

Master plan charging infrastructure II (Status 8.07.2022)

Goals 2030



- Improving the **user-friendliness** and affordability of charging operations.
- Advance expansion of the charging infrastructure
- General usability of a **public and non-discriminatory accessible charging network**
- Establishment of **reliable and uniform framework conditions**
- Mobilization of **private investment**, flanked by overall **government coordination**
- Sustainable **digitization** of processes and technology
- Better **interaction** between **electromobility** and **power grids**

What is the role of local authorities?

- **Basic supply of local charging infrastructure**
The German government is reviewing the obligation of the states to ensure the basic provision of local charging infrastructure by the end of 2022.
- **Municipal master plans**
The municipalities are to develop their own master plans for the development of charging infrastructure by Q3/2023. Among other things, this will serve as a basis for federal funding in densely populated areas.

How is the achievement of the goals ensured?

Coordination, monitoring, demand analysis

- **Interministerial Control Group Charging Infrastructure (IsLa)**
Coordinates and ensures realization of the measures
- **National Charging infrastructure Control center (NLL)**
Supports and accompanies planning and implementation
- **Monitoring-Concept**
Early detection of misdevelopments and shortfalls in expansion

Data

- **StandortTool 2.0**
Info on demand, current status, expansion activities
- **Cleanroom talks**
Annual forecast from the energy industry, CPOs, investors and OEMs
- **Reporting of private charging points**
Quantity and regional distribution
- **Municipal master plans**
Local expansion goals and measures
- **Dynamic data from charging points**
Availability, occupancy status, current prices

Measures

- **Concept for financial support**
Critical evaluation and adaptation of previous funding programs
- **Charging infrastructure at public authority parking spaces**
By the end of 2025, charging facilities at 25 % of the parking spaces of each authority
- **Mobilization of areas**
Federal, state and local authorities check their own areas for suitability for charging infrastructure
- **Legal measures**
Enable nighttime charging in semi-public parking lots, simplify installation in buildings, simplify approval processes,...
- ...



What about the importance of controlled and bidirectional charging?



- **Funding for PV systems, storage units and wallboxes**
A program to incentivize PV systems, intermediate storages, and a controllable and ideally bidirectional wallbox will be aspired in order to promote PV self-consumption.
- **Better interaction of power grid and electromobility through bidirectional charging**
BMWK is examining which legal and technical adjustments are necessary to enable bidirectional charging and to exploit potential for grid and system integration as well as flexibility and business models.
- **Definition of charging station and/or mobile storage as end consumer**
BMWK, BMF and BMDV will jointly examine by Q1/2023 whether it makes sense and is possible to clarify and standardize the concept of end consumer in existing regulations, also in order to provide incentives for bidirectional charging.

What other measures are there for better grid integration?



- **More transparency for grid connection**
Obligation of distribution system operators (DSOs) to provide information on the duration and expected costs of a grid connection, and standardization of technical connection conditions
- **Taking electromobility into account in network planning**
DSOs create network maps for the high and medium voltage level for better planning of charging locations. For better network expansion planning, NLL provides DSOs with demand forecasts for charging infrastructure.

How is the charging infrastructure for e-trucks promoted?



- **Concept for the development and tendering of an initial charging network for trucks**
The BMDV will work with Autobahn GmbH and NLL to develop a concept for building an initial, scalable charging infrastructure network for trucks along the long-distance transport network by the end of 2022 and publish an initial call for tenders by Q4/2023.
- **Funding of charging infrastructure for trucks**
BMDV and BMWK develop suitable financing and funding measures for charging infrastructure on company premises, at transshipment points, in business parks and at charging hubs by Q1/2023.
- **Truck charging standardization**
OEMs will develop standards for key steps of the charging process with standardization institutes by the end of 2023.

What about digitization?

- The BMDV and the BMWK will jointly develop a **roadmap for digitization** of the overall system with the stakeholders by Q2/2023.
- BMDV, BMWK and BMI will review by Q2/2023 whether additional measures are necessary to **protect against cyber attacks**.



How will the supply along highways be realized?

- By the end of 2022, the Autobahn GmbH will tender the up to 2025 identified demand for car **charging points at highway rest areas**.
- Autobahn GmbH is intended to standardize and accelerate **the approval processes for charging infrastructure on highways**.
- BMDV and NLL, with the support of Autobahn GmbH, develop a **concept for meeting the demand of space for charging stations** along the highways by the end of 2023.

