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TEN-T fit for EVs: Key priorities for sustainable transport and financing electricity infrastructure

A Eurelectric policy brief

June 2020

Eurelectric represents the interests of the electricity industry in Europe. Our work covers all major issues affecting our sector. Our members represent the electricity industry in over 30 European countries.

We cover the entire industry from electricity generation and markets to distribution networks and customer issues. We also have affiliates active on several other continents and business associates from a wide variety of sectors with a direct interest in the electricity industry.

We stand for

The vision of the European power sector is to enable and sustain:
- A vibrant competitive European economy, reliably powered by clean, carbon-neutral energy
- A smart, energy efficient and truly sustainable society for all citizens of Europe

We are committed to lead a cost-effective energy transition by:

investing in clean power generation and transition-enabling solutions, to reduce emissions and actively pursue efforts to become carbon-neutral well before mid-century, taking into account different starting points and commercial availability of key transition technologies;

transforming the energy system to make it more responsive, resilient and efficient. This includes increased use of renewable energy, digitalisation, demand side response and reinforcement of grids so they can function as platforms and enablers for customers, cities and communities;

accelerating the energy transition in other economic sectors by offering competitive electricity as a transformation tool for transport, heating and industry;

embedding sustainability in all parts of our value chain and take measures to support the transformation of existing assets towards a zero carbon society;

innovating to discover the cutting-edge business models and develop the breakthrough technologies that are indispensable to allow our industry to lead this transition.

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KEY MESSAGES

- The Trans-European Transport network (TEN-T) is a solid policy instrument to ensure an EU-wide and adequate coverage of transport infrastructure. In view of the revision of the TEN-T Guidelines Regulation, step changes are needed to achieve the completion of the network, focusing at the same time on the decarbonisation of transport. The revised guidelines should be in line with the Paris Agreement and the objectives of the European Green Deal.

- Electrification, with an increasingly cleaner electricity mix, is the most effective, efficient and sustainable way to decarbonise the sector. In parallel with the revision of the Alternative Fuels Infrastructure Directive (AFID), the new guidelines for TEN-T must support the uptake of electric vehicles (EVs) and prioritise the full coverage of electric charging infrastructure on both the TEN-T Core and Comprehensive Networks as well as on urban nodes.

- This paper puts forward guiding policy principles for a revised and modernised TEN-T. The identification of urban nodes in Annex II should go beyond the Core Network and allow more densely-populated urban areas to engage in sustainable transport solutions for citizens.

- The revision of TEN-T should go hand in hand with the review of the Trans-European Network for Energy (TEN-E). The electricity sector strongly believes that harnessing synergies between the transport and energy sectors is the backbone for an ambitious deployment of charging infrastructure, coupled with a cost-efficient management of the grids.

- Clear and precise guidelines in TEN-T are paramount for the good completion of the networks and the right allocation of financial support. Economic, financial and regulatory gaps must be lifted to unlock the full potential of electric charging infrastructure.

- Funding streams under the Multiannual Financial Framework (MFF) and the European Investment Bank (EIB) must therefore reflect the greater ambitions of TEN-T and support projects that contribute with significant GHG reductions in transport, including EV charging stations, high-power charging, cross-border projects and grid upgrades.

TEN-T fit for EVs: Key priorities for sustainable transport and financing electricity infrastructure

This document complements **previous work** by Eurelectric **on** policies for sufficient charging infrastructure deployment and 5 key priorities for charging infrastructure fit for the next decade as well as the results from survey with Eurelectric members on the state of play of electric vehicle (EV) charging infrastructure in Europe.

As part of its initiative to ramp-up the production and deployment of sustainable and carbon neutral transport fuels in the European Green Deal, the European Commission will review the Regulation (EU) 1315/2013 on guidelines for the development of the Trans-European Transport (TEN-T) Network.

TEN-T is a two-layered network encompassing 90 000 km of roads as well as Europe-wide connections for railways, inland waterways, maritime shipping routes, ports, airports and railroad terminals, and striving for social, economic and territorial cohesion.[1] The TEN-T policy has contributed to the improvement of European transport, but step changes are needed to achieve the completion of the networks while moving progressively towards carbon neutrality. According to the European Commission's own estimates, the investment needs for the next decade to complete the TEN-T Core Network are about €500 billion, and about €1 trillion for the Comprehensive Network as well as other investments in decarbonisation or digitalisation.[2]

High electrification of the European vehicle fleet could lead to significant GHG reductions in the transport sector. In view of the ongoing revision of Regulation (EU) 1315/2013, the European power sector has assessed how to achieve the completion of TEN-T corridors with adequate infrastructure for zero emission vehicles.

