EV BELGIUM
the Electric Vehicle Association

EV Belgium Update

13 November 2026
Online Meeting

CONNECT • ADVOCATE • ACCELERATE

Compliance & Antitrust Statement

Free and fair competition is essential. EV Belgium meetings only exchange information that supports the legitimate work of the association.

Discuss agenda items • Use public or aggregated information • Stop if there is any antitrust concern

DISCUSS / SHARE

Information that supports the association's work

- General economic indicators and industry outlook
- Regulatory developments and their impact on e-mobility
- Publicly available data at no extra cost
- Aggregated figures or estimates for regulatory impact
- When in doubt: consult legal counsel

AVOID / STOP

Information that could influence future market behaviour

- Prices, discounts, margins, credit terms or guarantees
- Individual costs, production, investments, capacity, sales or profits
- Individual product, production, distribution or marketing strategies
- Individual offers, tenders or requests for quotation
- Sensitive information on competitors, suppliers or customers

Automatic note-takers are not allowed. Approved recordings and meeting minutes, where applicable, are made available through the EV Belgium website.

EV BELGIUM UPDATE

Agenda

1. **Welcome**
2. **EV Belgium Publications & Press**
3. **Policy Update**
   - EU Policy Files
   - Federal Budget & REDIII: latest update
   - AFIR (ISO-obligation & REDIII art. 20a)
   - REDII practical changes: latest news
   - Flemish draft resolution on charging
   - EPBD: Update per region
   - Flex Contracts (Wallonia)
   - Brussels request for input on charging equipment plan for 2028 (!)
   - Antwerp request for input on future charging strategy
3. **Positions**
   - Take over concessions advice
   - TF Price Transparency: collection of potential solutions
   - Draft response Elia AdeqFlex consultation
   - Draft response to Elia & Fluxys FDP 2028-2038
   - Draft response to Synergrid consultation (C10/11)
   - Upcoming VNR consultation
   - Overview of positions
4. **Events**
5. **Team Update**
6. **AoB & Next Meeting**

2. EV BELGIUM PUBLICATIONS & PRESS

Relevant lobby support, little outcome (so far)

Persbericht - 27 miljoen euro aan investeringen in laadpalen en hernieuwbare energie dreigen België te ontglippen

De elektromobiliteitssector waarschuwt dat het uitblijven van de Belgische omzetting van de Europese richtlijn hernieuwbare energie (RED III Transport) de verdere elektrificatie dreigt af te...

EV Belgium 29 oktober 2026 om 12:30



Opinie: Vijf na twaalf voor RED III Transport. De Prijs van Uitstel

In september was voor het eerst meer dan de helft van alle nieuwe wagens volledig elektrisch (50,9%), en tegen eind 2026 zal 1 op de 10 wagens op onze wegen elektrisch zijn. Maar net nu dreigt een...

EV Belgium 20 oktober 2026 om 09:00



Persbericht - Historische kaap van 50% EV's ingeschreven, continuïteit is nu cruciaal

Voor het eerst was - volgens FEBIAC - meer dan één op twee nieuw ingeschreven personenwagens in België volledig elektrisch. EV Belgium noemt de 50,9% van september een historisch kantelpunt, ma...

EV Belgium 2 oktober 2026 om 12:00



2. EV BELGIUM PUBLICATIONS & PRESS

Relevant press coverage

Auto

V. Faut-il plafonner le prix aux bornes de recharge pour les voitures électriques? «Une simplification des tarifs serait déjà une étape»



Thomas Bernard
Journaliste et éditeur multimédia au Vif • 21-10-2026, 09:52 • 4 min. de lecture

Ajoutez-nous à vos favoris Google



HLN NIEUWS SPORT SHOWBIZZ NINA REGIO KIJK PUZZEL

Werknemers met bedrijfswagen door stijgende energieprijzen onvoldoende gecompenseerd voor thuisladen

SOLAR STORAGE MAGAZINE Nieuws Productzoeker Installateurzoeker Bedrijvenregister

31 oktober 2026

EV Belgium: 'Impasse rond e-credits voor Belgische elektrische rijders moet worden doorbroken'

Philippe Vangeel (directeur EV Belgium) dringt aan op een snelle doorbraak in het e-credits-dossier. 'Vertraging niet langer verantwoord, de sector wacht op duidelijkheid en elke maand uitstel kost investeringen.'

