



EV Belgium vzw/asbl

The Belgian Association for Zero Emission Mobility

EV B Monthly Update

13 September 2024



Compliance & Antitrust Statement

All members of EV Belgium always comply with the rules of competition law. For this, the members participating in any meeting always take into account the following elements and information:

- The companies and people participating are committed to free and fair competition.
- They have therefore planned to exchange information in accordance with the rules of competition law and have appropriate antitrust compliance measures in place.

In view of the above, the participants will jointly ensure that only content specified in the previously shared agenda will be discussed and that sensitive content will not be addressed (see table below). If a member has any antitrust concerns about the course of the discussion, these will be recorded in the minutes and the meeting suspended.

For more information and links:

- VBO: [LINK](#)
- Belgian Competition Authority: [LINK](#)

DISCUSS or SHARE the following information if it will benefit the functioning of the association/meeting:

- ✓ **General** economic indicators
- ✓ **General** Industrial outlook
- ✓ **Regulatory evolution** and its impact on the e-mobility sector
- ✓ **Data truly publicly available** and available at no extra cost

- ✓ Always try to provide **aggregated figures or estimates** (without sharing individual company information) to public authorities when assessing a financial impact of new regulations

- ✓ Always **consult legal counsel** when in doubt

AVOID/STOP discussions or exchanges of anything that may concretely influence the future market behaviour of the members/companies, including the following information the following information:

- × **Prices**, discounts, margins, credit terms, guarantees, instalments and other conditions applied by businesses
- × **Individual company data** on costs, production, investments, capacity, stocks, sales, orders and/or profits
- × **Individual business strategies** on the development, design, production, distribution or marketing of certain products
- × **Individual offers** regarding contracts of specific products or requests for quotation
- × **Information regarding existing or potential competitors**, suppliers, distributors or customers that could have the effect of excluding them from the market
- × **Any other information that you or any participating company** consider to be sensitive, even if not contained in this overview

WG Agenda

1. **Welcome, agenda**
2. **New structure working groups**
3. **Upcoming events**
4. **Approved positions**
 - **Flexibility**
 - **Public Charging**
 - **Rotation at public chargers**
 - **Local taxes on charging infrastructure**
5. **Policy Update per region**
6. **New website**
7. **AoB, next meeting(s) & closure**





01

Board Meeting & all members

Name	Chair	Secretariat	Fixed Meeting Day	Usual Timing	Agenda	Topics
Board Meeting*	Bart Massin	Philippe Vangeel	3th or 4th Thursday of the Month	17h00 - 19h00	by email one week ahead	
Monthly Update All members	Philippe Vangeel	Freek Couttenier Romain Denayer	2nd Friday of the Month	0830 - 09h30	fixed	Overview of all topics and progress-report of our activities
General Assembly All members	Bart Massin	Philippe Vangeel Romain Denyaer	Month of June			

*Link to board charter

Strategic Framework for Effective Management: Working Groups, Subgroups, and Task Forces

1. **Working Groups:** These are focused on **broad, strategic topics** that align with the organization's **long-term** vision. Working Groups are responsible for guiding the overall direction and strategy in their areas of focus, providing a platform for **general management** and high-level discussions. They set the foundation for sustainable development and continuous improvement in key areas of EV mobility.
2. **Subgroups:** Subgroups tackle more specialized, **mid-term topics** within the broader framework established by the Working Groups. Comprised of **experts and specialists**, these groups dive deeper into specific issues, providing detailed analysis and recommendations. Their work is essential for shaping policies, technical standards, and implementation strategies that contribute to effective management and progress within their specialized fields.
3. **Task Forces:** Task Forces are dedicated to addressing **short-term**, urgent issues that require **immediate attention**. These groups are assembled with a targeted audience based on the topic at hand, enabling rapid response and focused action. Task Forces are instrumental in resolving pressing challenges and ensuring that critical matters are addressed efficiently and effectively, often laying the groundwork for long-term solutions.

This structure ensures that EV Belgium can strategically manage long-term goals while also being agile enough to address immediate challenges with the appropriate level of expertise.

