



**DRUŠTVO
E-MOBILNOST
SLOVENIJA**



Regionalni razvojni center Koper
Centro regionale di sviluppo Capodistria

AaCTA EVENT Split
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Slovenian e-Mobility Society

Our goals

- Promoting eMobility and raising public awareness with the aim of accelerating transition to a low-carbon society in the field of transport.
- Educational activities: organizing lectures and seminars; youth education; organization of expert meetings.
- Consulting and cooperation: with related organizations at local and international level.

Slovenian e-Mobility Society



DEMS Conference 6.12.2019
Violeta Bulc: European commissioner for Transport
panel with charging service providers
(Petrol, MOL, Elektro, GEN-i)



Problem Statement

What is the situation in Slovenia?



- The current state of the decarbonization of road transport in Slovenia is regional diverse.
- 212 municipalities and most of them are really small and understaffed
- Governmental authorities do not follow their own strategies
- Scattered settlements all over the country and unefficient public transportation
- Low energy efficiency of the existing road transportation
- Charging infrastructure is unreliable, divided by several non connected providers or non existing in some areas.

Background

What is the situation in Slovenia?



- 2009 first electric charging station in Ljubljana
- 2012 government incentives for EV purchase
- 2015 CEGC EU project Fast charging network on Highway every 50km
- 2017 Local charging station in Nature 2000 areas
- 2017 state Strategy for the infrastructure for alternative fuels goal to ban the registration of new 100% internal combustion vehicles in 2030
- At the end of the year 2020, around 3.530 EVs were registered in Slovenia.
- No central registry for public charging stations (estimated total number of 1300 in 2021)

Recommendations



- Establishing independent knowledge centers on the state level for supporting local decision-makers
- Mandatory state level charging infrastructure register
- Local communities should make detailed surveys of the local population's charging needs
- All the Ministries should pursue common goals in e mobility and actively guide all stakeholders according to accepted strategies.

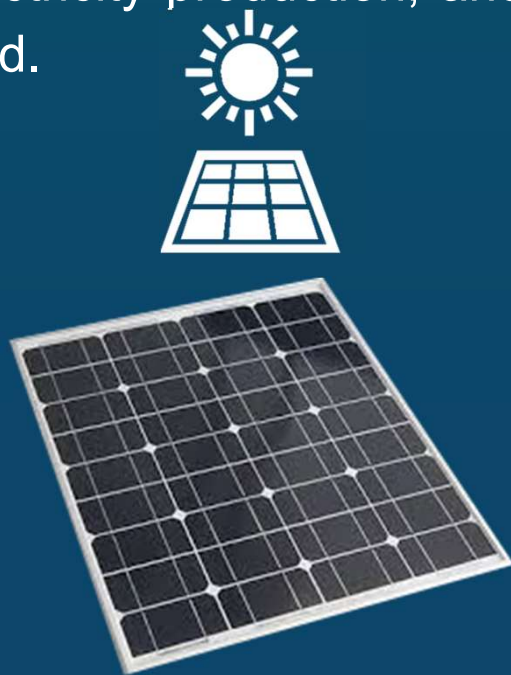
Recommendations



- The state should establish stable long-term multi-year financial instruments to finance charging infrastructure
- Local authorities should make regional and cross-regional corporations on public procurement projects
- State financing should focus on setting up charging infrastructure in underdeveloped and less populated regions and less in densely populated areas with existing charging infrastructure.

Conclusion

Knowledge centers with knowledge about decarbonization, e-mobility, local electricity production, and storage to independently consult local authorities in that field.



Conclusion

Independent knowledge centers



Knowledge centers should help local communities transfer knowledge to the general public and decision-makers in the local communities.



Conclusion



- All state-funded projects or tenders for local communities' incentives regarding decarbonization of transport should be long-term planned together with all stakeholders from ministries, local organizations, and users.
- Local communities should cooperate to establish broader and more extensive projects to cooperate and compete on EU-funded projects.

Contacts



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