Maak ons je Google-favoriet Deel dit artikel:

De Europese richtlijn hernieuwbare energie (RED) verplicht leveranciers van fossiele brandstoffen om jaarlijks een groeiend aandeel hernieuwbare energie in het wegvervoer te brengen. In België heet dat de

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3. POLICY UPDATE

EU Policy Files

1 Dec
EP committees vote on IAA and ETS2

3 Dec (tbc)
Council position on the IAA

11 Dec
Council position on ETS2

14–17 Dec
EP Plenary: CO2, CCVR, IAA, ETS2

Jan 2027
IAA trilogues expected to start

EU file	European Parliament	Council	Commission
CO2 standards cars & vans	ENVI report adopted ✓ · Plenary 14–17 Dec	France–Germany deal (Oct) ✓ frames position · no date yet	Hoekstra: stay the course on electrification
Clean Corporate Vehicles	TRAN/ENVI approval 4 Nov ✓ · Plenary 14–17 Dec	No date yet · national plans due 28 Feb 2028	Guidelines and advice on national plans
Industrial Accelerator Act	ITRE/IMCO/INTA 1 Dec · Plenary 14–17 Dec	Third compromise ✓ · general approach 3 Dec (tbc)	Lists partner countries after adoption
ETS2	ENVI 1 Dec · Plenary week of 14 Dec	EUCO split ✓ · Environment Council 11 Dec	Updated impact assessment (no date)
Automotive Omnibus & V2G	Joint letter to TRAN, ENVI, IMCO ✓	Joint letter to EU-27 Perm Reps ✓	V2G type-approval power at stake
Environmental Omnibus	Joint letter with ACEA to ENVI ✓	No date in newsletter	No date in newsletter

3. POLICY UPDATE

Federal Budget & REDIII: latest update

- **Federal Government in limbo due to missing budget agreement**
  - Unknown to what extend the federal tax shift might be impacted
  - Uncertainty about our asks (eLDV, REDIII, social lease, …)
  - No change to existing company car framework, no clarity mobility budget
- **Impact on REDIII is real = no formal decision/progress**
  - Outreach will be once more conducted by EV Belgium to increase pressure on MR


Bart De Wever en koning Filip. © Benoit Doppagne

Koning Filip zal ontslag regering-De Wever niet aanvaarden

AFIR (ISO-obligation & REDIII art. 20a):

- **Upcoming Meeting with SPF/FOD Economy, Economic Inspection**
- **Regular contacts with regional authorities (REDIII art.20a)**

- **Hightened attention in media and at the political level**
  - EU Commission in midst of finalizing its guidelines
  - Articles about price differences
  - Complexity of the existing system
  - Risk of policy decisions that could have a huge impact

- **Many questions from members and external stakeholders…**
  - In preparation of the meeting with FOD Economy/Economic Inspection, we invite all members to submit input, questions and/or recommendations to romain@ev.be

3. POLICY UPDATE

REDII practical changes: latest news

- **Latest intel from FOD Economy (9 November 2026)**
  - Timeline for all these practical changes

PHASE 1
15 November 2026

Reference database opens. Static data can be entered, user documentation to follow.

PHASE 2
End Q4 2026

Calendar for the new reporting module is published. (max 14 files/quarter)

PHASE 3
Q1 2027

New reporting module live and mandatory. Replaces the old one: no parallel run.

PHASE 4
14 April 2027

Registration of Q1/2027 data must be completed within the new reporting module.

  - Other important points:
    - Simpler files → Still one Excel file per week, but only EVSE-ID and kWh.
    - Corrections → Possible until the end of the reporting period. No penalty-free grace period.
    - Support → A workshop may be organised. 2026 credits are not affected by the change.
  - Important answers from the FOD:
    - Is the DC MID obligation retroactive? *Yes. From 1 Jan 2026 it covers every DC charging point, existing ones included. Owners had about 2 years to comply.*
    - Exact definition of this datapoint & responsibility for annual meter reading? The meter index read on a given date, together with the date of the reading.Always the registering operator.