1. TEN-T policy must support the decarbonisation of transport

All EU transport policies must be aligned with the overarching goal of the European Green Deal to make Europe the first climate neutral continent by 2050, which requires a 90% reduction of GHG emissions in transport.[3] Tackling transport emissions is a huge challenge as the sector still accounts for almost a quarter of EU CO2 emissions, yet it is feasible provided well-designed policies supporting high levels of electrification of transport, especially for road and maritime.[4] This could lead to significant GHG reductions and contribute to reach carbon-neutrality in the transport sector.

[1] Including the United Kingdom. The exact impact of the withdrawal of the United Kingdom from the Union on the maps of the North Sea-Mediterranean corridor and the funding opportunities under the next Multiannual Financial Framework (MFF) will depend on the EU-UK negotiations. Projects in the UK are still eligible to MFF funding in 2020.
[2] European Commission, an EU that delivers investments in smart, sustainable and safe mobility for jobs and growth, April 2018, page 7
[3] Communication from the European Commission on the European Green Deal, 11 December 2019.
[4] 63% of total final energy consumption in transport must be electric to reach 95% decarbonisation in the total EU economy, as projected by Eurelectric decarbonisation pathways study. More on maritime transport in the upcoming new report – Port: Green Gateways to Europe – written by DNV GL with input from Eurelectric.

40 million electric vehicles (both battery EVs and plug-in hybrid EVs) need to hit the road by 2030 to meet the EU climate objectives.[5] The first months of 2020 recorded an unprecedented growth in electric car sales and the growth is expected to continue after the COVID-19 crisis is overcome.[6] **The reviewed TEN-T Guidelines must be fit to support this momentum and prioritise the full coverage of electric charging infrastructure on both the TEN-T Core and Comprehensive Networks as well as on urban nodes.**

In this context, Eurelectric welcomes the creation of an EU-wide 'safety net' along the TEN-T Core and Comprehensive Networks through the European Commission's funding call of 1 million public chargers. But experience has shown that there is no universal benchmark for electric charging stations.[7] As previously observed in the electromobility sector, the coverage of the public charging infrastructure does not sufficiently consider specific geographical profiles. TEN-T policy should rather identify infrastructure needs depending on the dissemination targets of vehicles, the deployment of non-public charging infrastructure, charging behaviors as well as demographic and geographic conditions and consider the location of charging points where grid upgrade works are minimised. [8] This would allow a more comprehensive metric for the deployment of charging infrastructure with improved criteria that takes into account factors related to power supply, focusing on delivering a harmonised and adequate coverage of EV charging infrastructure across Member States based on the above criteria. The revised TEN-T Regulation should also accelerate the coordination between Member States to fully unlock the benefits of cross-border charging. Ensuring geographical balance is important and specific support should be considered for islands and Member States whose GDP falls below 80% of the EU average.

A future-oriented TEN-T Regulation is paramount to accompany a robust charging infrastructure for EVs and to bring confidence to the consumers regarding access and connectivity to EV charging points in the EU regions. The revised political priorities of TEN-T should be reflected in the Multi-annual Financial Framework (MFF) and its component funding streams. Support must be guaranteed to the projects that are essential to reach the full decarbonisation of transport. This would require a raise of the share of the Connecting Europe Facility, InvestEU and Horizon Europe as well as demand more funds allocated to climate and environmental activities within the framework of the Cohesion Fund and the European Regional Development Fund.[9]

2. Guiding policy principles to make TEN-T suitable for EV charging infrastructure

The European power sector has put forward a set of key priorities to improve the role of TEN-T in the context of its ongoing evaluation carried out by the European Commission.

