



WELCOME

BENEFIC CLOSING CONFERENCE





Your host today

Virginie Claes





Programme BENEFC Closing Conference

11.45 – 13.00 | *Welcome & Networking lunch*

13.01 – 13.10 | Introduction

13.11 – 13.15 | Video message

13.15 – 14.15 | Presentation of BENEFC projects

14.10 – 14.55 | Deployment of infrastructure for alternative fuels alongside the TEN-T and in Urban Nodes: past & future perspectives in Flanders region, The Netherlands and Brussels Capital Region

14.55 – 15.00 | Video message

15.00 – 15.30 | *Networking break*

15.30 – 15.35 | Video message

15.35 – 16.15 | Evaluation and recommendations BENEFC

16.15 – 17.00 | Panel discussion on future EU policies and funding programmes for alternative transport fuels

17.00 – 18.00 | *Closing cocktail*



Introduction

Kathy Courtens

*Head of the Policy Division, Flemish Department of
Mobility and Public Works*



Video Message

Minister Alain Maron

Minister of the Government of the Brussels-Capital Region, responsible for Climate Change, Environment, Energy and Participatory Democracy.



Hello everyone, BENEFC is coming to an end,
but the movement it initiated is far from over.

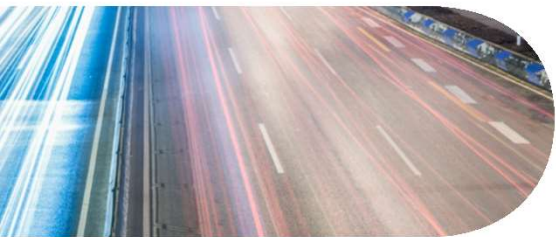


Presentation of BENEFIC:

North Sea Port Flanders

Stefaan De Keukeleire

Projectleader, Shore Power Infrastructure



Project in a glance



4 shore power boxes



Barges & rivercruises



Budget: 870.000 euro excl BTW

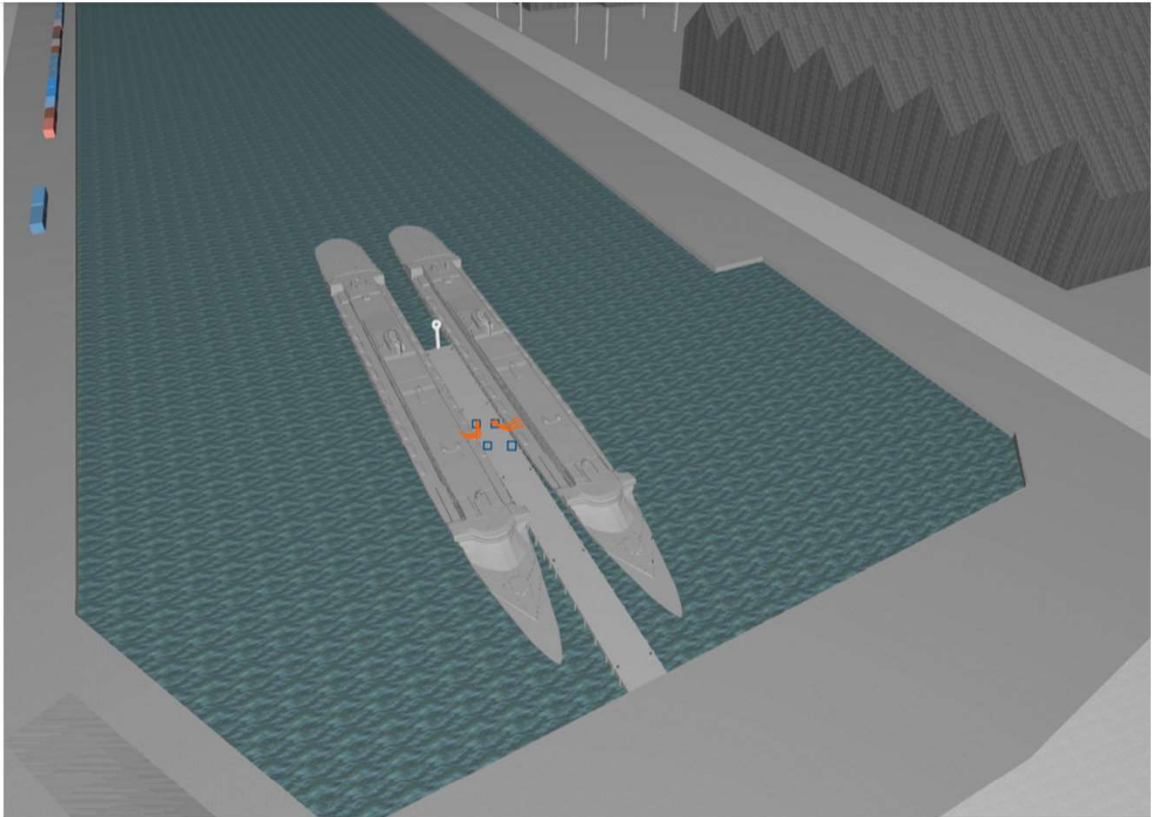


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BENEFIC
Infrastructure for clean transport





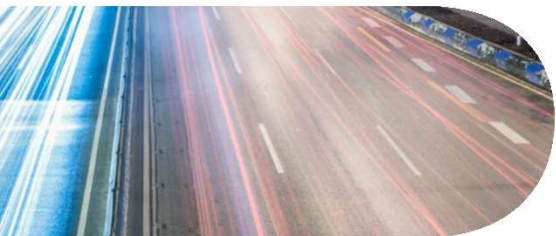
Presentation of BENEFC projects:

Gabriëls

Ignace Gabriëls

Manager, Gabriëls & Co nv





Gabriëls
ALL THE WAY



5 ultra fast stations 300 KW
with high-voltage cabin 1000 kVA

Deurne, Brugge, St-Pieters-Leeuw, Harelbeke, Erpe-Mere



2 fast chargers 100 KW
Merelbeke, Kortrijk

BENEFIC
Infrastructure for clean transport



Gabriëls
ALL THE WAY



Issues & obstacles:

- Building permit
- Corona
- War in Ukraine
- Delivery time chargers
- Shortness of transformers
- New for us





Start of a new and bright future

- NETWORK :

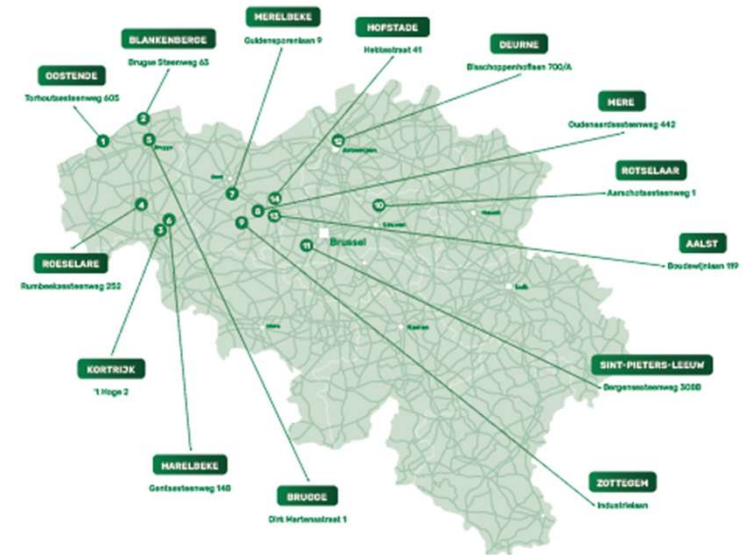
Actually 14 DC charge stations
→20 extra on our road map 2026

- CHARGEPASS

Our Fuelcard becomes a chargepass
Free and active in rest of Europe

- CPO = Charge Point Operator

Manage chargers as CPO
for our clients at work or at home
public or private



THANK YOU BENEFIC for support and good cooperation !



Gabriëls
ALL THE WAY



WE KEEP YOU GOING !



Presentation of BENEFIC projects:

Fastned

Caro de Brouwer

Director Network Development



In our **24 BENEFIC**
stations, equipped with
147 EVSE we have already
avoided
14.150 ton CO2 through
715.000 sessions



* **BENEFIC 1&2** : 19 stations, with 113 EVSE in Netherlands and Belgium | **BENEFIC 3** : 5 sites, 34 EVSE in Belgium

The role of BENEFIC has been key in enabling **access to public land and open the market** for fair competition

Advantages of public, open & transparent tenders / project calls

Tenders have **qualitative evaluation** criteria where parties compete on

Tenders create an open and **competitive** market for all interested parties

Tenders show to deliver **better results**: larger charging stations with more and faster chargers

Tendered stations are being built in a **shorter time**, with better uptime and a better customer experience

Tenders secure CPO's with long contracts to allow for sizable **long term investments**



The BENEFIC were at the core of the Belgian market entry over the last 4 years

19 dec 2019

Fastned acquires 13 highway locations in Belgium

Amsterdam, 18 December 2019 | 07:30 Europe/Amsterdam

Fastned, the charging company which is building a European network of fast charging stations, announces today that it has been granted permits to 13 motorway locations in Belgium. These locations are part of a partnership with the Agentschap Wegen & Verkeer (AWV) to provide highway parkings in Flanders, Belgium with fast charging stations. At these stations electric cars will be able to charge up to 350 kW with 100% renewable electricity.

The stations will be built on existing parking areas directly along the major highways in Flanders in the provinces of Limburg, Vlaams-Brabant and Antwerp. The highway parking areas fall under the authority of the Agentschap Wegen & Verkeer (AWV). AWV is the Flemish road agency, responsible for the management and maintenance of the road network in Flanders. The permission that AWV has granted for the locations is valid for 15 years. This initiative was made possible thanks to the support of the BENEFIC project, which is part of the European program 'Connecting Europe Facility', financed by the European Commission.

27 okt 2020

Fastned opens first fast charging station in Belgium

Amsterdam, 27 October 2020 | 08:30 Europe/Amsterdam

Fast charging company Fastned officially opens its first fast charging station in Belgium today, making the company operational in four countries. The new station is located close to the international airport of Ostend-Bruges. At the station, electric drivers can add up to 300 km range in 15 minutes, with electricity from the sun and wind. The station will be opened by Marcel Buijens, CEO Ostend-Bruges Airport, Michiel Langezaal, CEO Fastned and the mayor of the city of Ostend, Bart Torremans.

BENEFIC

This initiative was made possible with the support of the BENEFIC project, which is part of the European 'Connecting Europe Facility' program, funded by the European Commission.

6 jul 2021

Fastned acquires 10 new locations just off Belgian highways

Amsterdam, 06 July 2021 | 07:30 Europe/Amsterdam

Fastned, the European fast charging company, has acquired 10 new locations directly at entry- and exit-ramps along important Flemish highways. In conjunction with the allocation of locations by the Flemish Minister of Mobility, Lydia Peeters, a 0.6 million euro subsidy for these locations is granted by BENEFIC. Fastned intends to realise fast charging stations at the locations where hundreds of electric vehicles can charge per day at a charging speed of up to 300 kW.

In February of this year, the European project BENEFIC launched a third project call for infrastructure for environmentally friendly vehicles and vessels. Governments and companies could qualify for subsidies to support the construction of charging infrastructure for electric vehicles. A maximum subsidy amount of 1.77 million euro has been made available for this project call, in which up to 20% of the investment costs are subsidised. The locations must be located along the TEN-T core network in Flanders and/or the Brussels-Capital Region or in its immediate vicinity.