3. POLICY UPDATE

Flemish draft resolution on charging

LINK

- **What it is**
  - Non-binding multi-party text (16 Jul 2026) setting priorities for the next Flemish charging strategy
  - Cites EV Belgium twice: 35% BEV share end 2025; ~220,000 public charge points needed within 5 years
  - Four blocks: user experience and data, local authorities, apartment buildings, grid and smart charging
  - Several recitals misstate AFIR (dates, TEN-T distances, ISO 15118-20): correct them in every input
  - Main concerns: payment retrofit beyond AFIR; a Flemish data platform duplicating the AFIR access point

- **EV Belgium position**
  - Support for most requests, in line with our positions
  - Payment: no general card retrofit; QR payment is valid under AFIR below 50 kW
  - Data: reuse the national access point, one reporting channel; protect sensitive data
  - Local: standard charging-plan template, grid capacity maps, uniform signage and rotation fee
  - Apartments: proportionate fire rules based on real data; we offer data and speakers
  - Grid: anticipatory investment, time-limited flexible connections, guaranteed minimum charging power

EPBD: Update per region

- **VLA: Decree adopted in 2nd lecture on 23 October**
  - Now awaiting Council of State Advice
  - Charging targets subject of government *besluit* (in preparation)

- **WAL: Decree adopted in 3rd lecture on 13 May**
  - *Arrêté d'exécution* is still in limbo = no timeline for final approval (confirmed by Embuild)
  - Charging targets included in decree
  - Charging power can be taken into account (conversion possible)

- **BXL: Decree is being drafted**
  - 1st lecture expected end of this year



Art. 78. § 1er. Pour l'application des articles 71 et 72, le Gouvernement peut adapter le nombre de points de recharge requis en considération de leur puissance électrique.

Flex Contracts (Wallonia)

- **Wallonia - Décret Neven II** *(Meeting Cabinet Neven 30/10)*
  - First reading in May 2026, finalization expected end of 2026, Q1 2027
- **Takeaways**
  - **Grid development** plans by DSOs and Elia (local transport grid) to be approved by Walloon government
  - Plans will be based on scenarios that use **swimming lanes** approach
  - **List of priority uses** of the grid could be determined by government or CWaPE (*potentially to be removed from final version)*
  - **Use it or Lose it** principle: likely to be included in the form of incentives *(see below)*
  - **Right to a grid connection** will be introduced
- **Cabinet questioned EV Belgium about two observed tendencies:**
  - High number of DC charging requests
  - Growth in AC home equipment (charging & heat pumps) & possible need for flexibility on distribution grid
- **Cabinet asked about quick wins for the grid that our sector would be ready to consider…**
  - Example: convert existing fixed grid connection into a flexible one (with financial compensation)

Brussels request for input on charging equipment plan for 2028

- Following our meeting with the Cabinet of Dilliès and Persoons on 20 October about charging infrastructure and the taxi sector. **During the meeting we we backed its ambition of deploying 150 additional DC charging points by 2028.**
  - We also stressed that the economic viability of these installations is decisive: they cannot rely on taxis alone
  - We highlighted several conditions for success:
    - Above all, operators need a coherent and predictable mobility policy framework to invest with confidence.
    - access to DC charging points in underground car parks, starting, for example, from level -1;
    - the easing of administrative burdens associated with the installation of charging points (local council taxes, planning permission and environmental permits);
    - access to AC charging points on public roads, via the concession scheme (including the impact of the local tax introduced here and there);
    - access to AC charging points on private property (flats, houses, etc.) to be regulated by the EPBD;
    - the transposition of the RED III Directive (Minister Bihet);
    - the adoption of the Royal Decree on fire safety in car parks (Minister Quintin).

