



Electric Vehicles Initiative activities

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Electric Vehicles Initiative (EVI)



- Government-to-government forum comprising 13 countries



- Currently co-chaired by Canada, China and the United States*, and coordinated by the IEA
- Released several analytical publications ([Global EV Outlook](#), [City casebook](#))



- Engaged stakeholders in high-level roundtables (CEM8 and Pilot City Forum in Beijing, June 2017)
- Instrumental to mobilize action and commitments ([Paris Declaration on Electro-Mobility and Climate Change](#) at COP21, [Government Fleet Declaration](#) at COP22)
- **Just launched the [EV30@30 Campaign](#)**, aiming to achieve a 30% market share for EVs by 2030



Goal: at least 30% of new road vehicle* sales across all EVI countries to be electric by 2030**

Implementing actions on:

- Deployment of **chargers and fueling infrastructure**, public procurement and private sector deployment of **fleets**, expanding **research (policy focus)** to improve the understanding of best practices on EV policy support, providing resources for **capacity building** to disseminate these best practices
- Establish a **Global EV Pilot City Programme**, aiming to achieve 100 EV-Friendly Cities over five years
- Commitments open to all interested stakeholders : Governments, businesses, partner organizations, companies, research institutes, local authorities, association, NGOs, non-profit organizations

Current supporting NGOs and IGOs:

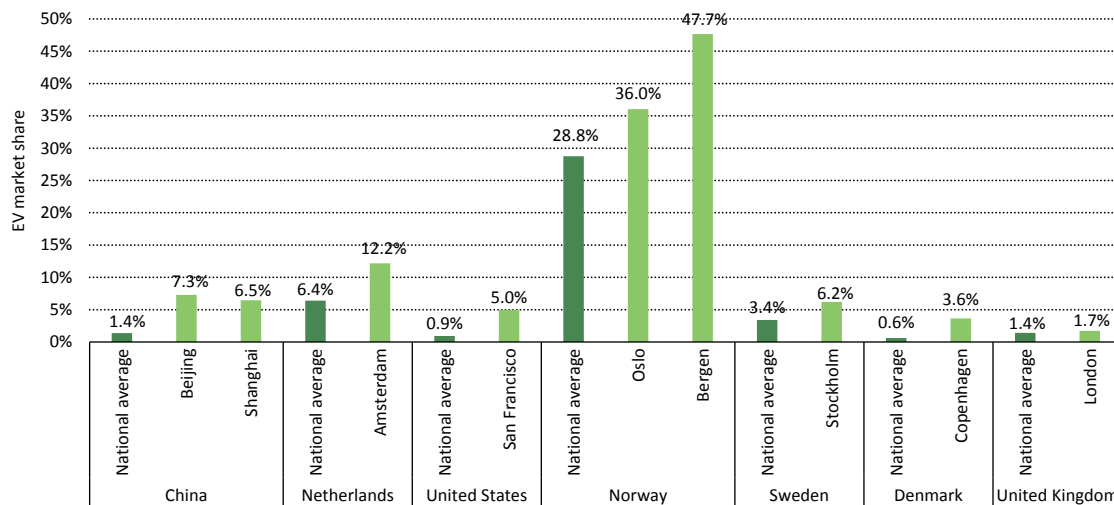


* Including passenger cars, light commercial vans, buses, and trucks; excluding 2- and 3-wheelers

** Including battery-electric, plug-in hybrid, and fuel cell

Cities can be a privileged space for EV support and deployment

Market share of electric cars in leading EV countries compared to EV-friendly cities, 2016:



(Nearly one third of global electric car sales took place in just 14 cities in 2015)

- "Cities have been at the **forefront** of stimulating EV deployment"
- "Leading EV cities have shown that, as a result of **dedicated local policies** complementing national EV policy schemes, they can create a **favourable environment** for EV use and **reduce consumer barriers**"
- "Cities can have a **leadership** role in developing and testing **innovative** policy actions before widespread adoption"

(Global EV Outlook 2017, IEA)

Cities have a unique role to play in supporting EVSE rollout and in implementing measures enhancing the value-proposition of driving electric. They act as innovation test-beds for the future of mobility



- **Goal: Achieve 100 EV-Friendly Cities over five years**

- Support greater **dialogue** with and provide **support** to municipal governments
 - Topics: urban planning, infrastructure and charging technology, mass transit (including electric buses) and mobility as a service (including car and ride sharing)
- Identify **good practices** and facilitate their **replication** and improvement
- Engage in the organization of the **Pilot City Forum** (28-29 May 2018, Helsinki, Finland)
 - **Exchange event** allowing to facilitate **networking** and **communication** across interested stakeholders, to be held alternatively in China in odd years and in another country in even years
- **Monitor and report** progress : data and information sharing among PCP members
- Until February 2018, **18** major cities already joined the PCP

Global Environment Facility project on EV policy implementation



- GEF expression of interest, project under elaboration between UNEP and IEA.
- Strong alignment with the EV30@30 Campaign, esp. on capacity building items.
- Opportunity to widen EVI reach (Latin America, Africa, Central and South-East Asia, and Central and Eastern Europe)
- Funding structure and function
 - Global funding: USD 5-6 million over 3-4 years
 - Targeted funding for in-country work (USD 15-20 million)
 - Need for major co-funding commitments, including from the private sector

Global project (policy matrix)

	Vehicles (by mode)	Chargers	Power system
National
Local

+ pilot (selected countries)