7 jul 2021

Fastned opens first two fast charging stations along Flemish highways

Amsterdam, 07 July 2021 | 10:00 Europe/Amsterdam

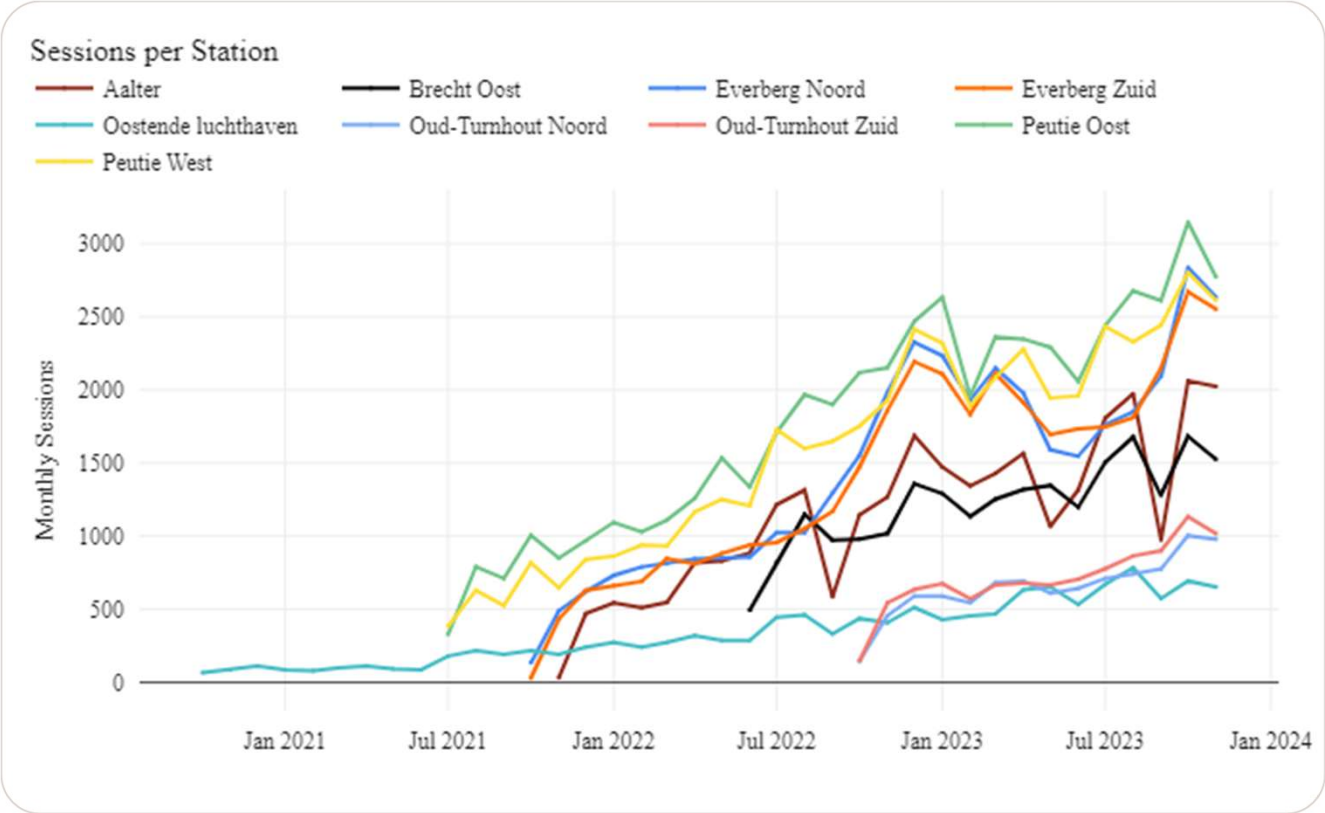
Fastned, the European fast charging company opens today its first two fast charging stations along the highway in Flanders. These stations are part of a collaboration with the Agentschap Wegen en Verkeer (AWV) to provide between rest areas along highways in Flanders with fast charging stations. These first two fast charging stations are located on both sides of the E19 at the rest areas Poutie Oost and West between Antwerp and Brussels. Here, electric drivers can charge up to 300 km of range with power from sun and wind in just 15 minutes. The stations will be officially opened today by the Flemish Minister of Mobility, Lydia Peeters and Michiel Langezaal, CEO Fastned.

BENEFIC

This initiative was made possible with the support of the BENEFIC project, which is part of the European 'Connecting Europe Facility' program, funded by the European Commission.



The stations of the BENEFIC 1 & 2 call have seen a huge growth as more cars come to the road



The deployment of charging infrastructure leads to more EV adoption, which we see in increasing sessions per station for all stations

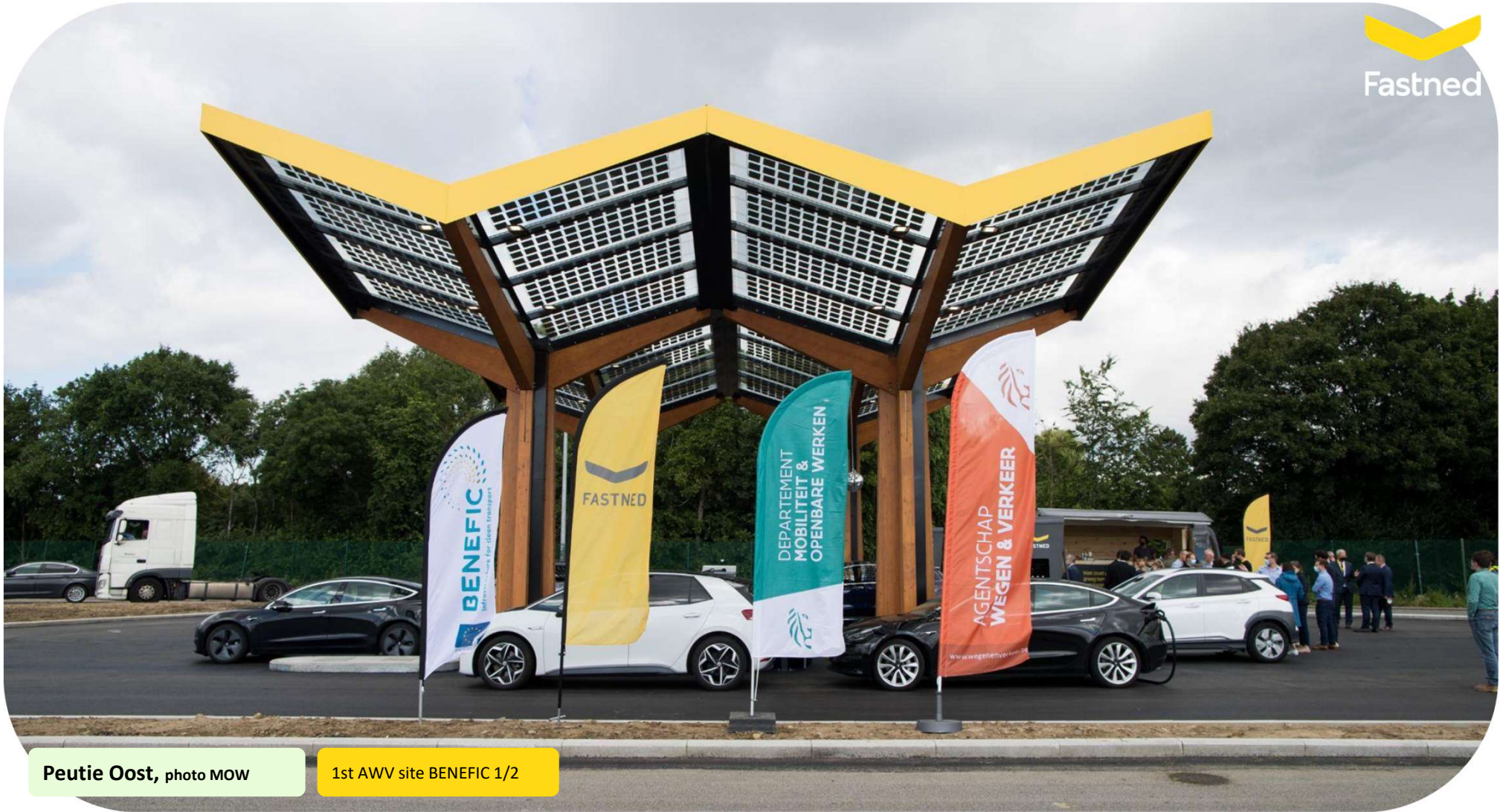
sessions per station, 2020-2023

BENEFIC has had a positive influence on the market by allowing access to key sites along the public roads, but..

.. the development of the stations has often challenging and time consuming



- Conflict between desire to build a safe driving space and limiting the total surface taken for the sites
- Construction free zones apply along arterial roads
- Charge speeds have increased significantly compared to the initial project (50kW to 300kW) requiring change requests



Peutie Oost, photo MOW

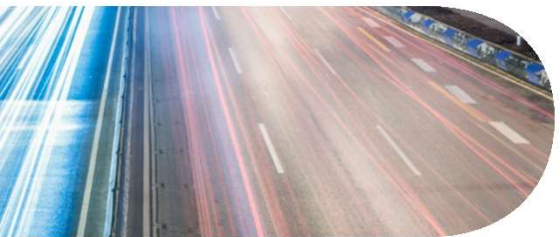
1st AWV site BENEFIC 1/2

Presentation of BENEFIC projects:

Interparking

Tom Vandeweghe

Head of EV Charging Exploitation Belgium



165 new  @  **Interparking**

+70 Interparking Loi – Wet

+32 Interparking Brucity

+27 Interparking Bordet

+22 Interparking Vesting

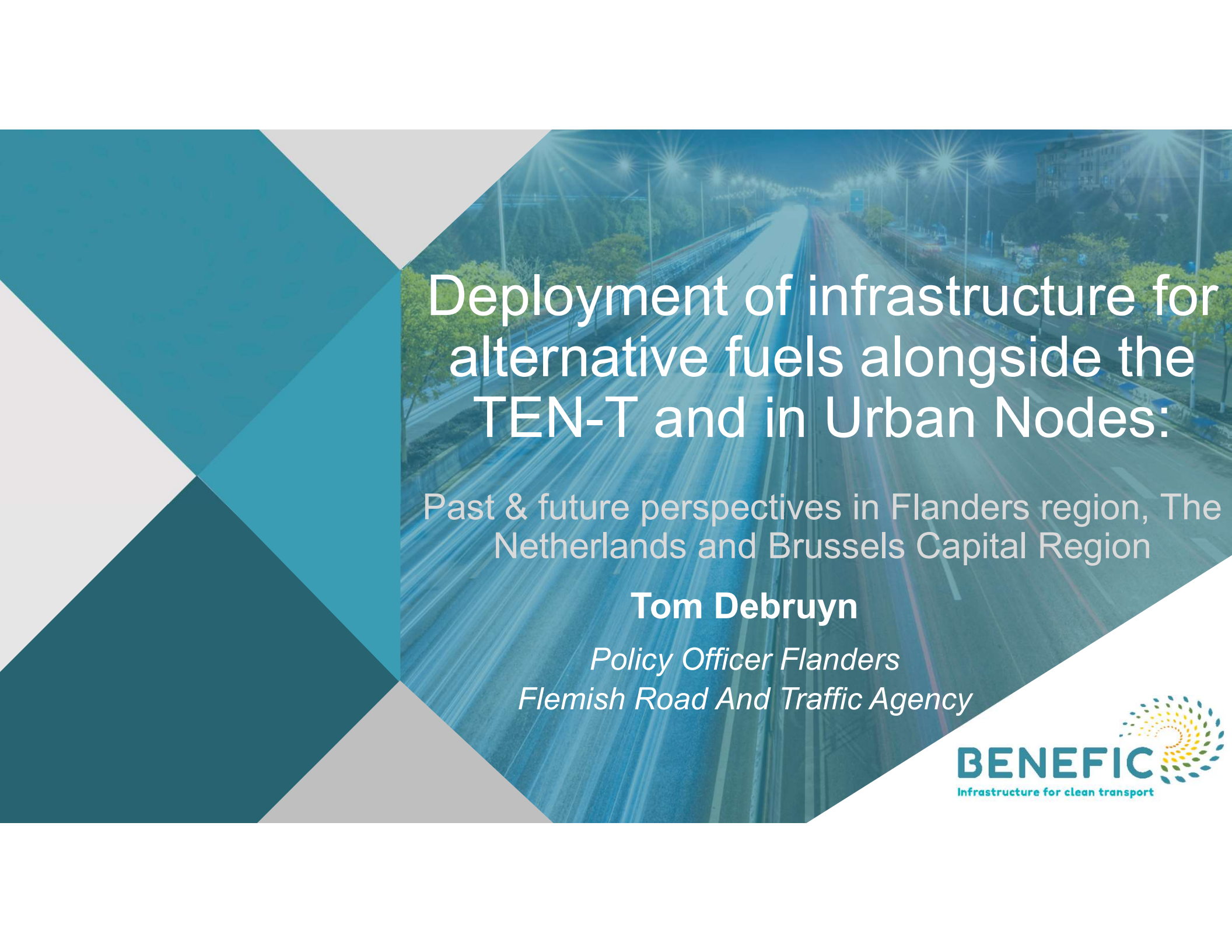
+14 Interparking Botanique

Interparking Loi - Wet

- 70 new charging points after total carpark renovation
- Realtime availability via app
- Upgrade capacity to 800 kVA
- Future proof project for even more charging points
- Occupation rate increases every month
- Fire & Safety under control – installation in line with recently published Rules of good practice – Fire Forum
- Multimodality – Fine Particle reduction – Bike parking &







Deployment of infrastructure for alternative fuels alongside the TEN-T and in Urban Nodes:

Past & future perspectives in Flanders region, The
Netherlands and Brussels Capital Region

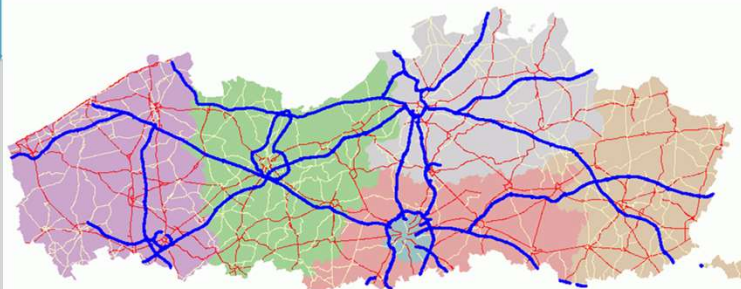
Tom Debruyn

*Policy Officer Flanders
Flemish Road And Traffic Agency*



Tasks and responsibilities of the Agency for Roads and Traffic

- Flanders → central location in the main corridors within Europe
- AWV → Managing, maintaining and optimising:
 - 7000 km regional roads and highways
 - 7700 km of bike paths
- Most of our highways are part of the TEN-T network
- Key partner in achieving policy goals
 - CPT vision 2030 → goal of achieving a zero-emission vehicle fleet
 - Transition is only possible with sufficient charging infrastructure
 - **Action:** to provide fast-charging infrastructure **every 25 km** alongside main roads (<> range anxiety)
 - 72 highway rest areas
 - +100 carpool parking lots





The necessity of project calls

Fast charging locations

2 types of highway rest areas

1) With services (shop, fuel,..)

- Contract type: concession for works (Public-private partnership (PPP)) – 20 years
- 1 concession holder each location
- Mainly petroleum companies
- Some of them were fairly skeptical about electric driving just a few years ago

2) Without services (only parking spaces, sometimes with a kiosk)

In these locations, it makes sense to provide ultra fast chargers

Carpool parkings

- Typically located nearby the exits of the highways
- Without any services
- In light of the current lower proportion of electric vehicles, ultra-fast chargers are advisable at these locations so that the least polluting vehicle can proceed the journey

The necessity of project calls

Before Benefic

First project call in 2015

- 5 carpool parking sites through grants climate fund 1 (1 candidate - 50kW)
- Some own initiatives of the the concessionaires
 - Rather limited and mostly not clearly visible in corners of the parking lots

The necessity of project calls

First Benefic Call served as a catalyst for the continued implementation of subsequent requests

- Call **BENEFIC 2018 -2019** - 13 highway locations
 - AWV has offered its grounds
 - 1 candidate who really believed in ultra-charging as the future
 - this call accelerated other calls and charging stations
- **Climate Fund 2 - 2020**
 - AWV's first own call with several interested candidates
 - imposed to place fast chargers
 - 26 sites provided with charging infrastructure
- Call **BENEFIC 2021**
 - 12 sites provided with charging infrastructure
 - mainly on carpool parkings



The necessity of project calls

To reach the target of providing fast chargers every 25 km, more calls were needed for certain locations → 2 calls with funds from Relance

These special extra calls were necessary because for some sites the cost to become profitable was too high.

This was mainly due to the necessary grid expansion.

Therefore, grants were awarded at 3 levels:

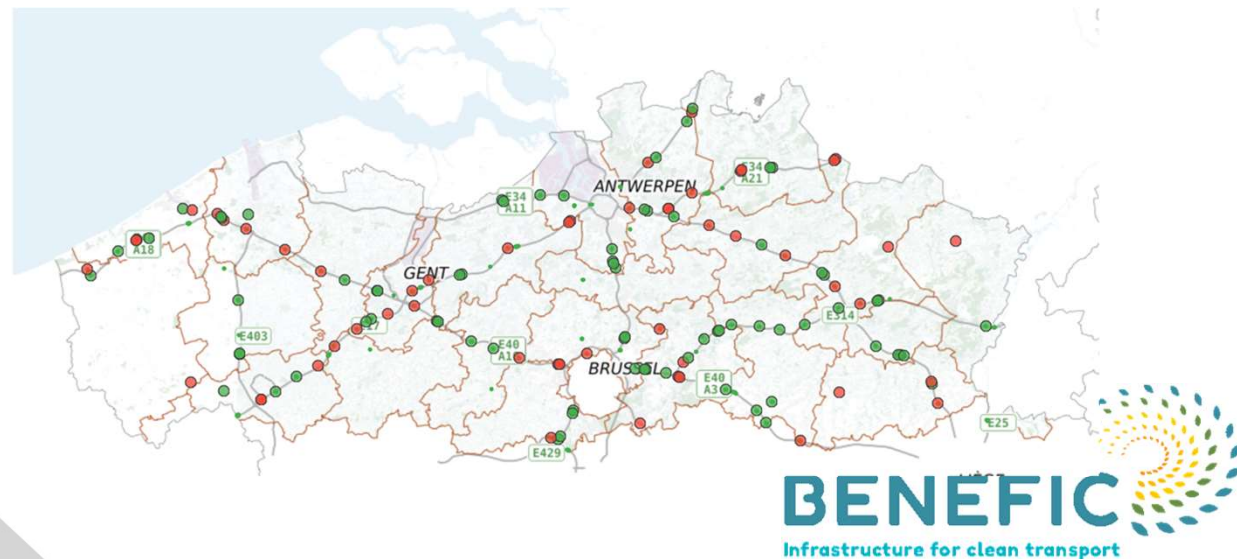
- Grid expansion + Reserved capacity (minimum of 2 MVA)
 - variabel funds depending on distance grid
- Distribution booth
- Charging infrastructure
 - Same funds as the Benefic call's



Current number of sites

Thanks to the previous calls, fast charging infrastructure will be available at 74 carpool parkings and 57 highway parkings.

The image below shows which **sites are already equipped** with fast-charging infrastructure and which **sites are still being equipped**.



Trends & bottlenecks



- Processing time ultra fast chargers - Sometimes up to 18 months (or more)
 - Grid - expansions are not always straightforward and require time
 - Environmental permit required (distribution booth) +/- 6 months
 - Limited number of suppliers in EU for 350 kW ultra fast chargers
- Since our last call → strategic locations: no incentives/subsidy required
- Existing locations along highways and carpool parkings on strategic locations → good use of the charging infrastructure

Future approach of the concessions

Services areas alongside the highways – Terms



Existing concessions with fuel

At the end (20 years) of every concession we start with the preparation of the new public contract for concessions. In this concession we include conditions for installing charging infrastructure. Among others the obligation to provide at least 40 CPE.

Existing concessions only kiosk (without fuel)

We have the vision to evolve into full-fledged electric charging stations with the same services as a traditional gas station. This will give the e-driver the same luxuries as a fossil fuel driver.

Future approach of the concessions

First services areas alongside the highways with only fast chargers and kiosk in Europe - The rest area of the future



Further initiatives

Impact AFIR regulation



Goals charging infrastructure TEN-T passenger transport

- targets through 2030 → accomplished



Objectives cargo: There is still a lot of work to be done in providing charging infrastructure for trucks. But the first 5 highway locations will be provided with charging infrastructure in 2024.


- TEN-T core (120km distance):
 - Charging pool of 1400kW with at least one 350kW charging station (2025) for 15% of the network



Thank you for your attention.

Tom Debruyne - Concessiebeheerder
Tom.debruyne@mow.vlaanderen.be





Deployment of infrastructure for alternative fuels alongside the TEN-T and in Urban Nodes:

Past & future perspectives in Flanders region, The Netherlands and Brussels Capital Region

Bregtje Dikker

Program Manager 'Service Areas of the Future'

Dutch Ministry For Infrastructure And

Water Management





Ministerie van Infrastructuur
en Waterstaat

Programme: Charging infrastructure alongside highways

Service areas in the future
BENEFIC conference
Brussels 2023

Bregtje Dikker



Introduction

State of play energy transition

- Dutch CO2 emissions will have to fall by at least 55% in 2030 compared to 1990 and transport will be completely emission-free by 2050.
- This affects the services-areas. Currently on approx. 300 service area's, we have almost 700 public charging stations. Amongst the best networks in Europe.
- Based on research we need an additional 2.900 9.000 charging points before 2030 for personal cars. Also, we expect (international) trucks will use service-areas for fast-charging.