[5] Eurelectric, Public EV charging Factsheet, 2019
[6] BloombergNEF, Electric Vehicle Outlook 2020, May 2020
[7] ICCT White Paper, Emerging best practices for electric vehicle charging infrastructure, 2017
[8] Eurelectric, Policies for sufficient EV charging infrastructure deployment in the EU, August 2019
[9] Eurelectric key recommendations for the MFF, September 2019

2.1 Urban nodes as a tool to deploy EV charging infrastructure

More attention should be given to urban nodes in the new TEN-T Regulation. Actions as defined in Articles 30 (Comprehensive Network) and 41 (Core Network) need to better reflect the critical role of urban nodes as first and last mile of most transport flows and recognize their connecting functions on the networks. Hereby, the provisions in the Regulation should further stress the need for sufficient recharging (and green hydrogen refuelling) infrastructure at the urban nodes for both passenger and freight transport to sustainably develop the Comprehensive Network. In addition, the revised TEN-T Regulation will have to take into account the new objectives of urban nodes and increase their number.[10]

The selection of TEN-T projects by privileging the first part of the Annex II of the Directive, which focus solely on the Core Network's 88 urban nodes, undermines the development of charging infrastructure in other transport nodes of the Comprehensive Network as well as in densely populated urban and suburban areas. These areas can contribute to the fulfilment of key TEN-T objectives and should thus benefit from better framework and funding.

Missed opportunities for urban nodes: examples across Europe

Taking Austria as an example, Annex II.1 only includes Vienna as an urban node, whereas cities such as Graz, Salzburg or Linz could also benefit from supports to EV charging points. Many countries only have one urban nodes in the first part of the annex (Bulgaria, Estonia, Croatia, Cyprus, Latvia, Lithuania, Hungary, Malta, Slovenia and Slovakia). Similar treatment affects other European cities. In Belgium, for instance, transport nodes like Liège, Charleroi or Gent could also be identified as urban nodes in the first part of the annex. The same applies in France (for cities such as Amiens, Le Havre or Clermont-Ferrand) or in the Iberian Peninsula.

Consequences include missing opportunities to promote clean fuels and persistently unequal development of urban nodes across Member States. Thus, the European Commission should carefully assess the identification of urban nodes in Annex II for the Members States to improve the coverage of the urban nodes with public charging points. Understanding connectivity with the help of dynamic transport models could provide planners with ideal sufficiency coverage and the ability to explore data and run assumptions, as demonstrated for example by the site selection model STELLA by RWTH Aachen.[11]

Therefore, Eurelectric recommends a review of the list of urban nodes as defined in the Annex II of the TEN-T Regulation to ensure that all urban nodes are fully integrated in TEN-T. New criteria to identify urban nodes can include the country's density, socio-economic indicators, location in the network as well as the importance of the node in relation to transport policy objectives such as decarbonisation. The revised approach to urban nodes could use the Annex II.2 and adopt a thinking similar to the two-layered TEN-T, with urban nodes expanding beyond the Core Network to the transport nodes of the Comprehensive Network.

[10] Issues papers of European Coordinators on TEN-T, 2016
[11] Site selection model for EV charging infrastructure, STELLA, RWTCH Aachen

Overall, more cooperation at the European, national, regional and local levels is required and best practices along the TEN-T should be further shared in order to involve all stakeholders in promoting EV charging infrastructure in urban nodes. Urban nodes are test beds for urban mobility planning and the revised TEN-T Regulation should consider the increasing overlap with the supportive measures in the area of urban transport, as described in the Urban Mobility Package. The recently revised guidelines for developing and implementing Sustainable Urban Mobility Plans (SUMPs) aim to foster an integrated development of sustainable transport, affirming citizens' and stakeholders' engagements.[12] The electricity sector is convinced that increased regional outreach and technical assistance to local players, as well as further sharing best practices among stakeholders are key to boost the adequate infrastructure deployment.[13]

2.2 Harnessing the synergies between the electricity and transport sector.

Distribution system operators (DSOs) can provide expertise on the electricity network's capacity to implement charging strategies and to deploy a robust EV charging infrastructure. Optimised distribution grids coupled with flexibility are paramount to deliver transport decarbonisation. Collaboration between project holders, charging operators and DSOs would help to identify the best charging locations and charging modes, allowing in turn to anticipate changes to the grids and connection points with subsidies and minimize the costs and waiting times of projects along TEN-T. For instance, the early involvement of DSOs could contribute to the identification of parking spaces and rest areas that can be connected to the electric grids in a cost-efficient way. As stated in Directive (EU) 2019/944, Member States shall provide the necessary regulatory framework to foster the installation of charging infrastructure. In this context, electricity companies together with private initiatives can also contribute their knowledge of the electricity business to identify the best charging locations in a cost-efficient way.

