



## EDF Electric Transportation

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## A NATIONAL PLAN TO ACCELERATE THE DEVELOPMENT OF THE ELECTRIC VEHICLE IN FRANCE

Presented on October 1st by Jean-Louis Borloo, French Minister for Ecology, Energy, Sustainable Development and Oceans, and in charge of Green Technologies and Climate Negotiations, **the National Plan for the Development of Electric and Hybrid Rechargeable Vehicles** comprises 14 "concrete actions" aimed principally at **supporting research, creating a French battery production supply chain, stimulating demand, and developing recharging infrastructures**. The objective: **2 million electric and hybrid rechargeable vehicles** on French roads and highways by 2020.

To benefit the rapid emergence of electric vehicle offers from carmakers, major businesses - both private and publicly run (among them, EDF), public authorities, and agencies of the State have committed **to purchasing 100,000 electric vehicles between now and 2015, with 50,000 having already been earmarked** as the objects of a tender for bids to conclude by year-end. This tender will respond to a set of specifications established by a work group piloted by the La Poste Group, and to the general outlines presented by Jean-Paul Bailly: light-utility vehicles for commercial use, 100% electric, and possessing an autonomy of a minimum of 150 km. **Of the 50,000 vehicles slated for production for 3 years beginning in 2011, EDF has signed on to acquire 5000.**



Presentation of plan – Pict. : MEEDDM - Gérard Crossay

In parallel, to stimulate demand, the government has confirmed that it will **maintain until 2012 the super-bonus** (5000 Euros) accorded towards the purchase of a vehicle emitting less than 60 g of CO<sub>2</sub>/km.

The French government will invest 125 million Euros, via the Strategic Investment Fund (a subsidiary of the French Caisse des Dépôts) in a **lithium-ion battery manufacturing facility** to be built at Flins by Renault in partnership with the CEA (a total budget of 625 million Euros). The site, which is set to produce 100,000 batteries a year, would be capable of supplying batteries to the ensemble of French automakers.

Another government priority **is recharging infrastructure**. Between now and 2020, **4.4 million recharging points must be installed**, presenting an investment of more **than 4 billion Euros**. 90% of these recharging points will be situated in residential and business site parking lots and garages, with the remaining 10% made up of public roadway and parking lot terminals; "normal" (3 kVA) recharging points will account for 98% of total installations.

- **Workplace and residential installations will call for 2,5 billion Euros** from private investment. The government has prescribed certain measures for assisting in the installation process, specifically through the creation of a "right-to-a-socket" clause within co-op housing, and the requirement for access to apply first to new construction, then to commercial buildings only later on.
- In the matter of **the deployment of the public terminals**, a new 100% subsidiary of **ERDF** (Electricité Réseau Distribution France) is to be created to provide support to municipalities and to respond to eventual tenders for bid in the event of the delegation of equipment installation. Public infrastructure deployment will require **1.5 billion euros**, with 900 million euros financed by the "**Grand Emprunt**". Moreover, 145 million euros will be needed between now and 2015 to adapt the current electric grid and in preparations for the increase in local electricity consumption. These works, financed through the TURPE (Tariff for Use of Public Electricity Grids) will be performed by the ERDF as a part of its Public Service mission.

And finally, the plan will integrate the agreement concluded in September with Germany concerning the technical characteristics of a common socket and plug, whatever the charging power level adopted (see Network Letter N°147).

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