Dutch Dilemma's

Project 'service areas of the future' started in 2021. Its focus is on:

- Infrastructural design and planning (uncertainties of transitions, clustering of services, combining parking and charging, ensuring sufficient space for resting)
- Marked structure (one or more contractors, exclusive rights or not, etc)
- Last year, the 'vision on resting areas of the future' was shared with the Parliament.
- **Note: It is election-time in the Netherlands. The present program has been declared 'controversial', meaning any further decisionmaking is up to the next Cabinet.**



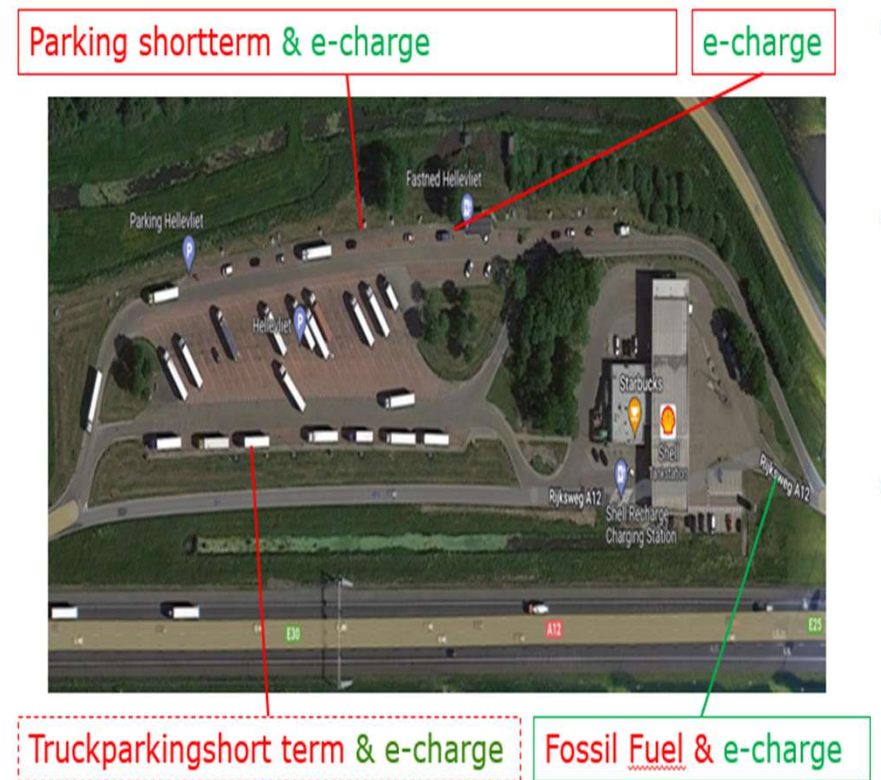
A. Design of the resting area of the future

1) Longterm planning in roadmap

- Transport will be completely emission-free by 2050. However, the exact energy-mix and speed of the transition are difficult to project with certainty.
- The scale of the transition at the service area requires clear long-term planning, a roadmap.
- In it, the predicted needs of the road user for charging, fuel and parking are quantified and linked to the possibilities that exist to fit this into the scarce space at service areas. This leads to a schedule in which it becomes clear when which service area will be zero-emission at what point.

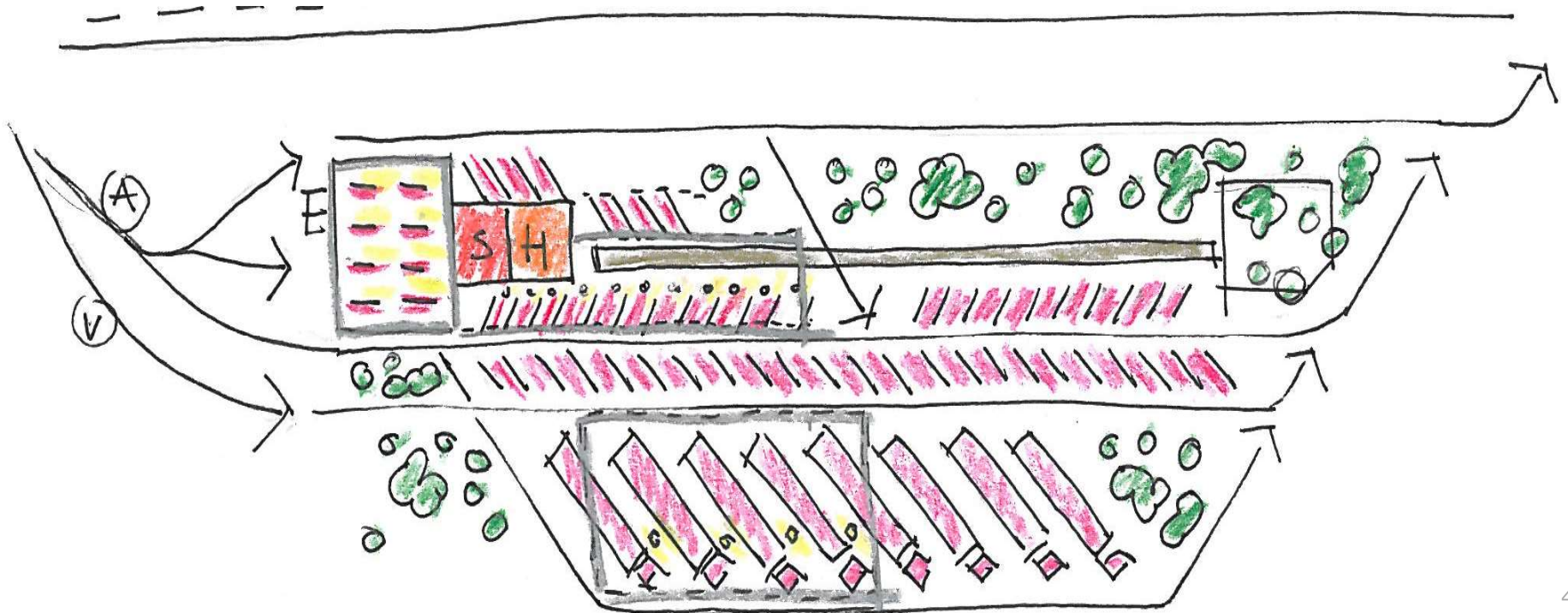
2) Layout

- On the basis of the roadmap, it becomes clear which facilities, in what quantity, are needed at a particular service area;
- RWS draws up an integrated layout plan for each service area. With this development plan, the safe and efficient physical layout of the service area is actively managed.
- The layout plan specifies the maximum size and positioning of the various facilities that are considered necessary at the service area in question (e.g. the shop, parking, charging, petrol).





A zero-emission service area

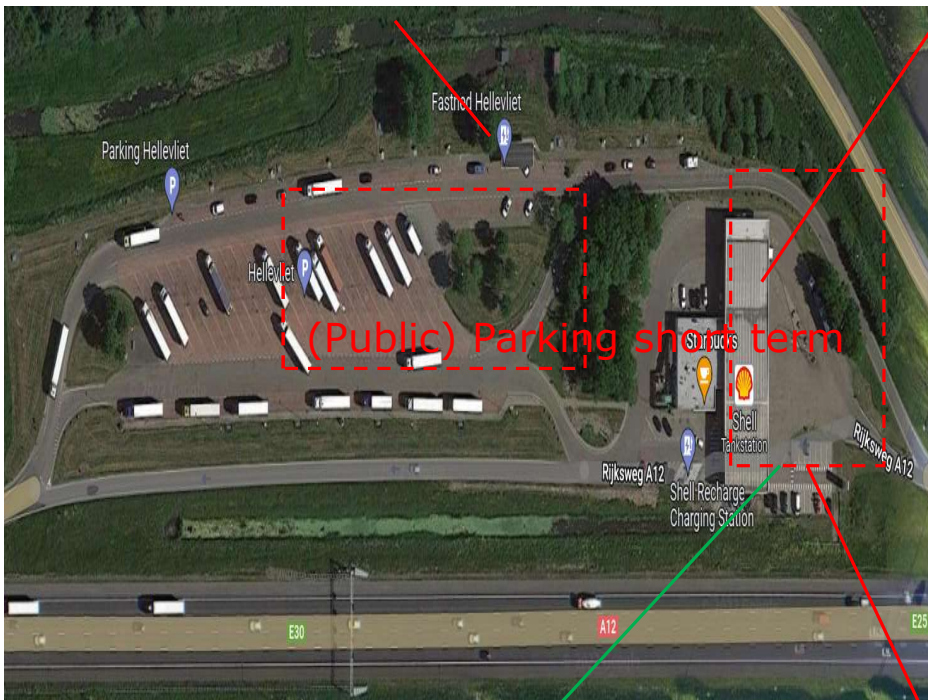




B. Market-structure resting area's

E-charge

shop/restaurant



(Public) Parking short term

1) One or more lots on the service-areas?

- Dilemma was to bundle all services or work in separate lots.
 - Currently, in the Netherlands, there are two (sometimes three) lots: a petrol lot and a fastcharging lot.
 - The 'vision on resting areas of the future' provides for separate lots.

2) Competition on, or between service areas?

- Other dilemma was to organise competition on or between service-area's.
 - The present situation for petrol stations provides for exclusive rights which are distributed via a yearly auction. For 15 years.
 - An 'area-criterion' is in place for petrol stations, this means that a provider may not operate the same facility at two consecutive service-areas within 25 km.
- The 'vision on resting areas of the future' provides a similar method for charging stations. Exclusive rights for charging stations and an area-criterion.
- In 2011 the rights for fast-charging stations were distributed via a draw.
- However, anyone can apply for a permit to this day. As such, there is competition between service providers on the resting areas

Hydrogen?

E-charge

Fossil fuel



Ministerie van Infrastructuur
en Waterstaat

Questions?

Infrastructure and watermanagement

Deployment of infrastructure for alternative fuels alongside the TEN-T and in Urban Nodes:

Past & future perspectives in Flanders region, The Netherlands and Brussels Capital Region

Sarah Hollander

*Head of the Department Sustainable Mobility –
Brussels Environment*

Towards a data-driven rollout strategy in the Brussels Capital Region

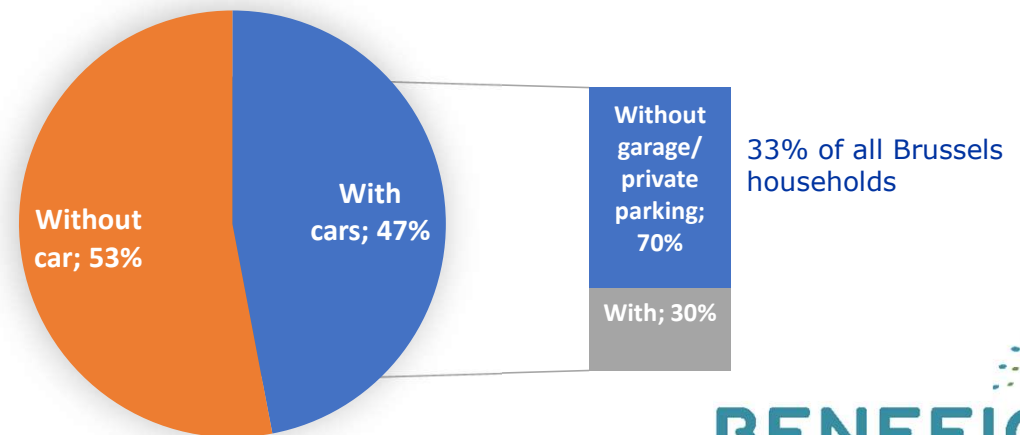
Public charging infrastructure rollout for battery electric vehicles in a city context

Sarah Hollander – Brussels Environnement



Urban context: priority to provide sufficient public charging infrastructure to inhabitants