In view of the forthcoming evaluation of the Regulation on the Trans-European Network for Energy (TEN-E), identifying and developing synergies across sectors is essential for both policy instruments to coherently contribute to the Green Deal.[14] The revised TEN-E and TEN-T Regulations should prioritise and coordinate the coherent planning and construction of the European electricity infrastructure, in order to decarbonise the end-using sectors.[15] The implementation of smart charging solutions is important to provide efficient system services, reduce the impact on the grid and facilitate the integration of renewable energy at distribution grid level, ultimately minimising grid reinforcement costs.[16] Specific emphasis should be put on electricity projects, including smart charging, cross border grids or renewables for EV charging to fully release the potential of synergies between the transport and energy sectors.

[12] European Platform on SUMPs, Guidelines for developing and implementing a SUMP, February 2020
[13] Eurelectric, Policies for sufficient EV charging infrastructure deployment in the EU, August 2019
[14] Eurelectric, Revision of the TEN-E regulation, April 2020
[15] Examples of synergies include TSO 2020 (hydrogen) and SYNERG-E.
[16] More on smart charging infrastructure: Eurelectric' s joint statement with ACEA and T&E, AFID priorities paper and Eurelectric's upcoming Storage study)

Growing synergies: the multiplication of transport & energy projects

Eurelectric members are increasingly engaging in partnerships related to grid integration and e-mobility. Among many projects, SYNERG-E (Verbund) or 'E-Mobility-Valley' (Netze BW) look into the smooth integration of grid connection to facilitate the deployment of charging infrastructure. Other projects like the new Voltpack Mobile System (Vattenfall) aim to support energy storage. Enedis, a French DSO, recently analysed the impact of the integration of e-mobility on the grids to estimate the investment needs.[17]

Such projects are truly beneficial for DSOs and charging operators to anticipate the costs as well as emulate and accelerate the deployment of charging infrastructure.

2.3 Complementarity with other transport policies

The very recent provisional agreement reached by the European Parliament and Council on Streamlining measures for TEN-T Implementation (Smart TEN-T) - a proposal of the Commission from 2018- is a good first step to accelerate the implementation of infrastructure projects through fast-tracked permit-granting processes and public procurements, enhanced decision-making and administrative procedures, as well as improved cooperation between Member States.[18] Provided it is swiftly approved by the Parliament and the Council, Smart TEN-T could contribute to a modernised TEN-T Regulation and achieve the completion of the networks with decarbonised infrastructure for all transport modes.

Ensuring the availability of electric vehicles and the relevant charging infrastructure should be an overarching principle in the context of the parallel assessment of TEN-T and the Alternative Fuels Infrastructure Directive (AFID) to align both with the EU Green Deal. To enable the electrification and decarbonisation of transport, Eurelectric recommends an increase of the number of chargers at single locations along high occupancy roads and spaces in parallel with the market uptake of electric vehicles, whereby this could notably occur on the TEN-T Network.[19] A speedy revision of AFID combined with coherent National Policy Frameworks (NPFs) is essential to deliver appropriate charging infrastructure on TEN-T highways and first class roads.[20] Therefore, the goal defined in the TEN-T Core Network of one charging sites/60 km should be made mandatory and additional ad-hoc subsidies should be introduced to cope with the expected costs of deploying the charging infrastructure.

The TEN-T Regulation and its objectives for sustainable and carbon neutral transport should be aligned with the approved policies on vehicle CO2 standards and public procurement of clean vehicles[21] to coherently support the expected growth of zero emission vehicles through an EU-wide harmonised and coherent deployment of charging.[22]

[17] Link to the mentioned projects: SYNERG-E, E-Mobility-Valley, Voltpack Mobile System and Enedis report
[18] https://ec.europa.eu/commission/presscorner/detail/en/mex_20_1023
[19] Eurelectric, charging infrastructure in Europe fit for the next decade: five key priorities, April 2020
[20] Auto makers and electricity sector call for rapid action on charging points under EU recovery plan, June 2020
[21] Clean Vehicles Directive
[22] Eurelectric, Policies for sufficient EV charging infrastructure deployment in the EU, August 2019

It is essential to equip the rest areas for long-haul trucks with high power public charging opportunities. Truck drivers are mandated to take 45-minute breaks every 4.5 hours – a period which is sufficient to charge the batteries for 400km, enough until the next stop.

