

C-198

Electric Transport Green Deal 2016-2020

Parties

1. The Minister for Economic Affairs, Mr H.G.J. Kamp, acting in his capacity as administrative authority, hereinafter referred to as EZ (Economic Affairs);
2. The State Secretary for Infrastructure and the Environment, Ms S.A.M. Dijkma, acting in her capacity as administrative authority, hereinafter referred to as I&E;

The parties cited under 1 and 2 are hereinafter jointly referred to as: The government;

3. ANWB B.V., represented by Ms M.M. de Jager, Managing Director, hereinafter referred to as ANWB;
4. AutomotiveNL, represented by Mr B.W.F. Hüsken, Managing Director, hereinafter referred to as AutomotiveNL;
5. BOVAG, represented by Mr P. Niesink, General Director, hereinafter referred to as BOVAG;
6. The Dutch 'The Bicycle and Automotive Industry' Association, represented by Mr O.C.M. de Bruijn, Managing Director, hereinafter referred to as the RAI Association;
7. Netbeheer Nederland, represented by Mr A. Jurjus, Managing Director, hereinafter referred to as NBNL;
8. The Natuur en Milieu Foundation, represented by Mr T.J.A. Wagenaar, Managing Director, hereinafter referred to as Natuur & Milieu;
9. Groene Zaak, Entrepreneurs for a Sustainable Economy, represented by Mr R. Koornstra, Board member, hereinafter referred to as Groene Zaak;
10. The Dutch Organisation for Electric Transport (DOET), represented by Mr M.P. van Lindert, Managing Director, hereinafter referred to as the DOET Association;
11. The Energie-Nederland Association, represented by Ms M. van der Laan, Chairperson, hereinafter referred to as the Energie-Nederland Association;
12. Association of Dutch Car Leasing Companies, represented by Ms R. Hemerik, Managing Director, hereinafter referred to as VNA;
13. Association of Dutch Municipalities, represented by Ms L.H.L. van Hooijdonk, alderwoman of the City of Utrecht, hereinafter referred to as VNG;
14. The Twente, Delft and Eindhoven universities of technology, all represented by Prof. M. Steinbuch, hereinafter referred to as 3TU;
15. Dutch Renewable Energy Association represented by Mr O.M. van der Gaag, Managing Director, hereinafter referred to as NVDE;
16. On behalf of the provincial executive of the province of Noord-Holland, acting in her capacity as administrative authority; Ms E. Post of the province of Noord-Holland and chairperson of the Administrative Consultation Platform Accessibility Amsterdam Metropolitan Area, a partnership involving the province of Noord-Holland, the province of Flevoland, the City of Amsterdam, the Almere local authority, and the Amsterdam City Region, hereinafter referred to as MRA;
17. Executive of the province of Noord-Brabant, acting in its capacity as administrative authority, represented by the deputy Ms A.M. Spierings of the province of Noord-Brabant, hereinafter referred to as province of Noord-Brabant;
18. The chairperson of the Formula E-Team, Mr B.J. Klerk, hereinafter referred to as FET

Hereinafter collectively referred to as: Parties

General considerations

1. If we are to preserve our prosperity, for future generations as well, then we must strengthen the competitiveness of our economy while reducing the burden we are placing on the environment and curtailing our dependency on fossil energy and scarce raw materials.
2. Creativity, entrepreneurship and innovation are essential elements in facilitating the transition to green growth. Businesses, members of the public, and civil society organisations are taking numerous specific initiatives to make the economy and society more green. The government wants to use the Green Deal approach to leverage these societal dynamics for green growth, as effectively as possible.
3. Green Deals offer businesses, members of the public and organisations an accessible opportunity to work with the government to further green growth. Initiatives from society are fundamental to this. Where they encounter obstacles that (according to those behind the initiatives in question) can be addressed at government level, the government is committed to removing them or solving them in order to facilitate and accelerate these initiatives. The Parties involved have set out specific agreements in writing, in the context of a Green Deal.
4. The results of a Green Deal can be used for other, similar projects, which facilitates compliance. Furthermore, the scope of a Green Deal can be increased without the need for specific support from central government.