Antwerp request for input on future charging strategy

- The City of Antwerp is preparing its next approach for public charging concession, starting September 2027.
  - They want to drop the “pole follows car” and “pole follows pole” principles
  - Stop adding on-street chargers,
  - and instead support private charging at off-street locations such as parking garages, with co-ownership associations (VMEs) and companies

- Proposed response (EV Belgium secretariat): *OPEN FOR COMMENTS AND SUGGESTIONS!*
  - Reference to data and numbers of the existing and upcoming vehicle parc (+LEZ + taxi +logistics ref.)
  - **Need for a 4-way strategy which keeps charging cheap and accessible to all**
    - **STRAT 1:** Don’t continue the “pole follows car” once every Antwerp citizen has a charger within 250m. Do however continue the pole follow pole principle until 2029, plus development of charging hubs on street
    - **STRAT 2:** Generate a specified legislative framework and practical approach for accessible AC and DC charging equipment on private owner parkings (supermarkets, …). Making off-street parking and charging easier
    - **STRAT 3:** Don’t hold back from developing DC-fast and ultra-fast charging with industries who have space (f.e. underground parkings, supermarkets, …)
    - **STRAT 4:** Develop a clear and strategy for charging equipment in VME’s
  - Each of these approaches requires a simpler method to be implemented than in the past

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3. POLICY UPDATE

Past meetings

Stakeholder	Date	Topic(s)
Fret Forward Wallonia	14 October 2026	eTrucks actions in Wallonia
FPS Health: COP31 stakeholder event	15 October 2026	Stakeholder event on energy & health
Coloque (MR): La Chine et l'Automobile	16 October 2026	Automotive & energy in a changing world
Elia First Flexibility Needs Assesment	20 October 2026	Presentation of the FNA study
VNR Stakeholderoverleg	22 October 2026	Next steps and advices of the VNR and review of investment plan
MORA Mobiliteitstafels	**23 October 2026**	**VEKP review and advice from mobility stakeholders (MORA)**
Tetra V2Guide project	26 October 2026	V2G project by UGent (launch)
VEKA	**30 Octover 2026**	**EPBD nest steps & exceptions**
Cabinet Cécile Neven	**30 October 2026**	**Décret Neven II**
Embuild & Techlink Wallonia	4 November 2026	EPBD & possible collaboration
Fret Forward Wallonia Hackathon	5 November 2026	eTrucks actions in Wallonia
SIAMU Brussels	**12 November 2026**	**Fire Safety and underground DC charging**

3. POLICY UPDATE

Upcoming meetings

Stakeholder	Date	Topic(s)
Stroomgroep Flexibiliteit	17 November 2026	Grid flexibility in Flanders
Flemish Coalition Fractions meeting	**17 November 2026**	**Resolution on Charging**
MORA Mobiliteitstafels Goederenvervoer	18 November 2026	Freight Transport in Flanders
Task Force "Bornes" & Taxis	**23 November 2026**	**Taxi electrification in Brussels**
SPF/FOD Economy: Economic Inspection	**24 November 2026**	**AFIR/ISO 15118-20 controls**
CIty of Antwerp	**24 November 2026**	**Discussion of new concession approach**
MORA Mobiliteitstafels Elektrificatie	30 November 2026	Electrification of mobility in Flanders
MORA Mobiliteitstafels personenmobiliteit	3 December 2026	Sustainable mobility in Flanders
Elia Horizontal Elec System	11 December 2026	Think tank meeting
Febiac, Renta & Fluvius	15 December 2026	Forecast & usage type of EV's in Flanders
Fret Forward Wallonia	15 December 2026	eTrucks actions in Wallonia

Take over concessions advice

- At members' request, we want to start a short position paper to help governments handle the end of concessions.
- Brainstorm for a short position note:
  - PART1: Main relevant arguments and points to proceed the concession with a new one?
  - PART2: What should governments take intro account when renewing an existing concession?
  - PART3: Any technical or additional remarks that governments should consider?
- **Any input/thoughts from members?** → romain@ev.be
  - Should EV Belgium develop such a short and constructive position?
  - Which members would be happy to provide input and be consulted closely?

TF Price Transparency: collection of potential solutions

- **TF working on 3 domains:**
  - Outreach MSP's *- ongoing*
  - AFIR guidelines *- almost final*
  - Collection, categoriation & solutions to ID challengens *- input collection*

- Input from broader membership would be highly appreciated!

