

## Welcome to the second I-CVUE newsletter edition

The I-CVUE project (Incentives for Cleaner Vehicles in Urban Europe) is co-funded by the European Commission and aims to support the uptake of plug-in vehicles across Europe. The project is delivered by a consortium of partners who bring together significant experience in supporting cities and corporate fleets through their journey towards cleaner vehicles.

### I-CVUE Fleet Mentoring proves popular across Europe

The I-CVUE project is now pleased to announce that all of the fleet mentoring vacancies have been filled and the project partners are now busy supporting fleets across Europe. The original target to mentor 10-15 fleets has been far exceeded with now 59 fleets receiving support through I-CVUE. Fleet mentoring has been made available to fleet operators and is provided by the project partners; the Energy Saving Trust, Austrian Energy Agency, RACC and FIER.

These 59 fleets range from public city fleets to large global brands. We offer analysis to fleet operators to help them further understand the business case for electric vehicles in their fleets, based on the analysis of the total cost of ownership. From the results of this mentoring we will create case studies to support fleets deciding how to implement electric vehicles in their fleet.

### I-CVUE DSM tool: a good starting point for fleet electrification

The I-CVUE project aims to reduce CO2 emissions by increasing the number of EVs in urban fleets. Why urban fleets? On average, urban fleet vehicles cover more than 60kilometers per day. This is, on the one hand, higher than the daily average, and on the other hand, lower than the single-charge range of battery electric vehicles. Therefore, electric vehicles in urban fleets are expected to have high fuel savings and promise to outmatch vehicles with conventional drivetrains, not only in respect to emissions but also financially. The I-CVUE Decision Support Model (DSM) empowers fleet operators to compare conventional vehicles with their counterpart in EV with respect to total cost of ownership (TCO). Additional non-monetary aspects, e.g. acceleration, driving range, and mobility are also evaluated and integrated in an overall vehicle utility estimate. The web-tool developed in I-CVUE framework is available for free and is more flexible and comprehensive compared to other TCO tools.



Tim Anderson, Energy Saving Trust, I-CVUE Project Coordinator



**Why is it so flexible?** The DSM tool is equipped with comprehensive reference data sets and specific incentive schemes of each participating country. For example, brand new German incentives have been included in the tool. Different purchase costs per vehicle, the specific legal situations with respect to taxation, allowance and benefit-in-kind are other parameters that impact on TCO and are already implemented in this model. However, all parameters may be adjusted by the user to match his or her fleet requirements or expectations. Thus, the vehicle ownership period may be adjusted freely and the user can even specify individual daily driving distance distributions and recharging behaviour according to fleet operations. Results of analyses are described in detail and are also presented graphically allowing fleet operators to focus on the most important costs and savings.

**Why is the information contained in the tool so extensive?** This is the most important aspect of a TCO calculation. If there is a lack of parameters or the information is not accurate, the level of confidence goes down. The I-CVUE web-tool includes common cost aspects, such as fuel and electricity

prices, cost for maintenance and insurance as well as purchase and motor taxes. However, it also includes company tax savings, a cost control framework to transfer specific cost items from the vehicle owning company to the vehicle driver, benefit-in-kind taxes, inflation and interest, as well as charging point investment cost, or cost for public parking or tolls. In this way, the DSM tool empowers its European users to account for (or disregard) country-specific, region-specific, company- or fleet-specific cost items. A good example for this could be maintenance cost which are typically lower in Spain than in the UK. In addition, maintenance costs for conventional vehicles are higher than for electric vehicles, e.g. since EVs don't require oil changes or repair costs for exhaust systems. Also, some companies may have lower maintenance cost due to company-owned garages. All this knowledge can be implemented in the tool, allowing simple analysis of business cases with a couple of clicks.

**Latest enhancements** of the web-tool now allow consideration of real-world conditions, such as battery charging efficiency and real-world consumptions. Finally, the user may specify a willingness to pay for non-monetary vehicle



statistics or specific incentives, e.g. vehicle acceleration, priority parking for EVs in cities, bus lane usage or reduced CO2 emissions. Based on these datasets, the web-tool calculates a utility estimate.