Specific considerations regarding the Electric Transport Green Deal 2016-2020

Electric Transport

1. Since 2009, electric transport (ET) has been a topic of public policy and public-private partnerships in the Netherlands. Civil society organisations, local and regional authorities, the business community, trade associations, research institutes and non-governmental organisations (NGOs), such as the environmental movement, are cooperating within the context of the Formula E-Team, which also acts as an advisory committee for EZ (the Ministry of Economic Affairs). The Formula E-Team is supported by the national government.
2. The 'Accelerating Electric Driving 2011-2015' action plan was part of the Green Deal Approach in 2011. It has been specified in various contexts (including a number of individual Green Deals) that have either already been completed or that are nearing completion.

Past and Future Electric Transport Policy Examined (2011-2015)

3. Much has been achieved with regard to the three objectives (roll out, revenue potential and innovation) described in the 'Accelerating Electric Driving 2011-2015' action plan¹. In addition, various positive side-effects have materialised. The sequence of the results achieved and of the side-effects that materialised through the efforts of the private-public cooperation in the Formula E-Team and other policies (such as fiscal measures) was as follows:
 - Over 90,000 electric vehicles (EVs) were registered in December 2015. This amply meets the aspiration of 20,000 EVs by the end of 2015 that was quantified in the 'Accelerating Electric Driving 2011 - 2015' action plan. Incentives were provided for the rollout of charging infrastructure, and, partly as a result of this, around 18,000 public and semi-public charging stations and more than 465 rapid charging stations had been installed by December 2015. These figures mean that the Netherlands is a world leader in the rollout of EVs.
 - The revenue potential associated with EVs has increased over the past five years. Employment in the sector rose from 600 full-time jobs in 2010 to 3,200 full-time jobs in 2014. Total revenues in 2014 amounted to €820 million, with an added value of €260 million.

¹ Past and Future Electric Transport Policy Examined, an analysis of the Action Plan: Accelerating Electric Driving, Kwink 10 February 2016.

- Since 2009, there have been several innovations in the Netherlands in the areas of:
 - interoperability: The Netherlands is the only country in the world to have introduced almost complete national coverage in terms of the interoperability of charging infrastructure;
 - rapid charging: The Netherlands was the first country to enable the commercial exploitation of charging stations along the entire length of the motorway network;
 - Vehicle2Grid/smart charging: several tests with smart grids and EVs (e.g. for storing and returning renewable electricity generated by decentralised electricity production);
 - the solar car: Stella Lux from the Eindhoven University of Technology is the first energy-positive family car.

Energy Agreement, Fuel Vision, and Energy Report

The use of an assimilation model with interim targets will mean that, from 2035 onwards, all new cars sold will produce zero CO₂ emissions. In 2050, this will apply to all cars, making it possible to achieve the climate aspirations regarding traffic of -17% CO₂ emissions by 2030 and -60% by 2050 (relative to 1990 levels). Driving electric vehicles will also contribute to cleaner air and less traffic noise.

4. Electric Transportation is part of the Energy Agreement, and the Bold Renewable Fuels Vision (Fuel Vision) that was derived from it. The Fuel Vision states that: “With regard to road traffic, the Netherlands is committed to a transition to electric propulsion systems in those segments where the use of electric vehicles is particularly promising.” In its Mobility pillar, the Energy Agreement describes Electric Transport as one of the topics which, thanks to the Netherlands’ leading position in this area, can lead to green growth.
5. The Energy Report also indicates that the electrification of vehicles is expected to make a significant contribution to the energy transition. The CE² report estimates that, by 2020, 10,000 to 13,000 people (FTE) will be in EV-related jobs.
6. Based on current views, the Action Agenda for Mobility and Transport³ (which was derived from the Fuels Vision) describes EV as the preferred technology. This is due to its sustainability performance (zero-emission, with good well-to-wheel energy efficiency) and its contribution to energy independence (electricity can be produced in many ways, including decentralised and renewable methods). Through controlled charging (and discharging), electric vehicles can contribute to the effectiveness and efficiency of the renewable energy system of the future. Accordingly, in the future, the Mobility and Energy sectors will converge.
7. In addition, on 9 April 2015 the Council of Ministers stated (in the context of the Fuel Vision) that Green Deals (or other arrangements) are to be introduced in the area of the seven tracks to transport and mobility sustainability. Driving electric vehicles is one of these seven tracks. It has also been agreed that cooperation in the public-private organisation (the Formula E-Team), on EV, will be continued.
8. During the COP21 in Paris on 12 December 2015, 195 countries voted unanimously for a new agreement. Its target is to limit global warming to well below 2°C by 2100, with every effort being made to limit it to no more than 1.5°C.

