking increases for local governments. Paying for EV parking already exists in European cities, but will have to be expanded once the uptake of EV increases. The same goes for 'free charging at public stations', which is mentioned as successful as well, but will have to be 'phased out' to get a viable business model and get the market interested in engaging in the distribution of charging stations. A valid

question that popped up at the workshop was; how to 'phase out' these incentives over time? And how do we communicate these transitions and maintain the confidence of the EV driver?

Incentives for providing multimodal travel options are mentioned by the majority of workshop participants as not successful at this moment. Some state that this should not have priority until EVs are well on its way. Another participant stated that train and bus companies are not yet ready to provide intermodality cooperation with EV. This is, however, in contrast to the participants in favour of this incentive, who said that it is especially good for the start-up phase of the EV roll-out, because it can provide people a sustainable journey from 'A to B', e.g. experiencing the clean air city transport. From the webinar that was held before the workshop, it was also mentioned by Henriette Spyra that the focus should not only be on EV, but more on the intermodality principle.

6 General recommendations from the workshop

In this chapter the main recommendations from the workshop on successful strategies and incentives to stimulate the employment of electric vehicles are summarized. As each single strategy is marked as successful by some participants while being experienced as not successful by others, it implies that strategies can have a certain effect in most cases, but that this is definitely depending on the context. In deliverable D10.7 we will take a closer look at which strategies and incentives can be more effective in which settings to create more 'tailor-made' recommendations about which strategy has a good chance of success. What is for example the relationship between chosen strategies and incentives? Is there a certain combination of incentives in a context that has a higher chance of success?

As these workshop findings are only a first impression on what can be successful policy, the recommendations below will be more tailor made once the results of other work packages are available. All in all, the general challenge is to create a European long term vision, with national laws that work at present local context of cities and regions, and provide room for any local city or region to create a local action plan.

6.1 EU policy: Provide a long-term vision so business models can emerge more rapidly

Several participants mentioned and agreed that financial support is good for stimulating the start-up of EV roll out, but should not be the standard approach in the near future. Viable business models are essential for the success of EV throughout Europe. The eventual clarity that could come from long term policies will inspire sufficient confidence among relevant stakeholders (e.g., car manufacturers, network providers, energy producers, IT companies) to invest without being insecure about a possible shift in policy. Hence there should not be a continuing surplus of subsidies at the EU and national level; at these levels a more long-term consistent signal should be sent to the market to provide clarity for business models and investments. If these steps are taken, local policy makers can focus on their roles and responsibilities as potential 'EV-implementers', without the uncertainty of running into rapidly changing policies. It creates space for choosing within a context for long lasting cooperation with relevant stakeholders and the roll out and societal integration of EV.

6.2 National Policy: Keep adjusting and creating regulatory measures as not to interfere on local levels

A topic that was discussed at the workshop tables was the role of the national government towards cities and regions. Cities should be given a certain degree of freedom to choose their own approach. 'National bottlenecks' could be removed if cities or regions would have a regulatory framework in which they can choose for incentives most suited to the local context. It is either providing this framework that creates room for individual actions and ideas from cities, or national governments have to keep adjusting their regulatory measures as not to interfere with a continuously changing local context. The challenge is to create a European long term vision, with national laws that work at present local context, and provide room for any local city or region to create a local action plan.

6.3 Local Policy: Create a shared agenda at the start; the importance of cooperation between policy makers and stakeholders

Seeing the successfulness of cooperation, and the lack of it can cause for hurdles, seeking relevant partners in the start-up of any roll out and project should be standard. There are already good examples from practice that other cities/regions can benefit from. It can help e.g., to have a moderating/coordinating actor who understands the perspective and position of all stakeholders. This person can also develop solutions and trade-offs. A good example of this approach are the free to use tools, models and trainings for multiple stakeholders from Urbact (European exchange and learning programme): participating cities set up local groups, and engage with government, businesses, energy providers and SMEs to conduct peer exchange[7]. Another example comes from a local policy maker from Stuttgart; 'Create a shared agenda among stakeholders, together with coordinated support, that made the Car2GO in Stuttgart a success. It is very popular and the utilisation of the infrastructure is higher than elsewhere.'