Name	Chair	Secretariat	Fixed Meeting Day	Usual Timing	Agenda	Topics
WG EV Charging	Sander Hereijgers	Freek Couttenier	1st Tuesday of the Month	16h00 - 17h00	by email one week ahead	Market, validation position papers, politics, grid, e-credits, MID, ...
SG Public Charging		Freek Couttenier	2nd Tuesday of the Month	16h00 - 17h00	by email one week ahead	AC, DC, AFIR, Public Domain, Tenders, ...
SG Private Charging		Romain Denayer	3rd Tuesday of the Month	16h00 - 17h00	by email one week ahead	EBPD, Semi-public, private charging, fleet charging, home charging

EV Belgium (EVB) has several active working groups that regularly focus on various aspects of new mobility. These groups meet periodically and report their findings to the Governing Body. With the digitalization of all working groups, members can now participate online, live, and interactively. In special circumstances or on certain occasions, the working groups can also convene in person or in a hybrid format.

If there are no topics to discuss or if there is no urgency, the meeting is postponed to the following month. Conversely, if urgent matters arise, an ad hoc meeting can be scheduled.

02b**Task Forces: EV Charging**

Name	Secretariat	Fixed Meeting Day	Agenda	Deadline
TF Price Transparency	Freek Couttenier	Ad Hoc	Topic	
TF GridFlex	Freek Couttenier	Ad Hoc	Topic	
TF Wallonia	Romain Denayer	Ad Hoc	Topic	
TF Tax Shift		Ad Hoc	Topic	
TF V2X	Philippe Vangeel	Ad Hoc	Topic	

04

WG Vehicles

Name	Chair	Secretariat	Fixed Meeting Day	Usual Timing	Agenda	Topics
WG EV Vehicles		Philippe Vangeel	1st Thursday of the Month	16h00 - 17h00	by email one week ahead	Fleet, validation position papers, 2nd hand, Market, politics
SG Passenger Cars		Romain Denayer	2nd Thursday of the Month	16h00 - 17h00	by email one week ahead	Fleet, Taxation, Private Lease
SG Commercial Vehicles	Koen Verhellen	Philippe Vangeel	3rd Thursday of the Month	16h00 - 17h00	by email one week ahead	Charging, non-public, Driver License, Taxation, Homologation, Logistics, City-Logistics



04

WG Academy

05

WG EV- Drivers

21

SEP

© Circuit van Zolder

24hours iLumen European Solar Challenge

[LINK](#)

24 hours iLumen European Solar Challenge powered by Circuit Zolder!

Ervaar de spanning van 's werelds enige 24-uurs zonnwagenrace, ontdek de nieuwste ontwikkelingen in groene energie en elektromobiliteit, en test uw eigen elektrische voertuig op het legendarische Circuit Zolder. Schrijf u nu in en maak deel uit van deze unieke belevenis!

Upcoming events

03

OCT.

© Reys Advocaten

Session d'information : Directive NIS2 de l'UE (NL)

[LINK](#)

Op 3 oktober 2024 organiseren EV Belgium, Reys Advocaten en Equans een ochtendseminarie over NIS2. Dit seminarie is in de eerste plaats gericht aan data- en cyber-specialisten, maar alle geïnteresseerden zijn uiteraard welkom. Er zal u inzicht gegeven worden in de nieuwste update van de EU NIS-richtlijn voor cybersecurity bij laadpalen en voertuigen.

18

OKT

© Elaad Testlabo

Studiedag Elaad Testlabo

[LINK](#)

EV Belgium nodigt u van harte uit voor een exclusief werkbezoek aan het ElaadNL Testlab in Arnhem, een toonaangevend centrum voor de ontwikkeling en innovatie van laadinfrastructuur voor elektrische voertuigen. Dit is dé kans om de nieuwste technologieën en ontwikkelingen op het gebied van elektrisch laden van dichtbij te ervaren....



Approved positions

1. Flexibility

- Vision and legal framework to unlock and foster EV based grid flexibility in Belgium and its Regions. Technical flexibility only a last resort solution. Focus on dynamic prices and commercial flexibility.
- Enforce a rapid and full roll-out of smart meters across all of Belgium, with automatic SMR3 activation
- Stimulate dynamic and smart Time-of-Use (ToU) contracts. Introduce Time of Use based grid tariffs within 2 years in all regions.
- Enhance competition through price transparency and data availability according to a standardized data protocol, CREG-test or V-test based on real consumption data
- Work on solutions behind the meter, and simultaneously realize the supply split
- On the EU level, finalize the technical framework for electrical energy smart appliances and label them “Flex ready”, and implement this framework in the member states.
- Create an independent market platform for flexibility settlement, install a “flex supervisory authority” and impose open data requirements.
- Vehicle to home/grid charging: establish an overarching vision and improve the legal framework consulting with involved stakeholders (e.g. leasing companies, tax authorities, ...), verify their feasibility in “play grounds” and avoid double taxation.



