Policies: link with SUMP and city strategies
**PLAN A: guidelines for the development of charging infrastructure**

1. **Keeping on-street charging infrastructure as it is** (24 CP. 12 of them upgrading to fast in 2018. 2 Charge Managers as Providers / City Council - Equipment and installation owner)

2. **Publicly accessible Charging Infrastructure located in private land:**
   - Agreement among the City Council and private stakeholders (City Council as provider of Fast Charging Equipment whereas private stakeholders provide charging services)

3. **City Council as a Charging Solutions Provider** (via EMT. At off-street parkings. Agreements with specific stakeholders. Also parkings for residents)
Management (making it easy for users)
e-shared and urban logistics as “allies”
Favourable framework for the project in Madrid:

- EV charging services’ market has been open up to anyone
- “Madrid Central” UVAR enters into force next November 30th
- New sustainable mobility ordinance launched last Wednesday October 24th
- New Protocol on High pollution episodes (adopted last October 8th)
- SUMP under revision
Madrid use case:

- Demand in resident car parks. How to set it and manage it
- Shared mobility services (e-motosharing, battery swap, ...)
- Interoperability of providers
- MAAS
- Public participation
- Ultra fast charging
- Grid management. Sinergies with other City initiatives
- TEN-T network
Madrid use case (user centric approach):

- Improving information to citizens (making access simpler).
- Improving use by citizens (making use simpler).
- Need of having a “system” that facilitates charging by citizens.
- Easy to find and know about the CP (apps and others ...)
- Ease and security to access, charge and pay
- Respond to the real needs of the users when designing the location and characteristics of the equipment (big data, study of routes ...)
- Know and incorporate the ideas of the users (public participation, accountability scheme)
- Address issues of equity and territorial balance and other possible social constraints (not only market) when deploying charging infrastructure
Madrid use case (confirmed partners):

Aditional partners (to be confirmed by next week)

Previous (and current) e-mobility projects:
Questions?

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