3. Target- and business-oriented financial instruments to support TEN-T projects

Clear guidelines are essential as they will be used to identify and support the right projects that best contribute to the implementation of TEN-T objectives. In response to the greater ambitions of TEN-T to decarbonise transport, the EU support schemes for the next funding period should increasingly strengthen the uptake of EVs and the associated needs for charging infrastructure. As the European Commission is committed to climate mainstreaming in the next EU budget, a regulatory and financial framework must anticipate the growing number of projects combining clean energy and sustainable transport.

Filling the gaps: flexible guidelines to support a fast-changing e-mobility sector

The experience of the electricity sector reveals gaps preventing the deployment of electricity charging infrastructure, including wireless charging, to fully benefit the transport sector. In many cases, existing price models of network operators are very high. Such high connection costs also prevent the full development of business potential for high power chargers. Subsidies are therefore paramount to adjust these economic gaps and to incentivize investments in charging infrastructure.

Another specific example is the power supplies to Motorway Charging Stations. The current small capacity connection on Motorway Stations will not sufficiently respond to the future demand, therefore planning for the provision of a larger capacity supply from the beginning would avoid a wasteful and inefficient investment path. However, cost commitments to the most longsighted infrastructure are still excessive when considering the current EV demand. In the United Kingdom, the Rapid Charging Fund was launched in 2020 as part of a £500 million commitment for EV charging infrastructure, with the ambition to reach around 2,500 high-powered chargepoints across England's motorways and major A roads (and around 6,000 by 2035).[23] The possibility for the EU to provide financial support for such investments in advance should be thoroughly considered. Future-oriented guidelines in TEN-T and flexible financing components are the backbone of a cost-efficient deployment of charging infrastructure.

A strong and comprehensive regulatory framework is crucial to clear the obstacles that prevent charging infrastructure to maximise its contribution to decarbonised transport.

[23] Government vision for the rapid chargepoint network in England, policy paper, 14 May 2020

3.1 Increased funding for sustainable road transport along TEN-T

The Connecting European Facility (CEF) and Blending Calls for the funding period 2021-2027 should put emphasis on EV charging as a cost-efficient mean to decarbonise transport. As a flagship funding programme for the TEN-T, CEF can contribute to the deployment of a robust and coherent EU-wide charging infrastructure along the Core and Comprehensive Networks, firstly through the CEF Transport but also by calling for synergies with CEF Energy. As the current CEF working programme is coming to an end, Eurelectric has identified the gaps that will need to be tackled for the next funding period:

- In the 5-year period since the programme started, CEF Transport contributed to the implementation of 12,851 alternatively fuels charging points (93% electric) by allocating €698.3 million of grants. This however only represented 37% of the grants allocated to road transport and only 3% of the CEF total allocated grants.[24]
- The CEF Transport Blending call was implemented in 2017 in order to trigger more financial opportunities by combining CEF grants with investments from the private sector. First results show that only a limited share (less than 20%) of the €1.4 billion envelope have supported alternative fuels actions.[25]
- The 2018 mid-term evaluation of the CEF warned against a "clear inconsistency in the legal framework" between the objectives to foster cross-sectoral synergies between the Trans-European networks and the provisions regarding the eligibility of costs in each sectors. This has caused a "very severe limitation" to effectively co-finance synergies, including the case of electro-mobility projects that are not eligible under both TEN-T and TEN-E provisions. Only one synergy call between transport and energy has been launched so far and it has supported a limited amount of actions.[26]

Overall, EU support schemes in the MFF, including CEF as well as Horizon Europe, LIFE, Cohesion Fund, ERDF and InvestEU need to be adequately used with attention to the sustainable goals of TEN-T. While the new EU budget will need to integrate the impacts of the COVID-19 crisis, the Green Deal must be enshrined in any recovery plan and investments in renewables and decarbonised transport will be even more important than before.

The combination of all the financial instruments planned within the next MFF needs to be complementary to avoid stranded investments and to achieve a timely and significant decarbonisation of the transport sector. The CEF should focus on the substantial investments that are needed along the Core Networks and in urban nodes, such as the installation of charging points on highways and urban areas or the electrification of harbours. Smaller and local projects along the Comprehensive Network could be more suitable for funding under the Cohesion Fund or ERDF.