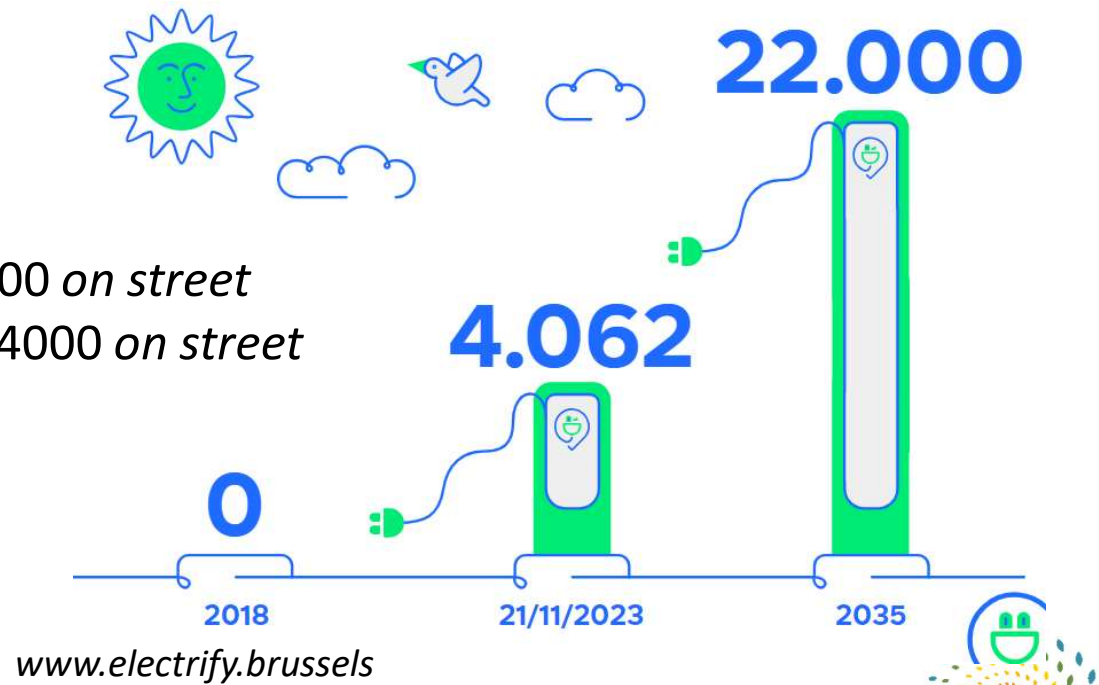
- 47% of all households own one or more cars: only 30% have a garage
- ➔ 33% of all Brussels households need (semi-) public charging infrastructure
- + Focus on needs for **taxis** and **carsharing**





Evolution and goals of (semi-) public charging points in Brussels

- Nov 2023: 1600 *on street*
- March 2025: 4000 *on street*



Evolution of the rollout approach of public *on street* infrastructure in Brussels

Data drive approaches are linked to the maturity of the EV market: electric cars driving around, and available charging infrastructure

1. Strategic: based on socio-demographic data

- where do early adopters live (income, age, education, vehicle ownership ...)
- combined with information on e.g. type of housing (identify EV users who can not charge privately)
- install first limited number of charging stations where demand is expected high

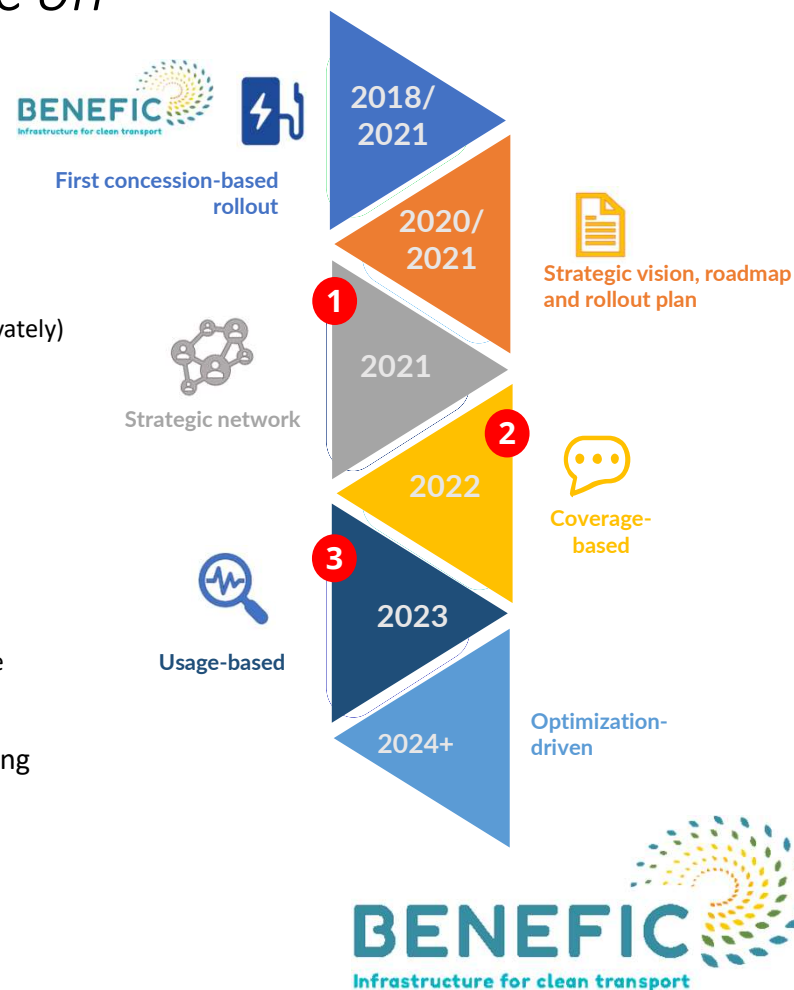
2. Coverage based: creation of a complete geographic coverage

- create basic accessibility of charging spread out across entire region
- Ensure proximity of chargers to residences (**max 150m** distance)

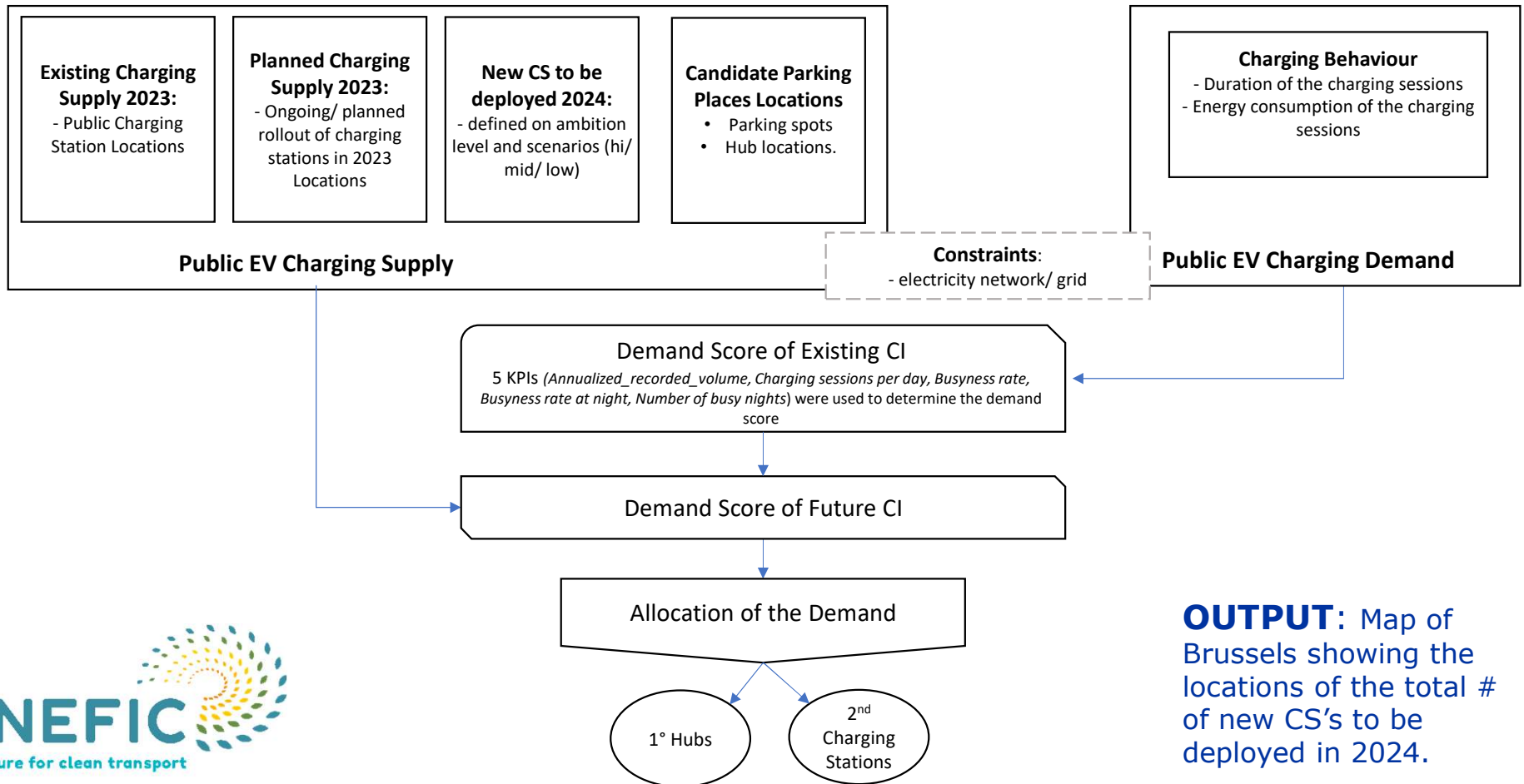
3. Usage-based: based on data of individual chargers

- based on an initial network and higher maturity of chargers
- which locations need additional charging stations;
- requirement to have the initial network and available data; then, more advanced quantitative modelling to determine the optimal locations of new charging stations

Outlook: already started in 2023, hub approach. Further optimizations including city planning aspects.



Usage-based model 2023



OUTPUT: Map of Brussels showing the locations of the total # of new CS's to be deployed in 2024.

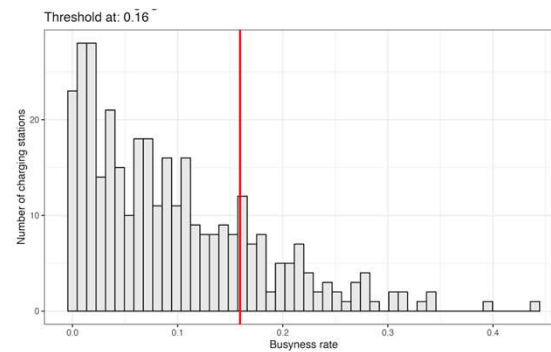
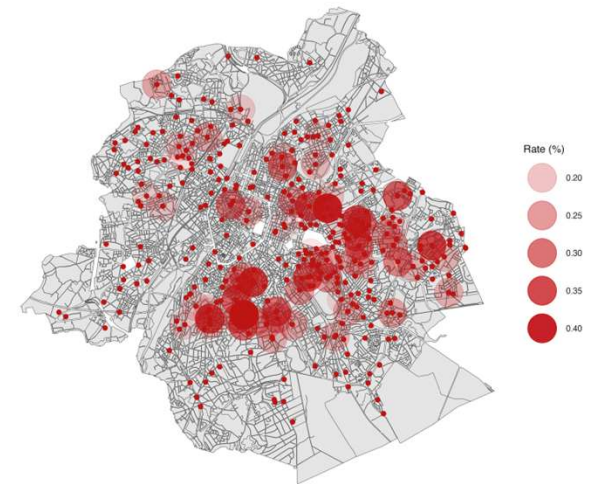


Available data of public charging

Analysis of historical usage of existing charging infrastructure, such as connection time, energy used, occupation rate, ...



