



The 5th Conference on Transport
and Research in the Danube Region

E-mobility – Strategy and state of play
SLOVENIA

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Environmental objectives - SI

- Mitigate the impact of transport on environment
- More specific:
 - Attain GHG objectives - (CO₂) – e.g. SI - OP GHG: up to 2020: + 28%; up to 2030: + 18% compared with 2005
 - Decrease pollutants – especially PM in cities
- What kind of fleet we should have in 2030 to reach above mentioned objectives



Summary of the National Strategy on Alternative Fuels



- National strategy on the deployment of alternative fuels infrastructure
(October 2017)



- Vision:
Slovenia will limit first registration of the private vehicles and light duty vehicles categories M1 and MG1 and N1 which will have higher **CO₂ than 100 g/km after 2025** and decrease this level to **50 g/km after 2030**.



OBJECTIVES - Private cars

Number	2015	2020	2025	2030
PC-Petrol	622.126	483.841	421.738	361.257
PC-Diesel	501.305	613.445	622.775	550.622
PC-LPG	8.782	32.789	38.932	31.374
PC-CNG	157	2.558	5.498	7.688
PC-Hi	5.352	10.426	20.981	33.307
PC-PHEV	70	6.033	26.591	71.664
PC-BEV	383	5.311	40.096	129.690
PC-H2	0	77	1.008	5.559
	1.138.175	1.154.479	1.177.619	1.191.161

%	2015	2020	2025	2030
PC-Petrol	55,71 %	41,91%	35,81%	30,33 %
PC-Diesel	44,04 %	53,14%	52,88%	46,23 %
PC-LPG	0,77 %	2,84%	3,31%	2,63 %
PC-CNG	0,01 %	0,22%	0,47%	0,66 %
PC-Hi	0,47 %	0,90%	1,78%	2,80 %
PC-PHEV	0,01 %	0,52%	2,26%	6,02 %
PC-BEV	0,03 %	0,46%	3,40%	10,89 %
PC-H2	0 %	0,01%	0,09%	0,47 %



OBJECTIVES - BUSESSES

Number	2015	2020	2025	2030
BUS-Petrol	0	0	0	0
BUS-Diesel	2.589	2.624	2.505	2.004
BUS-LPG	0	0	0	0
BUS-CNG	51	268	631	1.154
BUS-BEV	0	8	64	215
BUS-H2	0	0	0	28
	2.640	2.900	3.200	3.400

%	2015	2020	2025	2030
BUS-Petrol	0,00 %	0,00%	0,00%	0,00 %
BUS-Diesel	98,07 %	90,49%	78,27%	58,94 %
BUS-LPG	0,00 %	0,00%	0,00%	0,00 %
BUS-CNG	1,93 %	9,25%	19,72%	33,94 %
BUS-BEV	0,00 %	0,26%	2,01%	6,32 %
BUS-H2	0,00 %	0,00%	0,00%	0,82 %



OBJECTIVES – Light Commercial vehicles

Number	2015	2020	2025	2030
LCV-Petrol	4.326	2.694	1.860	1.428
LCV-Diesel	67.332	77.499	80.386	75.519
LCV-LPG	348	300	251	224
LCV-CNG	54	102	232	355
LCV-BEV	40	398	3.189	11.020
LCV-H2	0	7	81	455
	72.100	81.000	86.000	89.000

	2015	2020	2025	2030
LCV-Petrol	6,00 %	3,33%	2,16%	1,60 %
LCV-Diesel	93,39 %	95,68%	93,47%	84,85 %
LCV-LPG	0,48 %	0,37%	0,29%	0,25 %
LCV-CNG	0,07 %	0,13%	0,27%	0,40 %
LCV-BEV	0,06 %	0,49%	3,71%	12,38 %
LCV-H2	0,00 %	0,01%	0,09%	0,51 %