Electric Transport Green Deal 2016-2020

9. The Electric Transport Green Deal 2016-2020 aims to consolidate and describe (in broad outline) all joint actions by the government and the Formula E-Team in the area of EV for the next five years. The Formula E-Team has an important advisory and driving role here. Accordingly, this Green Deal will contribute to the further electrification of traffic (including road traffic) and to organic green growth. The Green Deal has a term of five years.

² Electric-transport-related employment in 2020 CE, March 2015.

³ Parties in the Formula E-Team have developed the EV track into a 2015-2020 EV Road Traffic Action Agenda.

10. The Parties are working on the assumption that, from 2020 onwards, no specific government interventions and other activities will be needed to boost the rollout of EV (vehicles and infrastructure). They are also assuming that, from 2020 onwards, there will be a solid basis for further green growth.
11. Where necessary and useful, elements of this Electric Transport Green Deal 2016-2020 are used to coordinate with, and strengthen:
 - a. The Zero Emission Urban Logistics Green Deal (ZES);
 - b. The follow-on to the Zero Emission Bus Transport Green Deal (ZEB);
 - c. The Publicly Accessible Electric Charging Infrastructure Green Deal aimed at improving the business case and the rollout;
 - d. The Car Sharing Green Deal: which aims to achieve 100,000 shared cars;
 - e. The forthcoming Hydrogen Green Deal.

Agree to the following:

1. Aspiration, goals and broad cooperation between Parties

Article 1. Aspiration

The Parties' aspiration is that, by 2025, 50% of all new cars sold will have an electric powertrain and a plug, and that at least 30% of these vehicles (15% of the total) will be fully electric. The aspiration for 2020 is that 10% of all new cars sold will have an electric powertrain⁴ and a plug. The said aspiration will enable the Netherlands to retain its position in the top five EU countries (in terms of numbers of vehicles, appropriate charging infrastructure, value-added green growth and innovation). The Parties will thereby endeavour to preserve as much of the present business (PH)EV⁵ vehicle fleet (after existing leases have lapsed) for the consumer market in the Netherlands, to increase the share of kilometres driven by electric vehicles and to provide instruments that make this possible. The aim is to have 75,000 privately driven electric cars on the roads by 2020, consisting of 50,000 used cars and 25,000 new vehicles.

Article 2. Goals

In view of their aspiration, the Parties – inspired by the report entitled 'Past and Future Electric Transport Policy Examined an analysis of the Action Plan': 'Accelerating Electric Driving'⁶ have formulated the following goals:

1. Improving and expanding the charging infrastructure for EVs. This mainly involves:
 - the realisation of a sound business case - in cooperation with The Netherlands Knowledge Platform for Public Charging Infrastructure (NKL);
 - making the most of the Funding Green Deal public charging infrastructure and for monitoring progress;
 - formulating a shared vision about the future of the smart charging infrastructure, by managing the balancing and/or congestion of the grid, using electric cars for energy storage.
2. Improving the storage capacity of electric vehicles in relation to the variable use of renewable energy and grid stability. Upscaling of experimentation and research through the Smart Charging Living Lab.
3. Developing the consumer market.
4. Creating scope for leaders in the area of EV, and exploiting the international revenue potential;

⁴ This includes vehicles powered by hydrogen/fuel cells or other types of electric propulsion system.

⁵ PHEV or Plug-in Hybrid Electric Vehicle.

⁶ Report by Kwink, entitled Past and Future Electric Transport Policy Examined (2011-2015), which was commissioned by the Ministry of Economic Affairs.

