

First cities examples of good practice

Norway - the city of Oslo

In June 2012, a total of 7,000 electric vehicles were registered in Norway. This puts Norway on the first position in the use of electric vehicles. Thus, Oslo is the world electric vehicle city with the highest density of electric cars.

Benefits for the users of electric cars are as follows:

- they do not pay charges when purchasing the car (for classic cars they are very high)
- exemption from paying 25% VAT on the purchase
- they do not pay the toll
- public parking free of charge
- allowed to drive within *yellow lanes*

In addition, in Norway there are around 3,500 charging stations, and in 2012 about 70 rapid charging stations will be installed. Locations and other information about all public charging stations in Norway are available in the open database NOBIL, developed and maintained by the company for electric vehicles in collaboration with *Transnova*.

These advantages make the electric car competitive with conventional cars. The goal of the Norwegian Parliament is to reach a figure of around 50,000 zero-emission vehicles until 2018. Norwegian association for electric vehicles set itself the target figure of 100,000 electric cars by 2020. This number is required to obtain a sustainable market for electric cars and charging infrastructure in Norway. Today, electric cars represent 2.5 percent of new cars sold in Norway every month. Electric cars are seen in Oslo on every corner, from mini-vehicles *Buddy* to sports car *Tesla Roadster*.

Since the beginning of its sale, Nissan Leaf sold 2,000 vehicles in Norway in 9 months, which makes it the second best-selling Nissan model. Thereby, it is also among the 15 best-selling models in 2012.



Source: http://en.wikipedia.org/wiki/Electric_car

The USA - the city of New York

As early as 2007, New York City Mayor Michael Bloomberg announced *PlaNYC* - the initiative for creating a vision of the city by 2030 and put on the agenda the preparation for the population increase, stimulating economic growth and reducing CO₂ emissions.

The study *Exploring Electric Vehicle Adoption in New York City* shows that the quality of air in New York currently does not meet state standards for emissions of CO₂ and other particles. Given that only 44% of the population of New York owns a car (at the national level this is high 90%), urban priority of reducing emissions is focused on public transport. Electric vehicles will play a significant role in reducing these emissions.

Despite the density of traffic and conditions in the city, New York is suitable for integrating the charging infrastructure. 50% of drivers from Manhattan and 80% from Staten Island have ensured parking places, which could alleviate the problems of home charging.

PlaNYC represents a sustainable plan that determined an aggressive strategy to reduce greenhouse gas emissions by 2030 by 30% compared to 2005 figures.

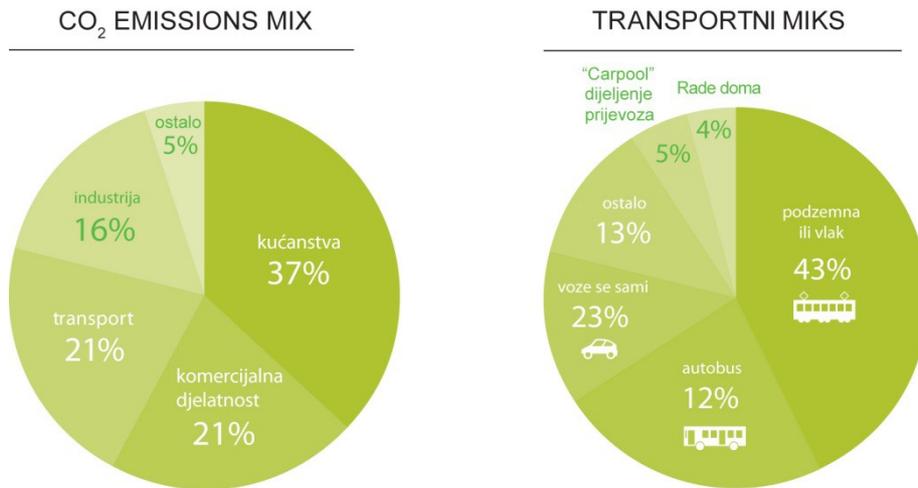
As part of the overall goal, emissions from transport (currently representing 22% of total emissions of the city) would be thus reduced by 44% by 2030. The plan also set the target for reducing particulate emissions to enhance air quality.

Obama's administration aggressively supports electric car and battery manufacturers as well as customers to whom they subsidise the purchase of a car.

More than 4 billion dollars were spent on the design, production and purchase of electric cars. The federal government approved tax benefits of up to 7,500 dollars per vehicle in order to reduce the high initial price for the purchase of electric cars.