The ambition to financially support EVs should also be reflected in the European Investment Bank (EIB) transport lending policy, set to be revised in the early 2020s. The EIB is taking ambitious steps to become the European Climate Bank and transport, as the largest sector of EIB activity, will be

[24] Calculations from INEA, CEF implementation brochure, July 2019
[25] European Commission implementing decisions on 5 January 2018 and 12 October 2018 establishing the selected projects for receiving EU financial assistance under the CEF Transport Blending calls in 2017.
[26] European Commission, mid-term evaluation of the CEF, COM(2018) 66 final/2, page 68

impacted. More emphasis on alternative fuels like electricity in transport should be put by prioritising green, innovative and efficient transport along TEN-T, with the help of the Cleaner Transport Facility (CTF) and other EIB's financial instruments.[27]

3.2 Application and selection criteria fit-for-purpose

The selection process for funding calls shall prioritise projects that contribute significantly to reduce GHG emissions, and should solely promote infrastructure compatible with the long-term ambition to decarbonise transport. Some certainty needs to be provided to project partners regarding the type of infrastructure that can receive funding. Application criteria should be business-oriented and tailored to industry profiles and investment needs. The proposal for the post-2020 CEF foresees efforts to lighten regulatory burden and compliance costs for stakeholders. [28] A business-centric system is essential for companies to engage in the decarbonisation of transport.

Broadening criteria is paramount to boost efficient investments in green electricity for transport. Actions that promote the decarbonisation of transport and the availability of alternative fuels, should be supported, as already required by the TEN-T Regulation, including the construction of charging points as well as the provision of corresponding electricity infrastructure such as grids. Financial support in the next funding period should therefore put emphasis on:

- **Cross border projects:** the TEN-T Regulation has set clear guidelines for Member States to complete the networks but we observe a lack of governments' awareness of cross-border projects. These projects are essential to achieve an EU-wide coherent transport network. More coordination and support on this type of projects is needed.
- **Synergies between transport and energy**: article 10 of the partial political agreement on CEF foresees two ways to fully unlock the benefits of synergies between TEN-T and TEN-E in the next funding period. One is to launch specific cross-sectoral work programmes and calls to finance projects. The other possibility is to allow CEF-T or CEF-E to finance actions that may not directly relate to the eligibility criteria of one sector but do fulfil the objectives of the other sector and allow for even more socio-economic, climate and environmental benefits, provided they represent less than 20% of the total eligible costs of the projects.[29] Actions such as the connection of charging to the grids are very much in line with these criteria. Linking TEN-T with TEN-E would allow the use of available financing for integrating renewables and battery storage with the charging infrastructure as well as bidirectional charging capacity (V2G) across several countries.
- **The challenge of high-power chargers and low utilisation rate:** Tackling the lack of commercial feasibility of high power chargers should be one of the main focus for the next funding period. The European Commission should look into the possibility to offer subsidies on the basis of the power of the charging facilities as well as the operation, management and utilisation of charging stations. Shifting the eligibility of subsidies from the construction of a charging point to the actual utilisation and efficiency has proven to be very beneficial

[27] EIB, Transport Overview, 2020
[28] European Commission, proposal for a regulation establishing the CEF, 2018, COM (2018) 438 final page 8
[29] European Commission, proposal establishing the CEF, COM(2018) 438 final

to the industry's long-term development in China. Operators locate charging points closer to cities and residential communities and focus more on the quality of the products.[30]

- **Increasing the co-financing rate** of actions from the current 20% to 50% for projects related to alternative fuels or cross-border links, as agreed in article 14 of the partial political agreement on CEF, would substantially improve the feasibility of projects. Possibilities for defining criteria of alternative fuels, with a focus on electricity for cars, should also be assessed. A similar approach should be used for other funds under the next Common Provisions Regulation and the MFF negotiations.
- Furthermore, for the CEF Transport Blending Facility programme, some improvement need to be made concerning the role of the Implementing Partner (IP). More specifically, this scheme should be standardised on the following aspects : (i) the type of funding instruments used by the IP (loans, equity,…); (ii) the type of eligibility criteria between IP and the CEF Transport Blending call which are currently different ; (iii) provide guidance on how to deal with cross-border projects involving different IPs.

[30] China Daily, efficient EV station operation to receive subsidies, September 2019

Eurelectric pursues in all its activities the application of the following sustainable development values:

Economic Development

- Growth, added-value, efficiency

Environmental Leadership

- Commitment, innovation, pro-activeness

Social Responsibility

- Transparency, ethics, accountability

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