

Welcome to the first edition of the EVUE II project newsletter

The chance to continue and expand upon the work undertaken in the first EVUE project was too good an opportunity to miss, and we are excited about what we can achieve during its duration.

As you may be aware, EVUE II is the successor project to EVUE which ran from 2009 to 2013. Involving nine cities in eight countries, it sought to share best practice, expertise and learning to help cities implementing electro-mobility. Among the outputs of this project, each city produced a local action plan (LAP), an approach championed by the URBACT programme, to help identify and deliver solutions to urban issues.

Over the next 12 months, we will be looking at these LAPs and how they are being implemented to improve project delivery as well as secure new areas of project funding. With such a short project duration, we have quickly started work on the project and the partners' have already met twice to progress our outcomes and outputs.

Some of the **key achievements** already stemming from the LAPs include:

- Installation of over **400** charging points in Oslo
- Securing of over **€14.2million** in funding for demonstration trial of electric freight vehicles
- Identification of **new funding opportunities** for convergence partners.

We will be regularly updating our website with the latest project developments and wider progress in e-mobility so please check in.

Finally, on behalf of the EVUE II network: Beja, Frankfurt, Katowice, London, Oslo and Suceava, we welcome you to our wider network of interested stakeholders and if you have any questions or comments, please do not hesitate to contact myself or your nearest city coordinator.

Thanks

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Poor Air Quality Blights Europe

In the last month, air quality standards have been breached in many cities across western Europe. While the main source was attributed to dust blown from North Africa, in many cities it merely made visible the 'hidden' pollution that is affecting our cities every day.

Electric vehicles, with zero tailpipe emissions, can help address this problem. The EVUE II project will help develop the strategies and knowledge that will all this to be realised.



London - Leading the way?

As the lead city in the EVUE II network, London is particularly interested in encouraging the uptake of electric vehicles.

At the regional level, the Mayor of London has published both an Electric Vehicle Delivery Strategy and an Infrastructure Plan. Although published in 2009 and 2010, these documents clearly show the path London is taking. It is also encouraging to see that some of the targets identified, such as the installation of over 1,300 charging points, has been achieved.

This shows what can be done, but we have still a long way to go to achieving the EC's goal of no more conventionally fuelled vehicles in our cities.



Air Pollution - the world's largest single environmental health risk

The World Health Organisation (WHO) has identified air pollution as the world's largest single environmental health risk. This changes the electric vehicle debate from important, yet abstract concepts, such as mitigating global warming or oil independence, to one that directly impacts on the health of you and your family, friends, neighbours and colleagues.

It is no longer acceptable (and in many cases legal) to smoke in workplaces, restaurants and schools; yet the combined impact of thousands of vehicles travelling along our city streets often results in entire areas where oxides of nitrogen (NOx) and particulate matter (PM) levels exceed acceptable health standards – so why do we still accept that?

The European Commission (EC) is already working towards improving air quality in Europe and in December adopted a new Clean Air for Europe Programme (CAEP) through to 2030. The EC calculates that the direct cost to society from air pollution is approximately €23billion per year while the health benefits from the CAEP would exceed €40billion. These are costs that we will incur unless we take measures now to address air pollution.

Within our cities, emissions from vehicles are one of the most significant sources of this pollution. This reinforces why cities need to introduce and enforce good policy, regulations and incentives to help the shift to zero and low emission vehicles.

Electric cars: highest selling vehicle in Norway

Car sales figures in March 2014 have highlighted that electric vehicles are now the biggest individual seller in Norway. Every fifth new car purchased was an electric vehicle, with the Tesla Model S taking the top spot, followed by the VW Golf and in third another electric vehicle the Nissan Leaf.

These figures highlight that electric vehicles can provide an attractive and viable alternative to traditionally powered cars. While Norway has a very good incentive policy supporting electric vehicles, consumers are still not going to buy them unless the cars meet their needs. The Tesla Model S, with a range of 400-500km demonstrates the potential that is available.

Similar figures for the UK have shown an increase in sales of 68% for alternatively fuelled vehicles in March 2014. For electric vehicles only, the increase was a huge 202% compared to March 2013.



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