**Further developments:** In the near future the web-tool will focus on the needs of policy makers and thereby allow its users to assess region-specific impacts of different monetary and non-monetary incentives on the updated situation of electromobility in urban Europe.

### A successful I-CVUE City Workshop

On the 23<sup>rd</sup> of March, representatives of 7 cities and I-CVUE partners gathered in Amsterdam to discuss e-mobility themes in the City Works hop organised by I-CVUE. The host of the event was Mr. Linnenkamp of Amsterdam Elektrisch. The reason for organising this workshop is because most European cities are dealing with similar challenges with regards to mobility and air quality issues, but they have got different solutions for these issues. The goal of the workshop was to exchange the positive and negative experiences about the e-mobility related incentives, and learn from each other.



Representatives from seven cities gathered to discuss electro-mobility in urban environment

The discussed topics were mainly related to the influence of e-mobility on the local environment, the different types of

local incentives for promoting e-mobility, the different target groups and the role of the local government in the charging infrastructure.

The workshop received very positive feedback from those that attended. There were some interesting solutions presented, and participants found it useful to have different cities in one room to discuss these topics. There are some successful incentives identified, but it was identified that because of the different conditions in the cities, it is not easy to copy the incentives from one city to another. The I-CVUE partnership will support the interested cities by transferring best practices in response to the regional suitability.



Exchanging the positive and negative experiences and learning from each other

### 4<sup>th</sup> E-Mobility Stakeholder Forum - 25<sup>th</sup> – 26<sup>th</sup> May 2016, Brussels

The I-CVUE project was pleased to join forces with the FRevue and ZeEUS projects to host the 4<sup>th</sup> E-Mobility Stakeholder Forum in Brussels on the 24<sup>th</sup> and 25<sup>th</sup> May. The forum successfully brought together experts from across Europe to discuss the future of e-mobility and to hear about the progress being made by the various projects. The event considered the key themes represented by the three projects: I-CVUE discussed fleets and policy, FRevue represented the freight market and ZeEUS provided insight into e-bus trials across Europe.

The event was supported by Magda Kopczynska, Director for Innovative and Sustainable Mobility at the EU Commission's



DG MOVE. Speakers and delegates were experts from cities, EU projects, commercial suppliers, NGOs and academia, bringing together a wide range of e-mobility experience from across a number of disciplines.

I-CVUE was represented by Tim Anderson, Energy Saving Trust and Harm Weken, FIER. Tim presented at the Clean Vehicles and Services Procurement in Practice session and the final roundtable discussion at the end of the event, with Harm provided an overview of the I-CVUE project along with some of the findings from the boundary conditions analysis that has taken place. Stakeholders were made aware of the I-CVUE project and the valuable work we are doing with fleets and policy makers across Europe. The project made links with other EU sponsored projects and will actively seek new opportunities for future collaboration, particularly in disseminating the project's results.



Harm Weken, FIER, presenting I-CVUE findings at the E-mobility Forum

Through the workshop I-CVUE partners collected data, input and requirements from the taxi sector to contribute to improving conditions for the adoption of EV's. The workshop participants concretely supported the local e-taxi Vienna project's target of replacing the 250 conventional taxis with electric vehicles. The Up Top Global Taxi Network ([www.uptop.taxi](http://www.uptop.taxi)) also used the workshop as a platform for promoting their recent achievements and future plans.

Additional workshops will be organized by the I-CVUE project partners before the end of the project, in March 2017.

*IRU Projects, Austrian Energy Agency, Taxi40100, Key Driving: speakers at the electric taxis workshop in Vienna.*



## To find out more about I-CVUE

> **Website**



[www.icvue.eu](http://www.icvue.eu)

> **LinkedIn Group**



I-CVUE: Incentives for Cleaner Vehicles in Urban Europe

> **Twitter**



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