

Hearing for examination of Directive for alternative fuels infrastructure

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Claude RICAUD

Chairman, EVPlug Alliance

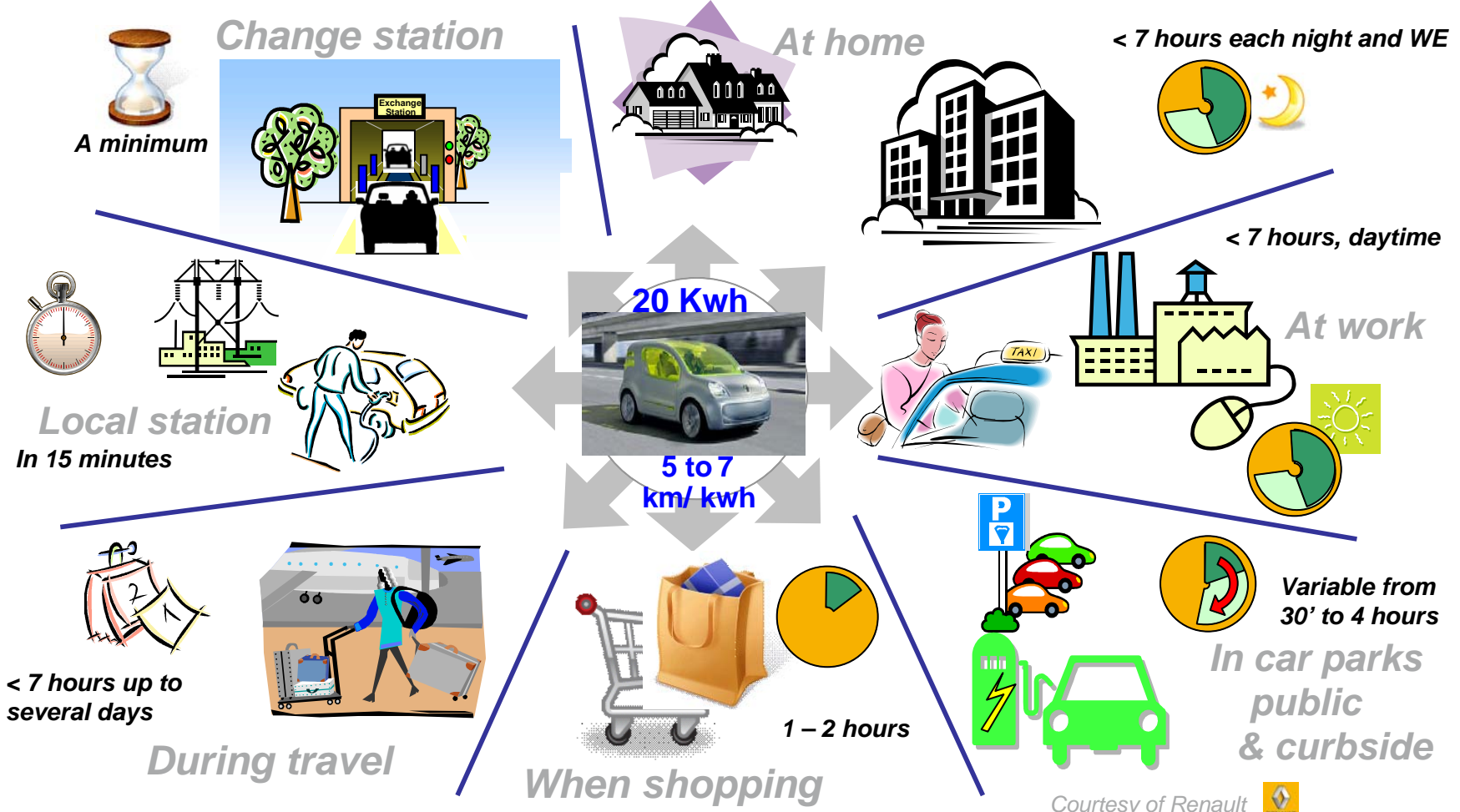
EVPlug Alliance : International association of industrial companies for the promotion of safe, interoperable, cost effective solutions for Electric Vehicle charge infrastructure.



EV Plug Alliance

Charge infrastructure is very diverse

- Many charge situations
- 90% charge points will be in private areas, 10% in public
- Strong integration in building / home electrical installation



Directive is important for accelerating Electrical mobility adoption

- We welcome the Directive objective to speed up Electric Vehicle development with deployment of a large, interoperable, european smart charge infrastructure, which is critical for e-mobility.
- To avoid any delay in the market, Directive must be rapidly finalized and its implementation made easy for all countries.
- It is thus important to change some points in the Directive that could delay its adoption.
- EVPlug Alliance wants to contribute to create consensus and help for a rapid adoption.

A key point to solve

- Directive has made the unusual choice to select a technology (Type 2) for the infrastructure plug.
- To allow for adoption by all countries in Europe, Directive must be made compatible with electrical safety practices of all European countries.
- To achieve this, Directive should prescribe the use of both basic Type 2 socket (as written today) and Type 2 socket with safety shutters, compatible with the existing type 2 plug.
- Industry is ready to engage for the industrialization and standardization of a cost effective Type 2 with safety shutters, if it has clear visibility and rapid assurance that it will be part of the Directive.
- Such a solution will provide the “single plug” requested by Commission.

Points of clarification needed

- Early investors and customers must not be penalized by the Directive.
- Hence, the obligation of retrofitting existing installations must be clearly limited to public infrastructure and enough time given to adapt.
- We support the Directive preference for Mode 3, because it allows for advanced energy management.
- However, possibility of charging on an existing socket in Mode 1 or 2 will be convenient and reassuring for user, specially in the early years of EV infrastructure deployment. It will also be very useful for light vehicles.
- Directive must not exclude the possibility to charge in Mode 1 or 2.