5. Supporting innovation through working groups from the Light Electric Vehicles (LEV) market segments, as an alternative to short car trips, PHEVs (implementation of the action plan) and Heavy Wheels (Research & Development). The Parties recognise that a 'disruptive innovation' benefits from the existence of leaders who can accelerate the transition and can drive change. A regulatory framework and special funding arrangements are needed to create scope for this.
6. Creating broad and robust support for EV by means of a charm offensive.
7. Realising the upscaling of EV experiments that have already been carried out.

Article 3. Formula E-Team 2.0 and broad outlines of cooperation between Parties

1. The Parties continue their public-private partnerships and their advisory role for EV in the Formula E-Team, under the guidance of an independent chairperson⁷.
2. The Formula E-Team discusses progress in the field of EV in the Netherlands, on behalf of the government and other stakeholders.
3. The Formula E-Team focuses on inspiring other relevant organisations and partners to collaborate on creative solutions to issues in the area of EVs, relating to the charging infrastructure for example.
4. Within a period of three months after the Green Deal has been signed, the Formula E-Team will draw up an implementation programme for this Green Deal. The programme will be updated annually;
5. The Parties will work out the details of their actions (which are focused on the objectives set out in Article 2) in the context of the Formula E-Team's working groups, based on five themes:
 - a. Infrastructure/storage/grid stability
 - b. Consumers
 - c. Internationalisation
 - d. Market segments
 - e. Target group communication
6. Each working group includes a driver from the Formula E-Team. The driver is responsible for reaching agreements with potential partners about goals, actions and compliance.
7. If desired, the Formula E-Team may decide to appoint new, temporary, working groups to prepare other relevant topics, or to study them in depth.
8. In addition, the Parties will work out the details of actions (mostly in the form of projects or programmes) in the context of a number of intersecting themes that often relate to central government involvement:
 - a. Scope in regulations
 - b. Crossover with top sectors' policy
 - c. Green growth
 - d. R&D, innovation, education
 - e. The government as a launch customer
9. The Parties are also cooperating with leaders in Living Labs which, as practical projects, are linked to the five themes mentioned in paragraph 5.
10. The Formula E-Team meets at least four times a year.

Article 4. Accession of new parties

The Parties welcome other government bodies, organisations, businesses, etc. to join this Green Deal, inasmuch as they have an interest in, or support the importance of, bringing about the electrification of mobility and transport, and the opportunity to achieve green growth by this means. In addition, potential new parties must also be prepared to make a commitment. This might involve taking one or more actions and/or actively cooperating with one or more actions that are being carried out by the Parties.

⁷ Constituent Act establishing the Formula E-Team, Government Gazette. 2015 46673.

2. Joint and individual commitment and actions by the Parties

Article 5. Commitment and actions of the Parties

1. The Parties play an active part as ambassadors and pioneers in the field of Electric Transport in the Netherlands.
2. In response to the motion by Groot (Parliamentary Papers II 2015/16, 32800, no. 37), the Parties will present a joint plan in which the government and the Formula E-Team are asked to prepare a plan to make driving electric vehicles accessible and attractive to private individuals, with a particular focus on the construction of an adequate charging infrastructure.
With a view to areas such as the consumer market, it is important to create broader support for Electric Transport, by means of a campaign and communication activities.
3. The parties are committed to exploiting the revenue potential in the area of EV, and are cooperating to attract promising international initiatives for the development of Electric Transport in the Netherlands, by means of trade fairs and trade missions, for example.
4. Within the High Tech Systems and Materials (HTSM) top sector and among the Energy and HTSM and Logistics top sectors, the Parties will seek to achieve crossovers (by means of roadmaps and projects) that can contribute to the realisation of innovative breakthroughs in the field of EV. The priorities will be the storage of renewable energy and the development of grids and vehicles.
5. Within the framework of The Netherlands Knowledge Platform for Public Charging Infrastructure (NKL), the Parties shall cooperate in pre-competitive research aimed at achieving a positive business case for the charging infrastructure. This will focus on consolidating, enriching and disseminating scientific research in this field.
6. The Parties shall regularly cooperate to support the progress and results of the working groups and Living Labs.
7. The Parties shall cooperate in joint internal and external communication in the area of EV in the Netherlands, with the aim of inspiring the entire market.
8. The Parties express the wish to monitor the progress of the agreed activities for the purpose of making interim adjustments, where necessary. In addition, the monitoring method for the renewable fuels vision, developed at the instigation of I&E, will be used and applied.