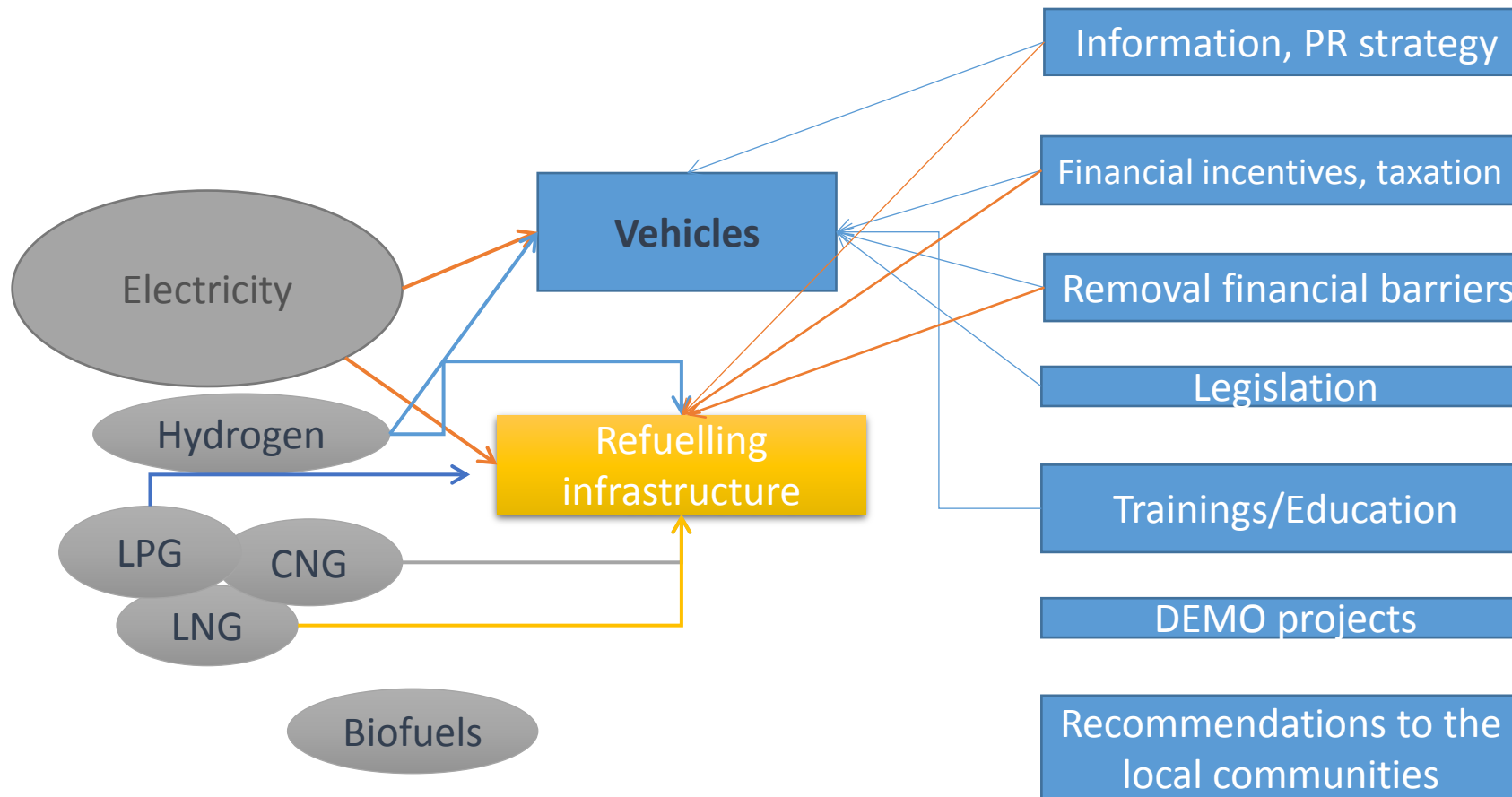


OBJECTIVES – INFRASTRUCTURE

	2016	2020	2025	2030
Recharging stations - EV	227	1.200	7.000	22.300
Refuelling points - CNG	4	14 (12 ¹)	14 (12)	14 (12)
Refuelling points - LNG	0	3	3	3
Refuelling points - H ₂ ²	1	1	5 - 9	5 - 9



STRATEGY - MEASURES





Measures

- Exemption of the tax for the state roads (mobility tax)
- Subsidies for BEV & plug in hybrid vehicles - PHEV categories M1, N1, L1e, L3e, L6e and L7e
 - 7.500 € for BEV
 - 4.500 € for PHEV categories M1, BEV N1;
- Loan for BEV and PHEV vehicles, motorcycles and electric bikes purchase with CO2 emissions less than 110 g/km (10 years – cca 200 € per month for Leaf)
- Lower tax (0,5%) for motor vehicles with CO2 emissions less than 110 g/km
- Free parking places and free charging (depends on counties or shopping centres, ...).



Current state – public accessible infrastructure

Electricity – Recharging stations:

- 50 stations on the TEN-T network 43 -50 kW
- 155 stations - < 22 kW
- 92 station – 3,7 kW

No interoperability among different providers





Number of vehicles - BEV

	UP TO				TARGETS
	2016	2017	2018 (1 – 9)	TOTAL	2020
BEV	449	361	373	1.183	5.311
PHEV	111	168	No data	279	6.033
LPG	8.380	500	No data	8.880	32.789
CNG	122	50	No data	172	2.558

Regarding the public accessible charging infrastructure we could have more than 6000 BEV.

Action plan 2018 - 2020

- 1 public accessible charging point/7 BEV
 - Promotion/stimulation of smart grids
 - Changing legislation and removing administrative burdens (parking policy, introducing plates for BEV, simplification to get subsidies, subsidies for test vehicles, charging points in block of flats, ...)
 - Subsidies - continuation
 - Recommendation to local communities
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For the future:

- Shall we continue with positive incentives or to introduce negative incentives (e.g. tax for diesel vehicles more than 10 years old, prohibit enter in the city centres, ...)???
- Obligations for industry regarding CO2, mandatory sale of certain number of BEV (like China)???
- ...



REPUBLIC OF SLOVENIA
MINISTRY OF INFRASTRUCTURE



THANK YOU FOR YOUR ATTENTION

Q&A