Get in control; measure and monitor your progress

Detailed measuring and monitoring of projects and strategies is currently not the standard. To gain insights on what truly works in a local context, e.g., how are EV's and the infrastructure growing and integrating throughout a city or project, is valuable information. If you have statistics and data available from a project and its local context, you have more chance in answering the 'why is it a success' question. Without the right measurement (or certain benchmarks), the real success factors or pitfalls for chosen policy measures cannot be found. Examples of measurements of progress can be found, but a variety exist. Not all projects contain key performance indicators or measurements beforehand. And the question is what defines the success of an EV project or roll out; the rising amount of charging poles, the high density of use, or a higher up take of EV sales?

A good example of a policy framework that matches 'policy levers' with impact on potential barriers (to adoption of EVs and EV charging infrastructure) comes from Wiederer and Philip (2010)[8]. The researchers assessed how much impact each lever may have on overcoming / mitigating that barrier. We do not know of additional research with a direct link between possible factors of influence that contribute to the explanation of a measured success. Not only Green eMotion, but also the E-Mobility NSR project

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[7] http://urbact.eu/fileadmin/general_library/URBACT_Toolkit_online_4.pdf
[8] http://www.emic-bg.org/files/6.C40_CHARGINGINFRASTRUCTURE.pdf

will provide an answer to these questions. The E-Mobility NSR project focusses on the electro mobility policies and incentives from the EU in the North Sea region. Seeing that the E-Mobility NSR project 'analysed country per country and identified strengths and weaknesses of various policy measures' the results of this is something to look forward to. A successful example of setting targets, with indicators and strategies and measures for a city comes from Oslo[9]. They for example have an Urban ecology programme that contains specific goals and accompanying indicators, kept statistics on the means of transport used by the inhabitants of Oslo for daily travel between 1985 and 2012, and have several examples of effective measures implemented.[10]

7   Conclusions and impressions

The approach of the workshop in which policy makers can share their experiences and views on policy measures was well received. It created room for smaller as well as larger group discussions, and created the inventory of local policy measures. The overview of measures did investigate interesting discussions, and showed the importance of the right context for the right policy measure. In retrospect, time was somewhat limited. The introductory presentations and the filling in of all individual policy measures should have been less extensive.

 If this approach would be used in follow up workshops it is recommended to recruit a large group of local policy makers, seeing their experiences on detailed implementing of policy measurements. The focus on this group would possibly instigate a more specific discussion with detailed problems and successful approaches. Although the current group was highly relevant for the discussion on the roles of different policy levels, the general discussion did not yet show the detailed information required for a best practices policy makers toolkit. We did gain insights on what roles should be taken by the different levels of policy makers, but actual aiding 'tips and tricks' for implementing EV into a local context was limited. Seeing the large amount of information coming from other work packages, the 'Best policy practices' can be specified further once this information is received.

Two topics that were mentioned as important, but not discussed in detail, were the necessary shift to multimode transport, and the necessary 'phasing out' of policy subsidies for EV. Seeing the challenges these societal shifts behold, organizing specific workshops to gain insights on paving the road to meet these challenges are necessary.

The sharing of experiences of local policy makers should have a prominent place in further workings on the successfulness of policy measures. Because of these interactions the different measures can be placed into the context of whether it worked or not. This is vital for actually understanding what measure works best in which context. The findings of the workshop teaches that there is no 'one size fits all' solution, so toolkits for policy measures and incentives should not be used as such.

Ramon Pruneda, Municipality of Barcelona:

> *"There exist many differences in the policies of the different cities/governments, depending on the casuistic of each of them. For instance, due to the high traffic density in Barcelona it is impossible*

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9   http://www.oslo.kommune.no/english/environment/environmental_policies/urban_ecology_programme/
[10] http://www.oslo.kommune.no/english/environment/green_mobility/effective_measures/

to give permission to our EV users to drive on the bus lane. Moreover, depending on the regulatory umbrella of each country and depending on the availability of off-street parking places, each city develops different policies for EV Public Charge Stations deployment."

In addition the workshop also showed that cooperation is an important factor for success, and if not organized well a limiting factor for any EV project or roll out. The policy maker toolkit should therefore contain best practices and ideas on successful cooperation and how to organize this. Another idea is to create an overview of existing national frameworks that contain guidance for local implementation. As to give a context for local policy makers of what might be successful measures and incentives for them to use. The EU regulations and the accompanied opportunities and possible effects for local policy makers could also be a part of the best practices toolkit.

8   Workshop's Participant List

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Table 8.1   Participants list