



City of Skopje

Thematic Workshop "Convenience and incentives in procurement and use of e-vehicles"

Skopje, 25th of March 2015

Great savings on fuel and reduced pollution and noise are pointed out as the main strengths of electric vehicles. However, the experience has shown their larger use in those countries where the state offers a number of benefits for citizens who use electric vehicles, but also where the population is informed and aware of the benefits of using electric powered vehicles for both the consumer and for the environment.

For all these issues was debated by the representatives of the City of Skopje, the magazine "AvtoPlus", the Dean of the Faculty of Electrical Engineering and IT, representatives of the public enterprise "Public Traffic Enterprise – JSP Skopje", the Director of Auto-Moto Association of Macedonia, high representatives of manufacturers and suppliers of vehicles (MakAutoStar and Porsche Macedonia) and representatives of NGOs. This thematic workshop was organized by the City of Skopje.

The thematic workshop was held on 25th of March 2015, under the Ele.C.Tra project co-funded by the Intelligent Energy Europe Programme of the EU.

The discussion resulted the following findings and conclusions:

1. To consider the implementation of the three main measures from the EU Strategy on electromobility: regulatory instruments (universal standards of vehicle production and regulation of greenhouse emissions), economic instruments (quotas of 0 emissions and CO₂ certificates, reducing taxes and selling prices of e-vehicles, subsidies, annual fees for vehicles that pollute and directing the received funds to subsidize e-vehicles, support for procurement of e-vehicles in public institutions, benefits and subsidies for Taxi transport in the city) and infrastructure (e-chargers network, free parking for e-vehicles, special lines of driving).
2. It was indicated the rapid pace of electrification throughout the world, but also, on the other side lack of experience in the operation. Even if you want to bring an electric vehicle in Macedonia, its limited by the producers and it is not allowed for a country where no adequate infrastructure and service readiness to maintain that vehicle.
Furthermore, our importers of vehicles are not yet ready and they propagate the electrification of vehicles insufficiently.



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3. It is not ruled out the remaking of vehicles with internal combustion power into electrical (so far in Macedonia were remade 2 vehicles – Daewoo Matiz and Fiat Seicento). In this way we would resolve the problem "outdated car park".
4. As major issues were mentioned the storage of the batteries from e-vehicles (which after their 80% use of potential are unusable, but yet proved to be carcinogenic) and the infrastructure for the e-vehicles and energy capacity to charge them. However, as a mitigating circumstance was instructed that Skopje have the size and terrain that would enable with one single charge to pass a day trip from 120-190km.
5. It was concluded that it is very easy to deliver e-vehicles, but it is very difficult to provide adequate infrastructure and opportunities for maintaining them. For this purpose, the Dean the Faculty of Electrical Engineering and IT in Skopje indicated that they are already actively working to train students, new staff in the field of electromobility, and also practically. Furthermore, regarding the e-chargers he mentioned the possibility of charging them through renewable energy sources (fixed or rotary photovoltaics). As for the batteries for e-vehicles, an idea was given of the possibility of their refilling and their use after their full potential also through renewable energy sources. In this way we would resolve the problem of storage of batteries and they were long-term usable.
6. However, the experience has shown that the use of electric vehicles is highest in those countries where the state offers a number of benefits for the citizens who use them. In this sense, we highlighted the need of encouraging greater involvement and coordination of institutions for different treatment of electric vehicles and the introduction of positive discrimination as the same in terms of parking, tolls, environmental loans with low interest rates and other incentives in procurement and using them.



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7. Providing the necessary conditions and build the appropriate infrastructure for their movement - streets, parking, location for chargers. In this aspect the new urban plans and strategic documents, need to define and project a network of charging points for electric vehicles - chargers and define minimum standards for adequate infrastructure.
8. The need for the City of Skopje to define its own strategy and electro mobility policy that will determine an action plan for implementation of measures to enable the electro mobility in Skopje to become reality.
9. The findings and conclusions of the discussion can be submitted to all relevant institutions at national and local level, to be informed and aware of the need for operationalization in specific plans and projects in the future.

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