Approved positions

2. Public charging recommendations

- policy framework aligned with mobility policy and urban planning
- knowhow in the administration
- ambitious targets, 2y ahead, both for slow, fast and ultra fast charging
- market driven
- evolution individual CP => charging pools
- concession model
 - maximize competition
 - keep economies of scale (installation, operations, maintenance)
 - duration => profitability
 - one stop principle

Approved positions

2. Public charging recommendations

- focus on quality (uptime, power, payment options, support) with free pricing
- roaming requirements, aligned with EU market
- threshold tariffs for rotation enhancement
- parking policy enforcement, CPOs are not parking operators
- grid costs and taxes
 - transparent and limited grid connection costs
 - VAT 6%, no capacity tariff
 - position on local taxes

Approved positions

2. Public charging recommendations

- urban planning legislation: more flexibility for CI
- take into account flex
- specific policy charging infra HDV
- highways
 - new policy framework aligned with sector needs
 - unbundling for new concessions

=> next step :translate to recommendations for local authorities (local elections)

Approved positions

3. Local taxes

- public charging = public service so no taxation
- against idea of transition and undermining market trust

- if implemented, then 'fair and reasonable':
 - very limited tax linked to volume consumed or time
 - uniform system in the concession area
 - no retroactivity, known when concession is tendered
 - fully calculated in the end price

- parking policy
 - should be enforced by authorities
 - CPO is not parking operator/collection agency

=> lobby action EV Belgium with all 19 mayors in Brussels Region

=> ongoing discussion BXL



4. Rotation at public charging stations

- pricing can be used to enhance rotation
- parking policy enforcement and other measures are crucial as well
- ease of use of consumers:
 - rates are transparent, simple and unambiguous
 - similar model in all cities/municipalities
- current state of the art and to avoid evasion (tune charging speed):
 - threshold tariffs are recommended over other eg SoC based systems
- certain freedom for local authorities in tariffs, timeframes
- appeal to MSPs to help implement threshold pricing

Policy Update

Federal, Flemish & Brussels negotiations

- Federal

Climate/fiscal measures:

- *We werken aan een autofiscaliteit die meer technologie-neutraal is. Nous élaborerons une taxation des voitures plus neutre sur le plan technologique*
- *Tankkaarten zullen zwaarder belast worden voor wat betreft de niet- professionele verplaatsingen. Les cartes carburant seront plus lourdement taxées en ce qui concerne les voyages non professionnels*
- *De accijnzen op benzine/diesel worden op het niveau van de buurlanden gebracht. Les accises sur l'essence/le diesel seront alignées sur celles des pays voisins*

Zelfstandigen - indépendants

- *...voorzien een eenvoudigere regeling voor autokosten waarbij zeer milieuvriendelijke wagens standaard 50% aftrekbaar zijn. Koolstofemissievrije wagens genieten van een hogere aftrek...prévoyons un régime plus simple pour les frais de voiture, dans lequel les voitures très écologiques sont déductibles à 50 % par défaut. Les voitures sans émission de carbone bénéficient d'une déduction plus élevée*

=> mixed signals with possible slowdown on BEV roll-out for independants/companies

=> latest news: 'not on the table for the moment'



Policy Update

Federal, Flemish & Brussels negotiations

- Flanders

Intrinsically linked to federal negotiations with some bad signs (so far) for BEV's:

- Annulment of subsidy for new and 2nd-hand BEV's
- No 2030 target for ICE ban
 - but... CO2 reductions goals are on the table as well
 - scenario were balanced budget in exchange for reduction of targets?
- Press: annulment of exemption from registration tax for ZEV's and of exemption from annual road tax for ZEV's
 - EVB: press action and lobby towards party presidents
 - Contact with Febiac:
 - EVB: keep exemption in this phase of the transition
 - and in any case:
 - Keep the delta between ZEV and ICE large enough
 - Taxation of BEV: 1 rate, or based on criteria => to be discussed



Policy Update

Federal, Flemish & Brussels negotiations

- Brussels
 - Complex multi-party negotiations with very limited progress (wait for FL)
 - Already an agreement(?) at the FR side to postpone the next step of the LEZ to 2027 (euro5)
 - Local taxes on chargers, vehicle taxation
 - Obligations for charging for private parkings as of 2025 (see next slide)
 - Roll-out of charging infra less problematic and expected to be continued
 - targets and pace?