Busyness rate - 70 charging stations in the top 20%

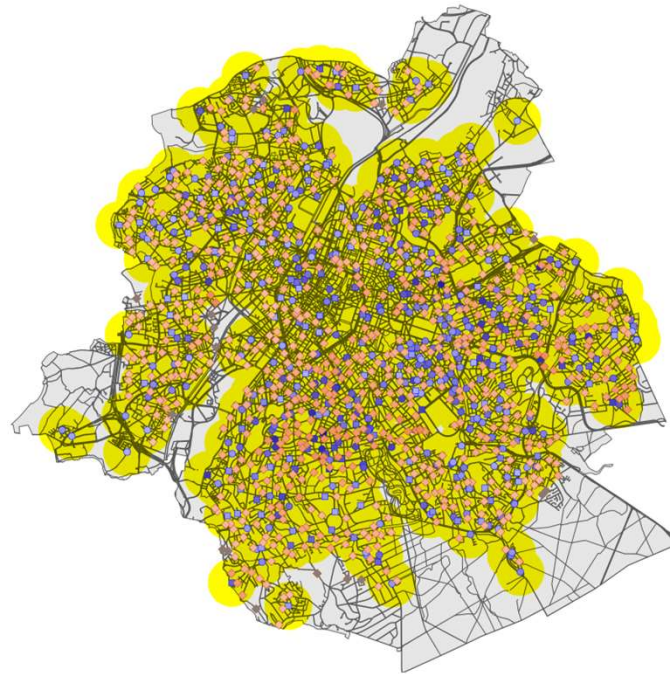




Prediction of future demand – demand map

The yellow zone indicates the zone for which the model considers to be able to predict demand based on:

- the demand at existing charging stations
- the forecasted demand at the additional stations yet to be deployed





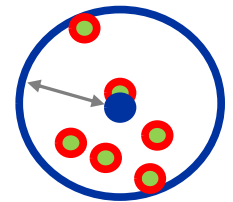
Hubs concept introduced to consolidate demand

- Candidate locations for hubs identified based on spacial and grid-related considerations
- The model iterates all hub locations and tries to allocated demand identified in its proximity
- The first step of the location model determines, which demand will be satisfied by suggested hub locations



● Candidate hub location

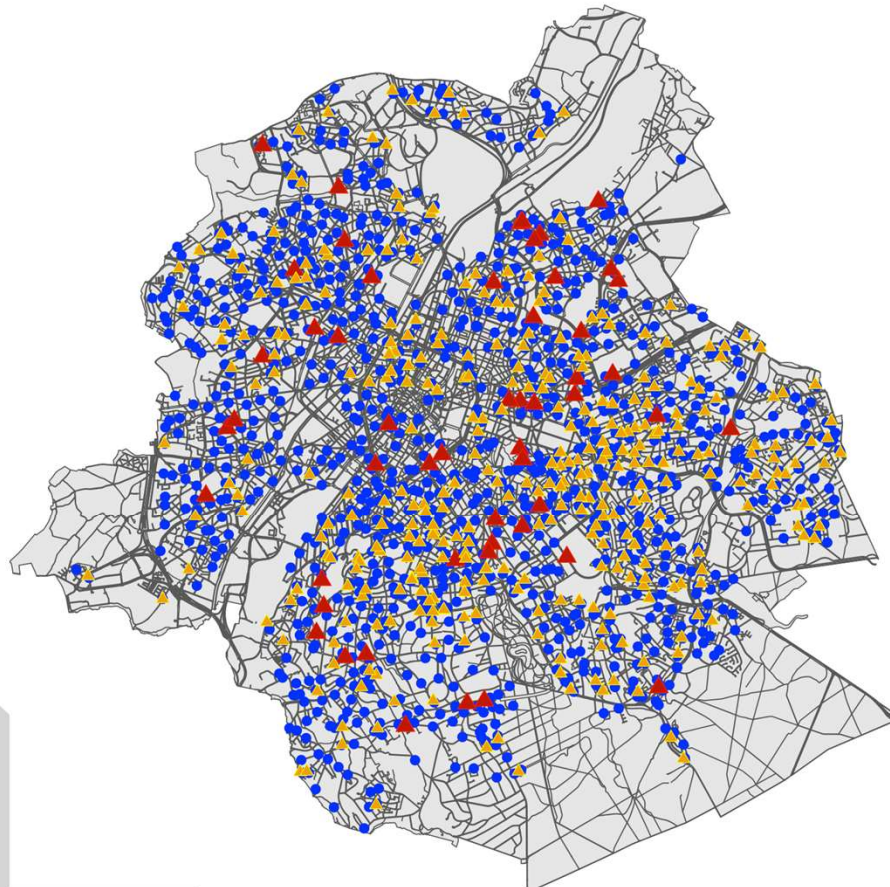
● Existing charging station with measured demand

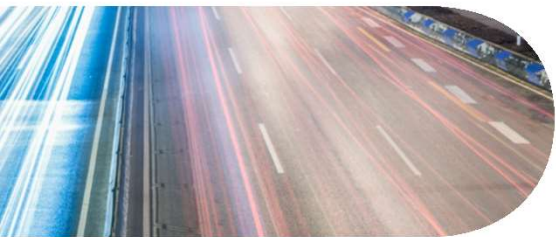




Result of data-driven outroll

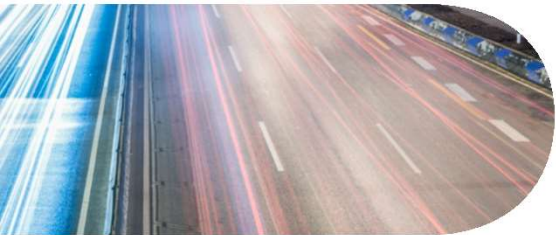
The evolution of available charging stations: [electrify.brussels](https://www.electrifybrussels.be)





Off street rollout strategy in Brussels

- Mandatory quotas for charging points in new and existing car parks
- Financial support public accessible off street charging point
- Facilitator off street charging stations



Perspectives & challenges

- On street: rotation pricing, enforcement,...
- Rollout on off street locations: barriers (safety, accessibility, investment capacity of owners,...)
- Needs for heavy-duty and busses
- Grid capacity (smart charging, energy transition,...)



Video Message

State Secretary Vivianne Heijnen

*Dutch Ministry For Infrastructure And Water
Management*





Networking Break



Video Message

Minister Lydia Peeters

Flemish Minister for Mobility & Public Works





Evaluation and Recommendations

Simon Ruyters

Project Coördinator BENEFC

Flemish Department Of Mobility And Public Works



BENEFIC Closing Conference

Evaluation and Recommendations

Simon Ruyters – Project Coordinator

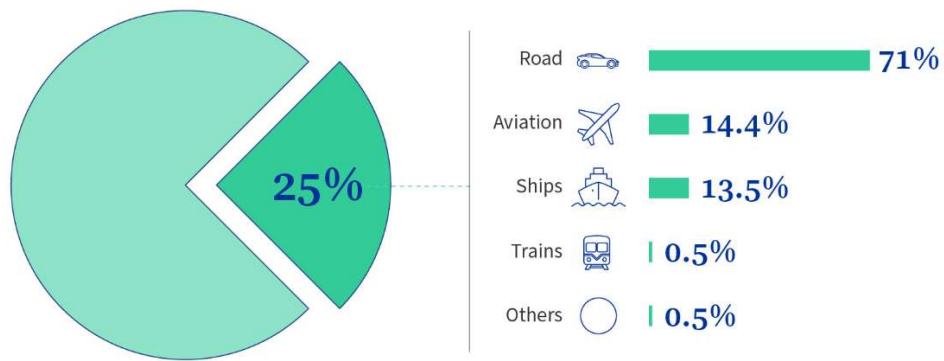
Policy Context (1)

- **Alternative Fuels Infrastructure Directive (2014)** and National Policy Frameworks
- **National and Regional Action Plans** for Clean Power for Transport
- European **Green Deal (2019)** and **'Fit for 55'** package (2021)
- **Alternative Fuels Infrastructure Regulation (2023)**
- **Connecting Europe Facility (CEF)** and other EU funding instruments



Policy Context (2)

Transport is responsible for almost 25% of greenhouse gas (GHG) emissions in the EU.

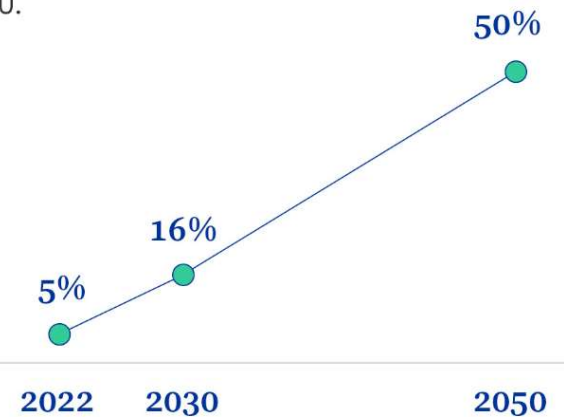


There are over **13.4 million** alternative fuel cars and vans in the EU.

It is estimated that the percentage of all cars and vans in the EU that run on alternative fuels will grow tenfold by 2050.



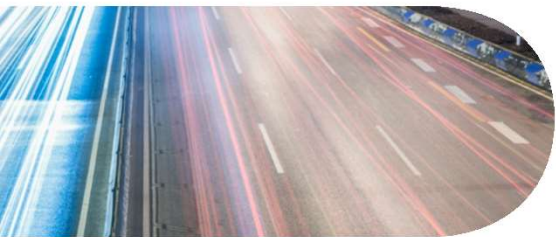
Projection of EU car fleet



Source: www.consilium.europa.eu



BENEFIC Key Facts



BENEFIC Key Facts

Call: **CEF Transport Call 2016**

Partners:

- Flanders Region (Department of Mobility and Public Works)
- Brussels Capital Region (Mobility and Environment Department)
- Government of the Netherlands (Ministry for Infrastructure and Water Management)

Timeline: **July 2017 - December 2023** (two extensions)

Maximum EU contribution: **€ 7.580.000**

Estimated total cost: **€ 37.150.000**



BENEFIC Goals

- Breakthrough in smart transport solutions and innovation in **cleaner, greener mobility technologies**
- Creating a **framework for public and private investments** in infrastructure for alternative fuels
- **Close the gap** within the partner countries/regions territories
- **Comprehensive package** including different technologies and sustainable transport solutions

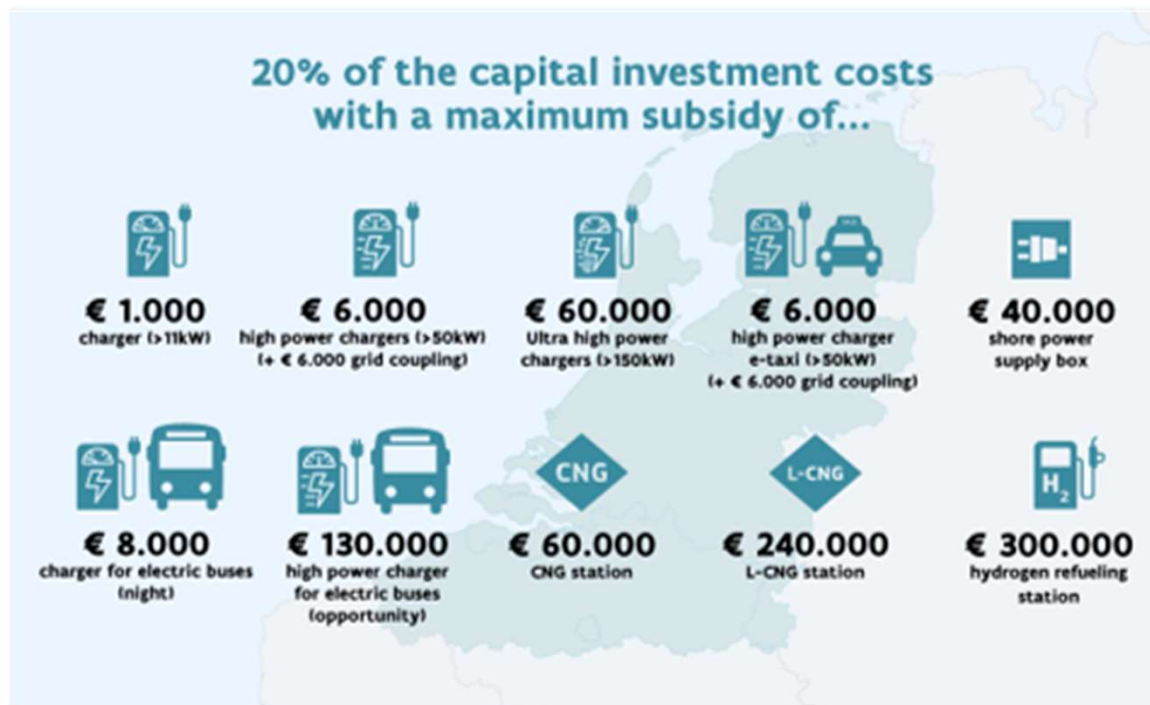


Grant Scheme 'Rules of the Game' (1)