- ***What would an ideal world look like for me?***



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4. POSITIONS

TF Price Transparency: collection of potential solutions

Title	Description	Type of Problem	Solutions
App & Platform Information Gaps	Certain chargers are missing or hard to identify in the app, and prices shown in the app/platform (e.g. a reduced tariff after 300 min) are unclear or wrongly applied. Missing information at charger itself (mentionning MSP potential differences)	**Technical errors**	
Rotation at chargers without rotation tariff	Wrongful attribution of starting fee, connection fee or rotation when none is due at a charger. Often applicated via the MSP. Where the CPO never introduced rotation at all. Some mark-ups not disclosed publicly.	**MSP Rotation**	
Tariff Application or Calculation Errors	Rotation tariff wrongly applied across day boundaries (4h barrier resets each day), overnight, due to technical errors,	**MSP Rotation**	
Tariff & Price Transparency	No integration for dynamic (time/congestion-based) pricing between CPOs and eMSPs; chargers can be made publicly accessible without a published tariff; very high kWh tariffs at low-visibility chargers. Smart-charging conflicts at CPO level.	**Smart charging**	
Invoice Accuracy & Clarity	Invoices are often unclear and hard to read, and the information shown on the invoice sometimes does not match what is shown in the app.	**Invoicing**	
CDR Delays & Data Accuracy	CDRs often arrive months or years late, creating fiscal issues; CDRs frequently show incorrect parking fees when chargers fail to close sessions properly; no clear accountability for data integrity across the MSP chain.	**Invoicing**	
Statute of Limitations Ambiguity	Unclear legal basis for how far back sessions can be invoiced: the 5-year civil code term vs. a proposed 2-year Ombudsman position vs. new AFIR / Belgian e-invoicing "timely information" requirements.	**Invoicing**	
VAT application			
Fraude & responsabulity			

4. POSITIONS

Draft response Elia AdeqFlex consultation

EVB Approval: 13/11/2027

Submission: 15/11/2027

Deadline: 16/11/2027

- **Consultation LINK** **EV Belgium Position LINK**
- **EV uptake**
  - Central scenario (CC) matches our EV Barometer: 621,000 BEVs end 2026 (ours: 621,060)
  - After 2030, align CC with our MID projection (2.75M vs 2.65M end 2034); use our LOW path as floor for CT
  - PHEV stock should peak earlier and lower: new registrations fell from 100,459 (2023) to 38,574 (2025)
  - Trucks: start from 508 BEV trucks (not 325), split consumption by truck type, include transit trucks
  - Vans and buses plausible; fiscal reform and ETS-2 could push vans towards the AT path

- **Flexibility and V2X**
  - Market flex (V1M) is only ~3% of car charging energy and flat at 240,000 cars from 2035: too low
  - Extend V1M to workplace, public-slow and depot charging; let it grow with dynamic contracts
  - Appendix N: results per user type in €/year, a weekly horizon, prices combined with tariffs
  - 11,000 V2M cars in 2038 ≈ 77 MW; raise to ≥110,000 and add a dedicated V2X sensitivity
  - Name the enablers: no double grid fees on re-injected energy, metering, connection rules

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4. POSITIONS

EVB Approval: 27/11/2027

Submission: 4/12/2027

Deadline: 14/12/2027

Draft response to Elia & Fluxys FDP 2028-2038

- **Consultation LINK** **EV Belgium Position LINK**
- **EV Uptake and scenarios**
  - Plan welcomed: +60% electricity use by 2035, new vertical-grid method, EV load per substation
  - Market moving fast: 544,517 BEVs on 1 Aug 2026; 50.9% of new cars fully electric in Sept 2026
  - BASE reaches 100% BEV sales only in 2040: align with 2035 (ELEC) or test grid needs against ELEC
  - MOL's 90% electric car fleet by 2050 is too low; we expect more than 95%
  - Use the same EV trajectory and charging profiles as the Adequacy & Flexibility Study

- **Grid, flexibility & coordination**
  - Truck charging hubs (5–20 MW each): explicit load category, published corridor capacity, anticipatory investment
  - Queue management that rewards maturity and flexibility; standard flexible connection products
  - Add a high-flex/V2X sensitivity (≈110,000 V2M cars in 2038) and report avoided reinforcements
  - Treat EV flexibility like batteries; conditional status for EV-driven reinforcements
  - TSO–DSO: one shared EV trajectory, EV load per substation, yearly monitoring, aligned tariffs