Policy Update

Federal, Flemish & Brussels negotiations

- Brussels



The screenshot shows the website 'leefmilieu.brussels'. The navigation bar includes tabs for 'BURGERS', 'PROFESSIONALS', 'ONDERWIJS', and 'BLOG'. There are also links for 'Contact', 'Jobs', and 'Over Leefmilieu Bru'. Below the navigation bar, there are dropdown menus for 'HET MILIEU IN BRUSSEL', 'DIENSTEN EN AANVRAGEN', 'WETGEVING', 'ONZE ACTIES', and 'TOOLS EN DATA'. A search bar is present with the text 'Wat zoekt u?' and a 'Zoeken' button. The main content area features a large image of an electric car with a charging cable plugged into it. Below the image, there is a news article titled 'Parkings en opladen van elektrische voertuigen: nieuwigheden'. The article is dated '5 april 2024' and has a sub-header 'MOBILITEIT | MILIEUVERGUNNING'. The article text starts with 'Vanaf 1 januari 2025 moet u in uw bestaande parking een minimumpercentage oplaadpunten voor elektrische voertuigen geïnstalleerd hebben op basis van:'. There is a small icon of a person with a question mark next to the text.

[LINK](#)



Policy Update



DÉCLARATION DE POLITIQUE RÉGIONALE WALLONNE
**AVOIR LE COURAGE DE CHANGER
POUR QUE L'AVENIR S'ÉCLAIRE**
11 JUILLET 2024
LÉGISLATURE 2024-2029

New Walloon Government

- 11 July 2024: quick formation of a MR–Les Engagés coalition under the control of the new MP Dolimont: <https://www.wallonie.be/fr/acteurs-et-institutions/wallonie/gouvernement-de-wallonie/composition>
- DRP 2024–2029 available here: <https://www.wallonie.be/sites/default/files/2024-07/DPR2024-2029.pdf>
- First meetings with the new ministerial cabinets:
 - **29 August 2024:** Minister Desquesnes, walloon VMP & minister of Territories, of **Mobility, Infrastructure, Road Safety** and **Local Powers**
 - **11 September 2024:** Minister Neven, walloon minister of **Energy, PAC, Housing** and Airports

Policy Update



DÉCLARATION DE POLITIQUE RÉGIONALE WALLONNE
**AVOIR LE COURAGE DE CHANGER
POUR QUE L'AVENIR S'ÉCLAIRE**
11 JUILLET 2024
LÉGISLATURE 2024-2029

New Walloon Government

Opportunities & positive elements

1. Densifier le réseau des bornes de recharge

- priorisant le déploiement de bornes de recharges électriques sur les sites touristiques
- Le déploiement des bornes de recharge sera accéléré avec l'implication totale du secteur privé, afin notamment de favoriser la flexibilité et d'augmenter la mobilité électrique.
- en collaboration avec les autorités communales, à alléger le cadre législatif, urbanistique et financier afin de favoriser le développement d'un réseau de bornes de recharge rapide et semi-rapide
- Le Gouvernement activera le plus rapidement possible l'ensemble des instruments disponibles pour créer un réseau de bornes de recharge rapides couvrant l'ensemble du territoire avec le concours des opérateurs privés
- Des super-chargeurs seront déployés dans les plus brefs délais le long des grands axes routiers et autoroutiers, afin de permettre des recharges rapides et efficaces lors des longs trajets.
- Entre autres mesures, les marchés de concession des bornes seront séparés des marchés de concession de carburant.

2. Modernisation du réseau électrique

- réaliser des jumeaux digitaux (digital twins) afin de rendre publique une cartographique exposant l'état des réseaux modernisation des réseaux d'électricité et à procéder, avec les acteurs du secteur, à une analyse de toutes les solutions et modalités techniques, normatives, réglementaires et tarifaires afin de parvenir au coût/bénéfice d'infrastructure
- déploiement des compteurs communicants sera accéléré avec pour objectif un déploiement total chez les clients résidentiels au plus tard pour l'année 2029

3. Fiscalité

- Le Gouvernement adaptera la réforme de la taxe de mise en circulation adoptée sous la précédente législature en vue, notamment, d'alléger la fiscalité sur les voitures électriques, pénalisées par leur lourdeur, et les voitures neutres en carbone ainsi que d'améliorer le coefficient de soutien aux familles nombreuses.
- Ainsi, la mise en œuvre d'un droit d'usage (vignette) dans le respect des règles européennes sera appliquée d'ici la fin de la législature. Mais ces deux mesures n'auront pour effet ni d'alourdir la pression fiscale actuelle