New York is progressing towards the integration of electrification. In 2011, the City bought 50 *Chevrolet Volts*, 10 *Ford Transit Connects* and 10 electro *eStar* trucks. A new purchase rounded the number of the fleet to 430 vehicles, which also include the so-called *neighbourhood vehicles* and scooters. The City, the company Con Edison, Nissan and a private cab company are currently testing 6 Nissan Leafs to determine the feasibility of introducing electric cars in city taxi fleets.

Picture: Situation in New Yorku in 2011



Source: EV City Casebook

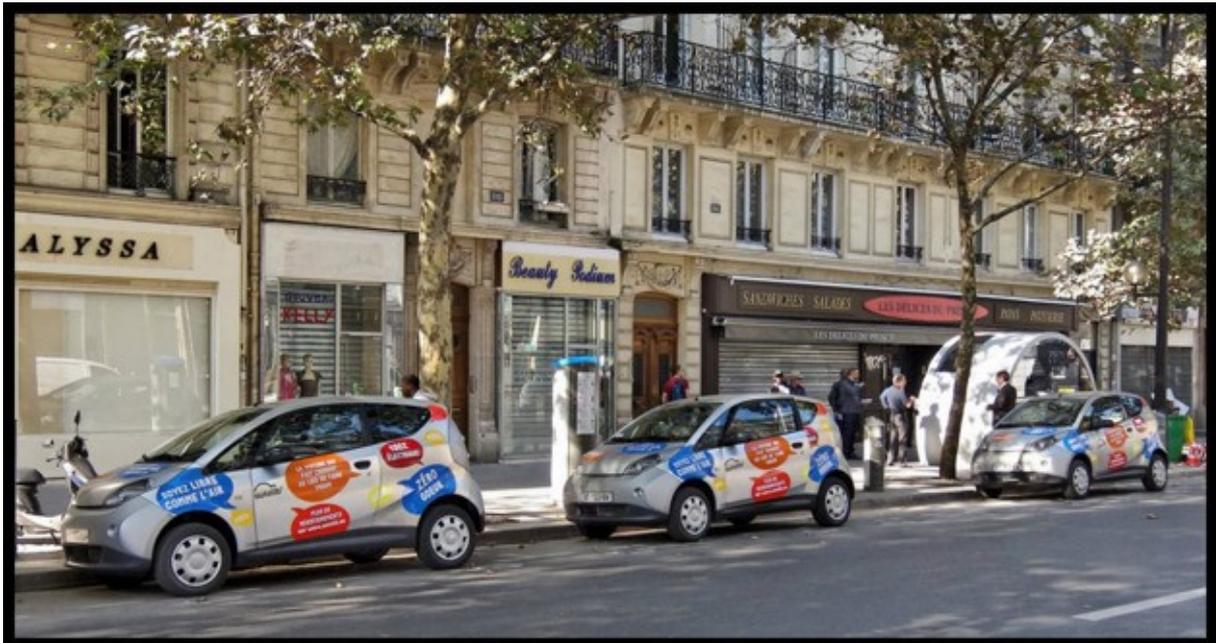
France - the city of Paris

French billionaire Vincent Bolloré has invested 200 million euros in the car sharing project Autolib in Paris. Through this project, it is possible to rent electric cars in the city, and every driver who wants to drive the vehicle should, in addition to presenting the valid driver's license, pay a membership fee from 10 to 144 euros, depending on whether they rent the car for a day or a whole year. To this amount, the cost of using vehicles of eight euros for half an hour drive should be added.

Autolib car sharing project plans to introduce for rent in Paris and surroundings 3,000 Bluecar electric cars. It is assumed that this would reduce the number of private vehicles (currently there are about 22,500 vehicles, which is an equivalent of 164 500 000 km travelled kilometres of polluting vehicles). The reach of a Bluecar on a single charge is 250 kilometres at a maximum speed of 130 km/h, and each car is equipped with a GPS system in order to know their location. Not only will there be less pollution, but there will also be less traffic congestion and less stress. This is the first short-term rental of self-service cars that are all-electric, and can be returned to a different location, not necessarily the location where they were taken.

In June 2012, in Paris there were already 1,749 Bluecar electric cars, 1,100 stations and almost 5,000 charging stations and parking places. The aim is to continue the gradual implementation until the figure of 3,000 cars and 6,000 charging stations is reached.

Picture: Bolloré Bluecar cars on the charging stations of Autolib' carsharing



Source: <http://green.autoblog.com/2012/01/13/parisian-autolib-car-sharing-service-suffers-setbacks-sells-6-0/>