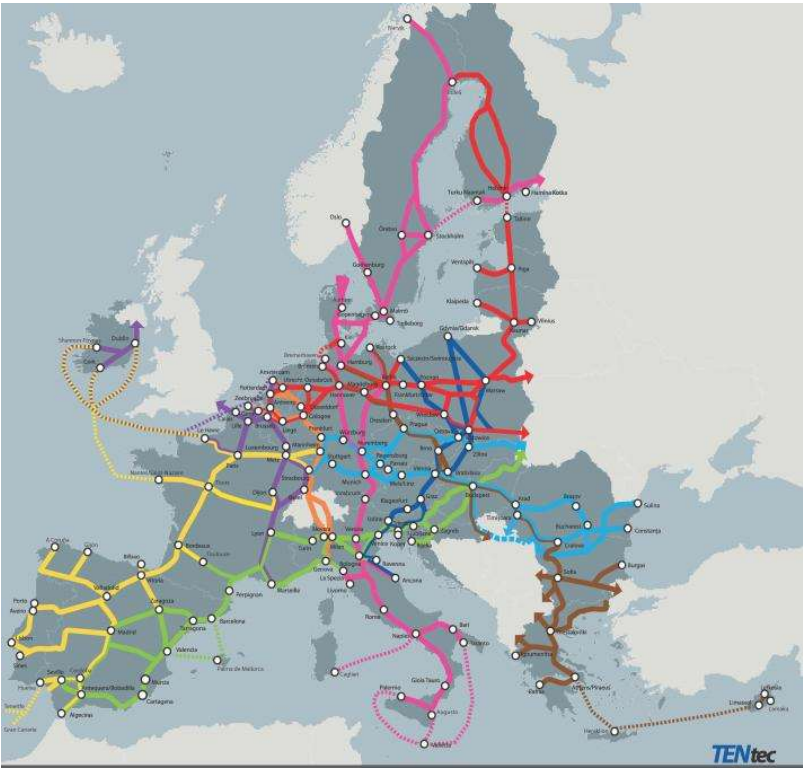
- Governmental partners **distributing EU funds for regional and local project implementation**
- **Open calls for proposals** for (cross-border) infrastructure projects of both public and private parties
- **Infrastructure categories in scope:** electro mobility (normal power and (ultra) high power charging stations), electro mobility dedicated to public and collective transports, Liquefied and Compressed Natural Gas (L-CNG and CNG station), Hydrogen Refuelling Stations and Onshore Power Supply for inland navigation.
- Pre-defined set of (technical) **conformity** and **selection criteria**
- Percentage of EU investment support: **20%**



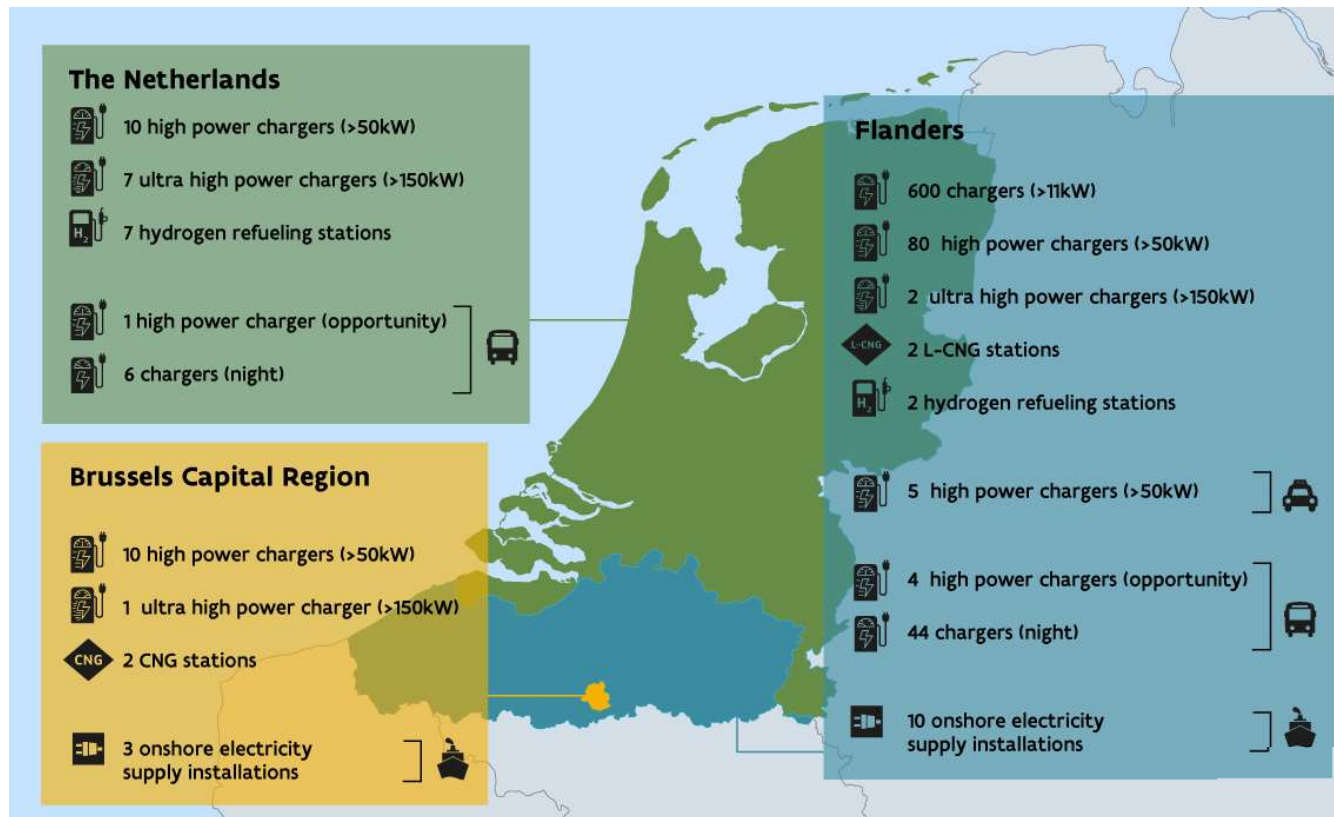
Grant Scheme 'Rules of the Game' (2)

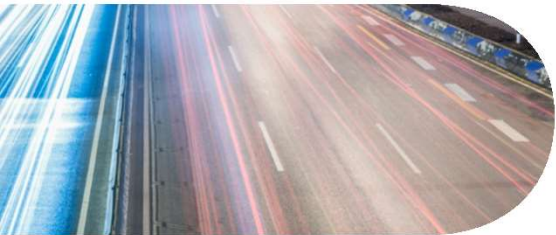


TENT-T Core Network in Scope



Ambitions Grant Scheme





Project Management

Project Team and Steering Committee with representatives of each partner

External contractor for preparation of and guidance during call for proposals and (financial) reporting of projects

Project Agreement for each selected project with technical and reporting information

Evaluation study to assess the Grant Scheme as an instrument for European funding of regional projects

Regular **(in)formal reporting towards CINEA**

*“This is the **first ever project** co-funded by the CEF programme that is supporting the **full array of alternative fuels infrastructure** deployment, In this way BENEFIC has the potential to become a **key policy tool to support innovation and decarbonisation** of our Trans-European Transport Network and **lead by example** other European regions.”*

(Dirk Beckers, Director CINEA)





BENEFIC Results

November
Signing of Grant Agreement



2017

July
Announcement of selected projects 1st call: 21 of 25 projects selected



2018

March
Announcement of selected projects 2nd call : 11 of 24 projects selected



2019

July
Announcement of selected projects 3rd call : 11 of 51 projects selected



2021

February-May
Launch and duration 1st projectcall

2018



October-December
Launch and duration 2nd projectcall

2019



February-April
Launch and duration 3rd projectcall

2021



September
Ultimate deadline for the completion and commissioning of all projects and infrastructure

2023



2023



End BENEFC



1st Call (Jan – May 2018)

- 25 submitted projects
 - 12 different parties
 - 385 locations/+1.000 infrastructure points
 - Total demanded cofinancing of € 6 053 783
-
- **22 projects selected for a total of € 5 657 755 cofinancing**

2nd Call (Oct – Dec 2018)

- 24 submitted projects
 - 16 different parties
 - 122 locations/281 infrastructure points
 - Total demanded cofinancing of € 8 212 929
-
- **11 projects selected for a total of € 1 666 477 cofinancing**

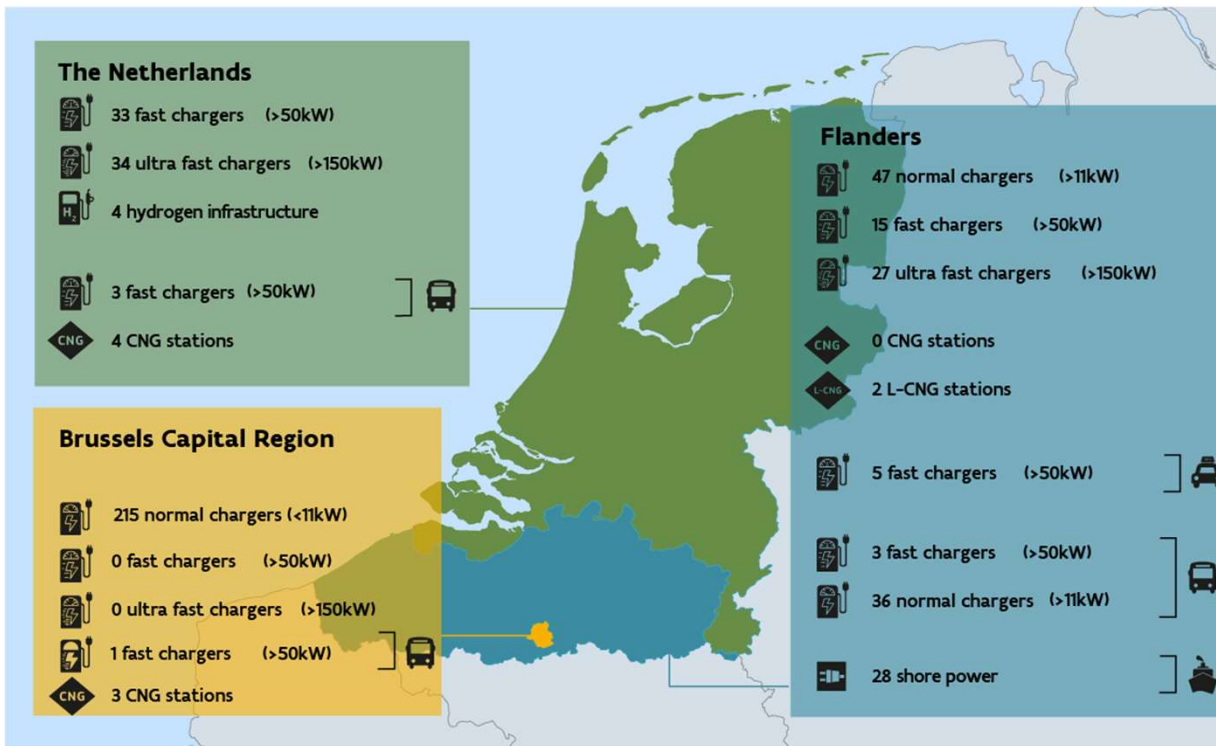
3rd 'reflow' Call (Feb-Apr 2021)