4. Others:

- Le Gouvernement s'inscrit pleinement dans l'objectif de neutralité carbone en 2050 et un objectif intermédiaire de -55% de gaz à effet de serre d'ici 2030
- De plus, le Gouvernement veillera à développer la filière du retrofit et à donner un cadre législatif clair à cette pratique en étudiant l'opportunité d'homologuer en série des véhicules rétrofités et de planifier le retrofit des flottes de véhicules publics.
- Le Gouvernement révisera le Plan Air Climat Energie 2030 en intégrant et hiérarchisant par ordre de priorités les mesures dont les impacts les plus significatifs auront été démontrés
- ...

Risks & negative elements

1. Energie

- conclusion d'un nouveau Pacte énergétique interfédéral. Celui-ci inclura toutes les solutions bas-carbone, misera sur les points forts de la Belgique et de la Wallonie, assurera la sécurité d'approvisionnement et le maintien d'un prix de l'énergie abordable.
- Le Gouvernement poursuivra ses efforts concernant le développement du vecteur de l'hydrogène en fonction des besoins wallons et des pays limitrophes. Il effectuera un état des lieux des projets et mettra en place un monitoring pour identifier et lever les éventuels freins rencontrés si la filière confirme un potentiel futur y compris pour la création d'un réseau et maillage stratégique de notre territoire. Aucune forme d'hydrogène ne sera exclue pourvu qu'elle soit bas-carbone.
- Sur base de ce cadastre, un plan d'action sera arrêté visant à accompagner les secteurs identifiés dans le cadre de leur transition vers la décarbonation. Ce plan d'action identifiera également un calendrier de mesures devant permettre l'abandon progressif des combustibles fossiles à condition que des alternatives techniquement réalistes et plus durables existent, à un prix raisonnable et qui ne mettent pas en péril l'activité ou l'emploi.

2. PAC

- Le Gouvernement révisera le Plan Air Climat Energie 2030 en intégrant et hiérarchisant par ordre de priorités les mesures dont les impacts les plus significatifs auront été démontrés
- Dans certains cas, il plaidera pour que l'Union Européenne ouvre le champ des possibles sur les choix technologiques tant qu'ils tendent vers la durabilité et sont bas-carbone, et qu'elle défende vigoureusement les intérêts européens en cas de déficit de compétitivité ou de concurrence déloyale de la part de partenaires commerciaux.



Policy Update

New Walloon Government

- FEEDBACK DESQUESNES
 - Willingness and highly interested with a lot of questions but limited resources
 - Full competences on charging and local powers
 - Indicated that they will work on the following elements (ST):
 - **Launch of the AC tender** (asap), plus setting up next call(s)
 - Working towards a **solution of DC-charging near highways (concessions)**
 - **Review of the registration tax** for vehicles (asap)
 - Development of a long-term strategy for the coming years