4. POSITIONS

Draft response to Synergrid consultation (C10/11)

EVB Approval: 20/11/2027

Submission: 27/11/2027

Deadline: 01/12/2027

- **Consultation C10/11 LINK** **EV Belgium Position TBC**
- **Main relevant points:**
  - This mainly affects bidirectional charging (V2G and V2H), since a bidirectional charger counts as a production or storage unit under C10/11.
  - Injection limiting may only use the P1 port of the digital meter or an EnFluRi sensor
  - It's unclear whether a bidirectional charger, or the EV behind it, is an "energieopslagsysteem" or a "hybride systeem".
  - The document doesn't address who must hold the C10/26 homologation (for AC chargers)
  - Phase imbalance (5 kVA) ⇔ *Ask that phase-specific injection limiting by the charger be clearly accepted as compliant.*
  - New trip settings and Q(U). ⇔ *This is technically reasonable for grid robustness, but existing bidirectional chargers will need firmware and re-homologation. The text has no transition period*
  - External relay threshold raised from 30 to 56 kVA (positive). This helps semi-public sites and depots that combine chargers with a battery or V2G.

EVB Approval: 10/12/2027

Submission: 17/12/2027

Deadline: 23/12/2027

- **Consultation C10/12 LINK** **EV Belgium Position TBC**
- **Main relevant points:**
  - This applies only to grid users connected 1 kV, so it concerns DC fast-charging hubs, e-truck and bus depots
- **OPEN QUESTION: Should we react to these consultations?**

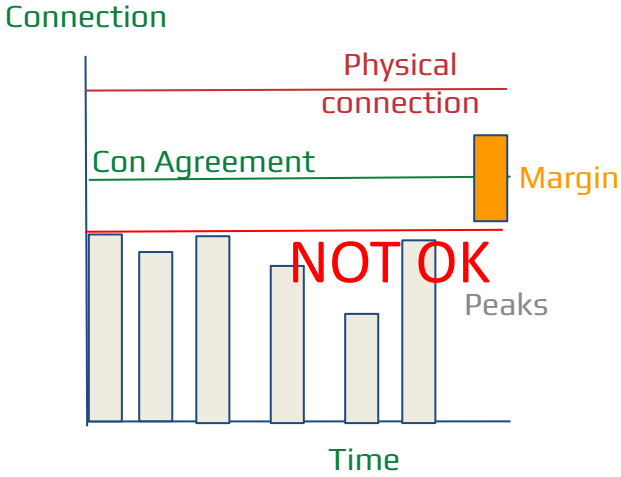
Upcoming VNR consultation

EVB Approval: TBC

Submission: TBC

Deadline: TBC

- **The VNR has presented its approach for the "Use it or Lose It" principle which they want to introduce in Flanders**
- In short (details to be published), the VNR proposes the following approach:
  - As of 1 July 2027 take back *"structurally unused capacities"* on the medium grid
  - Relevant datapoints (who aren't known yet):
    - Time factor of "structurally" = 1 year, 20 year?
    - Measurement of exceptional peaks?
    - Margin within which you should remain?
    - Users may prove "future needs", unclear how detailed this should be
    - Garanties (return on investment, access when increase needed, …)



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4. POSITIONS

Overview of positions

Topic/Title	WG	Importance	Status	Approval/Timing	Publication	LINK ENG	LINK NL	LINK FR
AFIR Guidelines	SG Public Charging	1 Very High	95%	Draft available, inclusion of discussions with FOD	asap	LINK		
Elia AdeqFlex Consultation	WG EV Charging	1 Very High	75%	Approval by members ongoing	No publication, only submission to Elia	LINK		
VME Guidelines	SG Private Charging	2 High	90%	Under review by Fireforum	asap			
Elia FDP 2028-2038	WG EV Charging	2 High	50%			LINK		
Takeover of concessions advice	SG Public Charging	2 High	0%					
Private / 2nd-hand market advice	WG Vehicles	3 Medium	50%	TML study underway	November			
Supply Split	SG Public Charging	4 Low	20%	Approach to be decided	...		LINK	
Position Short Lease 2030	WG Vehicles	4 Low	5%	Draft and discussion in Sept	...			
Restricted Public Chargers	SG Private Charging	4 Low	0%					
Allignment of LEZ, Rotation Tariffs, ...	SG Public Charging	4 Low						

