Union Française de l'Électricité

July 2020

UFE answer to the EC Roadmap on the EU Sustainable and Smart Mobility Strategy

UFE welcomes the EC initiative to present a Strategy for a Sustainable and Smart Mobility and underlines several key points to enhance the decarbonisation of the transport sector.

1. Electrification is a cornerstone to reduce the environmental impact of transport (Problem 1)

The electrification of transport can improve air quality and reduce the GHG emissions along the vehicle life cycle analysis (LCA). To illustrate, the **electric vehicles are two to three times less polluting than internal combustion engine using fossil fuels (battery recycling phase taken into account)**.

In addition, **the electricity power system is ready to integrate the massive development of EVs into the grids**. RTE (French TSO) showed in 2019 the possible integration of 15M electric vehicles (EV) into the grid by 2035. Enedis (French DSO) concluded that the investments planned by 2030 would represent only 10% of the total investment.

2. The roll-out of public and private charging infrastructure needs to be supported (Problems 1.i., 1.ii. and 2)

Knowing that 90% of EV charging is happening at home, **the EC needs to address the issues of the right-to-plug**, especially in the co-properties and the issue of having access to a charging station in public areas at home proximity. To deploy public charging infrastructure, **the EC should push for a quantitative and qualitative approach** taking into account the charging powers and the location as well as the development of the EV market. **The local level needs also to be fully involved in the planning to enable an**

infrastructure deployment closer to users' needs (e.g. territorial coverage and traffic). **Smart charging should be encouraged** in private infrastructure and in public only for residential and tertial districts to ensure grid flexibility as well as energy savings.

3. The access of data on E-mobility should be encouraged (Problems 2, 3 and 4)

Non-discriminatory access to data related to E-mobility and notably to batteries, should be guaranteed for all concerned actors (e.g. energy service providers, system operators, fleet operators). Available data should include load control to charge vehicles at the best time and at the lowest cost, as well as electricity reinjection to ensure networks flexibility. The EC should establish **a standardised framework to organise data sharing**. Such a framework could also offer opportunities to tackle the issue of cybersecurity which may present a risk for the grid security.

KEY ENABLING POLICIES

To ensure Europe's sustainable mobility, the EC should:

- Promote only **sustainable transport** in the **revision of the Directive on the Alternative Fuels Infrastructure (AFID)**.
- Create the conditions for a sustainable and competitive value chain of batteries in Europe in the revision of the **Battery Directive** via a **circular approach** tackling the risk perception of the private sector and enhancing the battery recycling sector.
- Ensure and favour a **green hydrogen for heavy transport segment** (long-haul trucks, maritime and aviation transport) in the **Hydrogen Strategy** when direct electrification is not technically and economically feasible.
- Guarantee a non-discriminative access to the EV for all concerned actors in the **EU Digital Strategy**.

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To answer the growing infrastructure needs, the EC should:

- Ensure **public infrastructure deployment** and **assess the prospects for private infrastructure** while setting national targets for the deployment of charging infrastructure in the **AFID**.
- Push the roll-out of infrastructure in the existent public and private buildings within the **Renovation Wave**.
- Enhance the coordination between the Member States via the **TEN-T Core and Comprehensive Networks**.

Document to be attached to UFE's reply:

- Report Enedis on the integration of electric mobility (2019)