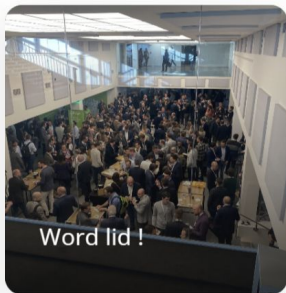
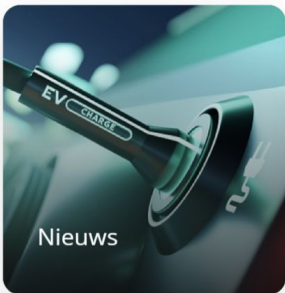
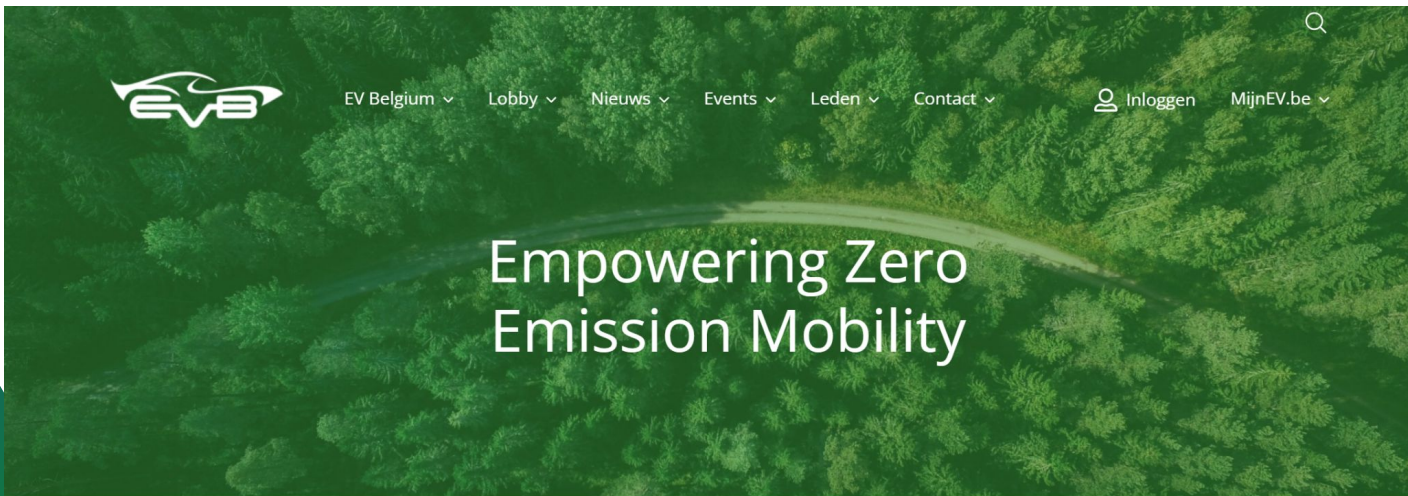
Policy Update

New Walloon Government

- FEEDBACK NEVEN
 - Willingness to move things forward but also some risks related to a 'less strong grid'. She already has a very good understanding of the challenges and the needs (flexibility, ...) of the existing energy grid.
 - Full competences on the Grid (GRD's, CWaPe, ...) and Air & Climate Plan
 - Indicated interest to examine the possibilities to:
 - Work on **administrative and financial easing** (GRD, connection, response time, ...), she even mentioned the possibility to regroup all grid operators
 - Investigate the delta on grid connection prices
 - **Include our sector** in all Task Forces on Grid preparation (= planification)



New website



AoB, next meeting(s) & closure

AoB:

- ...

Next Update meeting:

- Friday 11 October 2024 from 08h30-09h30



AoB, next meeting(s) & closure

Date	Time	Location
13 September 2024	08h30-09h30	Online
11 October 2024	08h30-09h30	Online
15 November 2024	08h30-09h30	Online
13 December 2024	08h30-09h30	Online





EV Belgium vzw/asbl

Thank You

For Your Attention



contact@ev.be



www.ev.be



Compliance & Antitrust Statement

All members of EV Belgium always comply with the rules of competition law. For this, the members participating in any meeting always take into account the following elements and information:

- The companies and people participating are committed to free and fair competition.
- They have therefore planned to exchange information in accordance with the rules of competition law and have appropriate antitrust compliance measures in place.

In view of the above, the participants will jointly ensure that only content specified in the previously shared agenda will be discussed and that sensitive content will not be addressed (see table below). If a member has any antitrust concerns about the course of the discussion, these will be recorded in the minutes and the meeting suspended.

For more information and links:

- VBO: [LINK](#)
- Belgian Competition Authority: [LINK](#)

DISCUSS or SHARE the following information if it will benefit the functioning of the association/meeting:

- ✓ **General** economic indicators
- ✓ **General** Industrial outlook
- ✓ **Regulatory evolution** and its impact on the e-mobility sector
- ✓ **Data truly publicly available** and available at no extra cost

- ✓ Always try to provide **aggregated figures or estimates** (without sharing individual company information) to public authorities when assessing a financial impact of new regulations

- ✓ Always **consult legal counsel** when in doubt

AVOID/STOP discussions or exchanges of anything that may concretely influence the future market behaviour of the members/companies, including the following information the following information:

- × **Prices**, discounts, margins, credit terms, guarantees, instalments and other conditions applied by businesses
- × **Individual company data** on costs, production, investments, capacity, stocks, sales, orders and/or profits
- × **Individual business strategies** on the development, design, production, distribution or marketing of certain products
- × **Individual offers** regarding contracts of specific products or requests for quotation
- × **Information regarding existing or potential competitors**, suppliers, distributors or customers that could have the effect of excluding them from the market
- × **Any other information that you or any participating company** consider to be sensitive, even if not contained in this overview