Overview of ongoing work on positions: LINK
Review all published positions here: LINK

5. EVENTS

26 nov – 04 dec

12:30 - 13:30 Online

Webinaires FRET FORWARD Wallonia : Comprendre & optimiser les coûts opérationnels des véhicules électriques en logistique

Une formation en ligne, composée de 5 sessions, orientés sur la pratique, pour les gestionnaires de flottes logistiques en Wallonie.



Save the date:

EV Belgium New Year Reception on 26 January 2027 (Brussels)

Joint event with Brafco (Future-Proof Stations) on 16 March 2027 (Van der Valk, Nivelles-Sud)

BRUSSELS EXPO

Brussels Motor Show



15 January 2027

More info & registration:

5. EVENTS

do
03
dec

ELECTRIFY FLANDERS

Electrify Flanders

Gent

Ontdek de nieuwste innovaties en oplossingen voor een duurzame energietoekomst! Voor iedereen die betrokken is bij of interesse heeft in de...

Lees meer >

do
10
dec

ELECTRIFY WALLONIE-BRUXELLES

Electrify Wallonie-Bruxelles

Namur

Ontdek de nieuwste innovaties en oplossingen voor een duurzame energietoekomst! Voor iedereen die betrokken is bij of interesse heeft in de...

Lees meer >



InterSolution

Gent

Op 27 en 28 januari 2027 vindt in Flanders Expo in Gent de 15e editie plaats van InterSolution, de toonaangevende vakbeurs voor de solar- en storage-sector...

Lees meer >

On to new adventures!

- Karsten Marhold will be leaving EV Belgium before the end of the year
- We would like to invite all members in **thanking him** for his work and service within the secretariat and **wishing him all the best**.



- Practically: all his WG's and policy files will be taken over by Philippe and Romain
  - *+ Any good candidates, are also more than welcome!*

Any other business?

Next meeting

Date: **11 December 2026 at 08h30**
Location: **Online**
Agenda points: **contact@ev.be**

Thank you for your time and efforts!

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Monthly Update

Information

Date	Time	Location
~~Friday 9 January 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 13 February 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 13 March 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 24 April 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 22 May 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 12 June 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 10 July 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 11 September 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 9 October 2026~~	~~08h30-09h30~~	~~Online~~
~~Friday 13 November 2026~~	~~08h30-09h30~~	~~Online~~
Friday 11 December 2026	**08h30-09h30**	**Online**

CALENDAR

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Monthly Update

Information

Date	Time	Location
Friday 8 January 2027	**08h30-09h30**	**Online**
Friday 19 February 2027	08h30-09h30	Online
Friday 12 March 2027	08h30-09h30	Online
Friday 16 April 2027	08h30-09h30	Online
Friday 14 May 2027	08h30-09h30	Online
Friday 11 June 2027	08h30-09h30	Online
Friday 9 July 2027	08h30-09h30	Online
Friday 10 September 2027	08h30-09h30	Online
Friday 8 October 2027	08h30-09h30	Online
Friday 19 November 2027	08h30-09h30	Online
Friday 10 December 2027	08h30-09h30	Online

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Thank you!

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Compliance & Antitrust Statement

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DISCUSS / SHARE

Information that supports the association's work

- General economic indicators and industry outlook
- Regulatory developments and their impact on e-mobility
- Publicly available data at no extra cost
- Aggregated figures or estimates for regulatory impact
- When in doubt: consult legal counsel

AVOID / STOP

Information that could influence future market behaviour

- Prices, discounts, margins, credit terms or guarantees
- Individual costs, production, investments, capacity, sales or profits
- Individual product, production, distribution or marketing strategies
- Individual offers, tenders or requests for quotation
- Sensitive information on competitors, suppliers or customers

Automatic note-takers are not allowed. Approved recordings and meeting minutes, where applicable, are made available through the EV Belgium website.