- 51 submitted projects
 - 31 different parties
 - +1 000 locations/+1 700 infrastructure points
 - Total demanded cofinancing of € 6 749 232
-
- **11 projects selected for a total of € 1 771 859 cofinancing**

Grant Scheme Results (1)

| KEY FIGURES | | 1 st PROJECT CALL | 2 nd PROJECT CALL | 3 rd PROJECT CALL | TOTAL |
|-------------|----------------|---------------------------------|---------------------------------|---------------------------------|--------------|
| REQUESTED | Projects | 25 | 24 | 51 | 100 |
| | Infrastructure | 1.178 | 281 | 1.755 | 3.214 |
| | Grants | € 6.053.783 | € 8.232.929 | € 6.749.232 | € 21.035.944 |
| SELECTED | Projects | 22 | 11 | 11 | 44 |
| | Infrastructure | 806 | 53 | 130 | 989 |
| | Grants | € 5.657.755 | € 1.666.477 | € 1.777.859 | € 9.102.091 |
| REALISED | Projects | 16 | 8 | 7 | 31 |
| | Infrastructure | 276 | 36 | 148 | 460 |
| | Grants | € 3.031.757 | € 1.295.348 | € 873.899 | € 5.201.004 |

Grant Scheme Results (2)



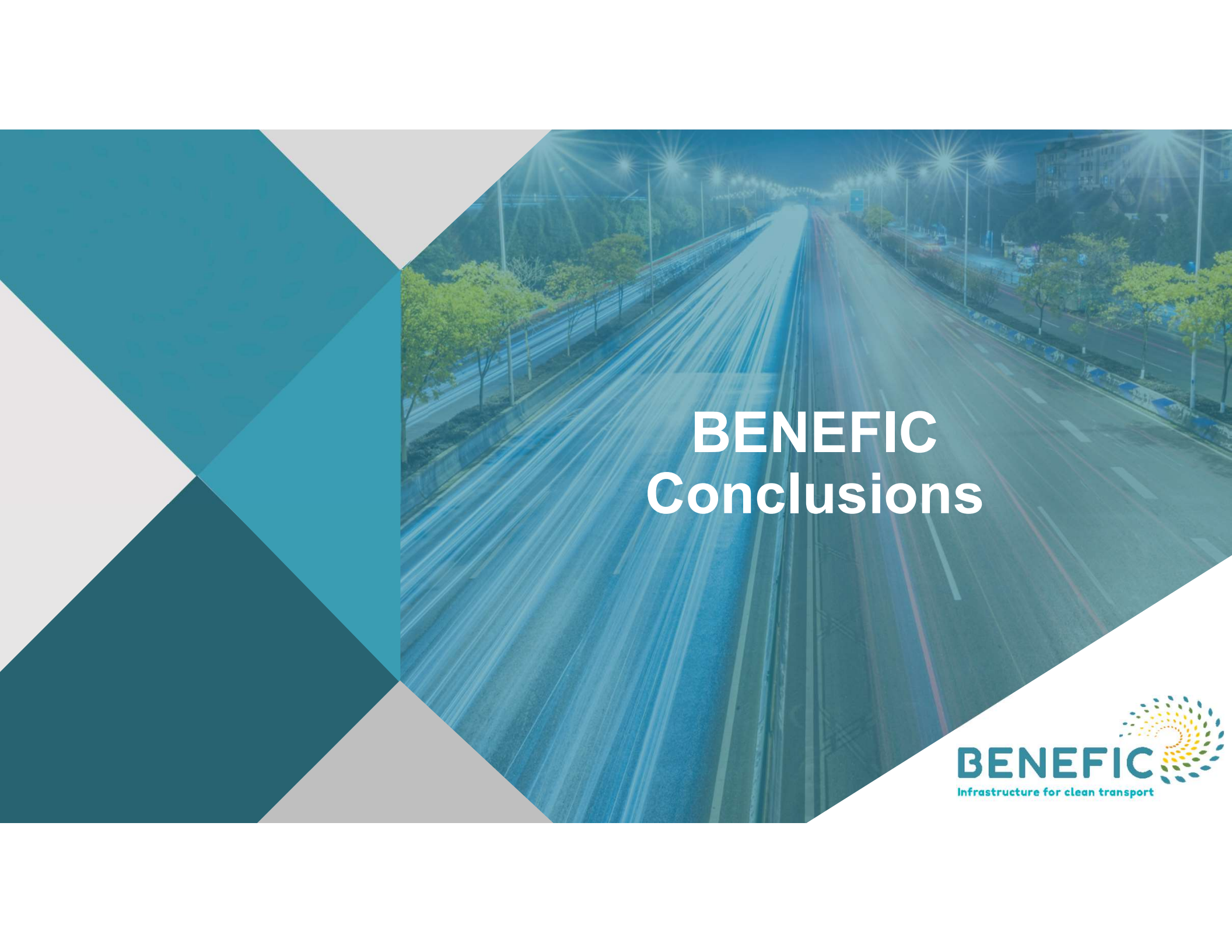


Fastned opens first fast charging station in Belgium

Amsterdam, 27 October 2020 | 08:30 Europe/Amsterdam

Fast charging company Fastned officially opens its first fast charging station in Belgium today, making the company operational in four countries. The new station is located close to the international airport of Ostend-Bruges. At the station, electric drivers can add up to 300 km range in 15 minutes, with electricity from the sun and wind. The station will be opened by Marcel Buelens, CEO Ostend-Bruges Airport, Michiel Langezaal, CEO Fastned and the mayor of the city of Ostend, Bart Tommelein.





BENEFIC Conclusions

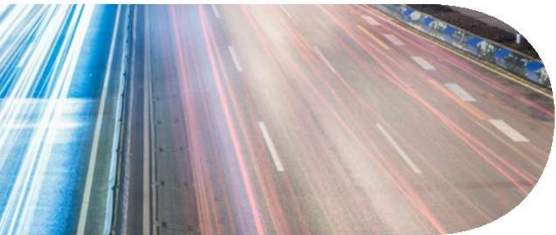
Ambitions vs Results (1)

| Category/technology | Indicative ambition by BENEFIC | Achieved | Difference |
|---------------------------------|--------------------------------|----------|------------|
| Normal power charger (> 11kW) | 600 | 262 | -338 |
| Fast charger (> 50 kW) | 100 | 48 | -52 |
| Ultrafast charger (> 150 kW) | 10 | 61 | +51 |
| Fast charger for e-taxis | 5 | 5 | 0 |
| Opportunity charger for e-buses | 5 | 7 | +2 |
| Overnight charger for e-buses | 50 | 36 | -14 |
| CNG filling station | 2 | 7 | +5 |
| L-CNG filling station | 2 | 2 | 0 |
| Hydrogen filling station | 9 | 3 | -6 |
| Shore power box | 13 | 28 | +15 |

Ambitions vs Results (2)

- Sufficient **market interest** for Grant Scheme throughout the three calls
- Clear **market shift** from fast towards ultrafast charging
- **Unsufficient leverage** for investments in hydrogen refuelling stations
- It's all about **location**
- The realisation and implementation was affected by a series of **societal and market challenges**
- As a result, it was **difficult to reach full potential** of the Grant Scheme, even with two extensions





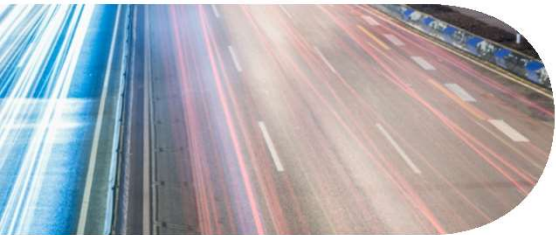
Grant Scheme Evaluation

- **Knowledge of local context and challenges** are an added value when distributing EU funds
- Need for **'translation' of EU conditions** in the Grant Scheme
- **Accessible for third parties** who might/cannot directly apply to EU funds
 - Smaller projects
 - Direct contact (e.g. language)
 - Limited administrative costs
- **(Financial) risks** for project partners, e.g. pre-financing

Project Management

- In general **positive evaluation of project management** by grant beneficiaries
- **Administrative and reporting costs** in line with grant received, more challenging for smaller parties
- In general **smooth cooperation** with partners, although **substantial impact** of project management on project coordinator
- **Balanced results of the grant scheme between partners**, in line with proportions as envisioned at the start



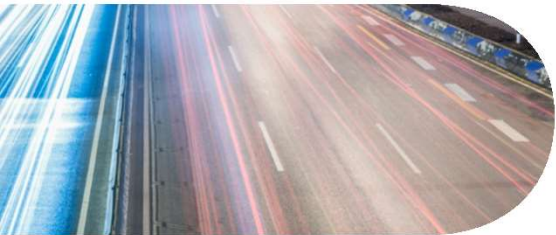


Grant Scheme and Market effects

- BENEFC created a **level playing field** for public and private investments through open calls for proposals
- BENEFC reached out to a **wide range of public and private parties**:
 - ‘big’ and ‘small’
 - ‘existing’ and ‘new’
 - ‘local’ and ‘international’
- BENEFC as a **leverage for additional/future public and private investments** in infrastructure for alternative fuels



BENEFIC Recommendations



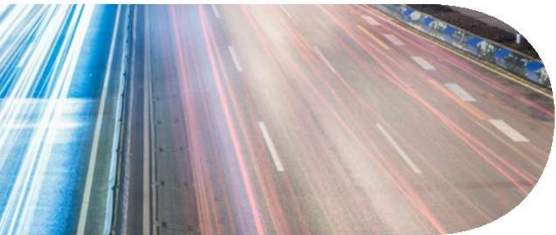
Recommendations (1)

- Grant Scheme can be an **effective way for distributing EU funds for (local) implementation projects**, if certain conditions are met, such as:
 - **Clear guidelines** on (financial) setup, project management and reporting
 - **Clear link with (EU) policies and/or targets** increases impact
 - **Build-in flexibility** to anticipate on worldwide developments and changing market circumstances
 - Wide range of (cross-border) partners and technology solutions **increases impact and complexity**
 - ...

Recommendations (2)

- Clearly define the **'rules of the game'** from the start for third party investors, such as:
 - Scope
 - (EU) conditions to be taken into account
 - (In)eligible investment costs
 - Maximum grant amounts
 - Administration and reporting
 - ...
- Clearly define **target groups** and use local and targeted communication channels





Takeaways

- Create a (cross-border) **learning network** between partners and third parties, among others to overcome technical and legislative challenges during implementation
- **Focus future Grant Schemes on specific areas** where investment support for infrastructure deployment is much needed, such as heavy-duty transport and logistics
- **Define leading cross-border grant scheme projects** to create visibility and leverage, e.g. TEN-T corridor-approach or 'E-route du soleil'
- Complement investment support with **additional services within Grant Scheme**, e.g. in selecting locations



Questions?

Simon RUYTERS

Policy Officer Clean Power for Transport

Project Coordinator BENEFIC



Panel discussion on future EU policies and funding programmes for alternative transport fuels

- **Richard Ferrer** | *Head Of Alternative Fuel Sector, European Climate, Infrastructure And Environment Executive Agency*
- **Axel Vokery** | *Deputy Head of Unit of Unit B.4 "Sustainable and Intelligent Transport", European Commission dgmove*
- **Mohamed El Yemlahi** | *Transport Attaché Permanent Representation of the Netherlands to the EU*



THANK YOU

BENEFIC CLOSING CONFERENCE

