Enernetmob project - “mediterrANEan inteRregional electromobility NETworks for interMODal and interurBan low carbon transport systems”

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High Level Training Courses on Sustainable Mobility
11-13 June, Barcelona
by the MED Urban Transports Community
EnerNETMob is a Strategic project of the Interreg-MED Programme that has 3 phases: testing + pilot + capitalization phase

So eventually it will promote policy recommendations and holistic SEMP (Sustainable Electromobility Plans) that can be adopted by Member States.
4 Ministries, 5 regional authorities, academia partners, energy agencies, clusters, advocacy/communication experts and the Austrian Mobility Research Institute
Main challenge

EnerNETMob challenges

to improve low carbon transport policies and electromobility strategies in interurban displacements between cities, islands and intermodal terminals in MED area

Sub-challenges

Challenge 1

to overcome interregional and transnational restrictions by using common and integrated communication protocols of charging operations

Challenge 2

to overcome intermodal restrictions by integrating electromobility infrastructures in existing intermodal terminals (as airports, ports, railway stations, etc.).

Challenge 3

to overcome interurban and spatial restriction by installing EVSE infrastructures within a medium-range distance, so that a FEV can cover longer distances
Directive 2014/94/UE

From the urban nodes and metropolitan areas...

...by December 2020

An appropriate number of public recharging points in each Member State, in order to ensure that electric vehicles can circulate at least in urban/suburban agglomerations and other densely populated areas.
Directive 2014/94/UE

...to the Core TEN-T Network corridors

...by December 2025
An additional number of public recharging points in each Member State, at least on the TEN-T Core Network, in urban/suburban agglomerations and other densely populated areas.
Directive 2014/94/UE

Critical issues of electromobility

- Infrastructure diffusion
- Common technical standards
- Interoperability
- New energy peak-demand
- Common planning model
- Single register

What kind and how many EV infrastructures?

How?

Where and when?
What is the project’s objective?

EnerNETMob aims to **draft, test and improve** parallel “Sustainable Electromobility Plans” according to common standards and low carbon policies, in order to set an “Interregional Electromobility Network” crossing cities of all the Interreg MED area.

EnerNETMob **develops electromobility solutions and tests pilot actions** so as to **overcome medium-trip limitations** and to **coordinate future investments** on electric transport.
Which are the main outputs?

**Small-Scale Infrastructure Network**

13 “Electric Vehicle Supply Equipment” (EVSE), as single modules of the overall “Interregional Electromobility Network”, are placed in different nodes of the partner regions.

The networks will be tested within 3 types of pilots concerning:

- intermodal sea-road electromobility services linking islands and urban areas;

- sharing electromobility services such as e-car pooling, e-car sharing, e-bike sharing;

- city Logistic Electromobility Services for the last mile freight transport connections in urban areas.
Pilot 1 will optimize the mileage of Battery Electric Vehicles in reference to sea-road trips & it will involve 9 charging points and 5 electric vehicles: Malta, Albania, Greece (Thessaly), Croatia (County of Primorje and Gorski Cotar), Montenegro (Port of Bar)

Let’s not forget inter-modality!
Pilot 2 will test sharing electromobility in combination with renewable energy sources by replicating car-sharing or bike-sharing systems already implemented in bigger urban areas of 5 EU countries. 15 charging stations will be installed and 5 vehicles will be purchased: Cuprus (Nicosia), Slovenia (Goriska), Greece (Peloponnesse), Italy (Ragusa), Spain (Barcelona).
Pilot 3 will test City Logistics for the **last mile freight transport connections**. Battery Electric Vehicles will be used in 3 cities in collaboration with **SMEs** and **farmer associations** so as to propose a sustainable business model for agri-food chains. 4 charging stations will be installed.

**Interreg Mediterranean**

Project co-financed by the European Regional Development Fund
ICT platform interconnecting the Interregional Electromobility Network

- It will manage and monitor the charging infrastructures and Electric Vehicle services;

- It will interconnect local "Small-Scale Infrastructure Network" within a transnational “Inter-regional Electromobility Network”.

Partners will interconnect and integrate the tested “Small-Scale Infrastructure Networks” using common technical standards through a shared ICT platform consisting of common tools and protocols for the charging stations.
Electromobility Implementation Guidelines to draft and implement SEMPs (SEMP model)

On the basis of the SUMP model, EnerNETMob will develop a common model for “Sustainable Electro-Mobility Plan” (SEMP) affecting electric transport.

Updated SEMP guidelines will be developed adding/editing recommendations and technical international standards as well as Best Available Techniques when planning/designing electric transport infrastructures/services.

The SEMP model will include suggestions to integrate electromobility with RES, Smart Grids, and e-mobility
Enhanced knowledge on electromobility infrastructures design by using same technical standards and integrated protocols for all MED regions

Increased capacities to implement policies on regional/urban planning of electric transport infrastructures/services through transnational cooperation

Increased transnational cooperation through the integration of the national/regional “Small-Scale Infrastructure Networks” in the MED area

Project co-financed by the European Regional Development Fund
“Interregional Electromobility Networks”
Electromobility & Sustainable tourism

Which are the obstacles?

• e-mobility is faced mostly as a city solution
• one major obstacle for (potential) EV users for touristic purposes is the ”range anxiety” (cause: lack of established interregional charging infrastructure and services)

“e-mobility interregional e-corridors” can overcome this obstacle

Fact: 55% of global travelers are more determined to make sustainable travel choices
### Trips by means of transport %

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<th>Country</th>
<th>Air</th>
<th>Railway</th>
<th>Motor vehicle</th>
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Eurostat data, 2014
Domestic, outbound tourism and inbound tourism data altogether combined:

- **50.5%** were Italian residents
- **69.4%** were French residents
- **35.3%** were Spanish residents

We must not forget the internal (domestic) and cross-borderer touristic flows.

**64% in the EU (from 46%-85%)** of the trips conducted by motor vehicles within the EU.
Interregional e-mobility & sustainable tourism

E-mobility
• offers a greener solution for touristic flows: use of e-vehicles
• could offer cheaper transport costs leading to increase of nights per trip (+1-2 nights)

Interregional trips
• address tourism seasonality
• could increase visits to non-touristic and remote destinations
• could create a new market of “e-road trips” based on various characteristics (cultural, environmental, leisure, gastronomic) etc.
• Interregional & institutional collaboration
Future benefits:

• More innovative products/services (Platforms, Apps, GIS services, products etc.)
• Spread and orientation of touristic flows lead by the available charging infrastructure design
• Motives for car rental companies to make the “big shift” to e-fleets
• Creation of new jobs
One in ten enterprises in the European non-financial business economy belongs to the tourism industries, employing 13.6 million persons. If combined with new mobility features, new jobs will arise.
More benefits to islands and remote areas

Intermodal sea-road electromobility services linking islands and urban areas will:

- Lead to more inter-modal trips
- Upgrade the “see-roads”
- Upgrade ports’ services
Thank you for your attention!

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