Article 6. Commitment and actions of AutomotiveNL (Holland Automotive Federation)

1. Together with the RAI Association, AutomotiveNL is the driver of the Big Wheels working group, and encourages the use of electric propulsion systems in the heavy-duty sector (freight and passenger transport).
2. On the supply side (vehicle manufacturers and suppliers), AutomotiveNL endeavours to fine-tune cooperation between the parties through the creation of a joint development project (joint innovation). This approach can substantially reduce the cost of electric propulsion systems.
On the sales side, AutomotiveNL is endeavouring to consolidate demand.
This makes it possible to produce items more cheaply (longer production runs), while improving the business case for parties seeking to purchase heavier vehicles, such as shippers, supermarkets, and the suppliers of bus transport, for example.
3. AutomotiveNL creates a link from the HTSM top sector to other top sectors, such as Energy and Logistics.
4. AutomotiveNL is also backing the Future Powertrain theme within the Green Mobility programme.
Within the context of this theme, AutomotiveNL organises regular meetings and links up the network of businesses, testing facilities and training programmes.

Article 7. Commitment and actions of the ANWB

1. The ANWB is the driver of the Consumer Market working group. It also participates in the Communication working group.
2. The ANWB will use its own channels (website/Kampioen magazine/social media) to inform its members and other drivers about electric vehicles. This will involve providing transparent information about the attractiveness (familiarity and ease of use) and affordability of electric cars.
3. The ANWB will see to it that private motorists become more involved in EV. In this endeavour, the ANWB will involve other Formula E-Team members such as Natuur en Milieu (an independent environmental organisation), the RAI Association, BOVAG, VNA and 3TU in the EA Link Living Lab. After analysing consumers' driving habits, it will issue an advisory report on how accessible and appealing electric vehicles are for these drivers.
4. The ANWB tests electric cars and publishes its results in the form of videos, descriptions, and an EV Top 10.
5. The ANWB is developing a TCO (Total Cost of Ownership) for electric vehicles (together with other Formula E-Team members).

Article 8. Commitment and actions of BOVAG

1. BOVAG participates in the Consumer Market and Light Electric Vehicles working groups.
2. BOVAG will deploy its network to market a certified battery check (that has yet to be developed).
3. BOVAG will use its own media to inform its members about the marketing of electric vehicles – especially used vehicles – to private individuals.
4. In the context of the Green Deal, BOVAG provides expertise to determine the TCO for private individuals.
5. BOVAG will make active use of its network for Entry Days.

Article 9. Commitment and actions of Energie Nederland

1. Energie-Nederland (which, here, represents the businesses Cofely, Nuon and Eneco) actively cooperates with Netbeheer Nederland and VNG in the Charging Infrastructure Working Group. These businesses are among the largest developers and operators of public charging infrastructure in Dutch local authority areas. They invest in products and services for the public charging infrastructure:
 - They share smart charging data based on available renewable electricity. They also share their expertise about economic feasibility and customer acceptance in the area of charging infrastructure.
 - They are developing charging services, such as Eneco's Jedlix, for smart and sustainable charging.
2. Together with Netbeheer Nederland, Energie-Nederland is developing a flexible market, in accordance with the Round Table report (New rules for a renewable and stable energy system, September 2015), as a basis for the commercialisation of areas such as the smart charging of electric vehicles by service providers offering innovative (flexible) products and services.

Article 10. Commitment and actions of Netbeheer Nederland

1. Together with the VNG, Netbeheer Netherlands is the driver of the Charging Infrastructure Working Group.
2. Netbeheer Nederland and its members are actively engaged in a number of Living Labs, and particularly in the initiative to form a Smart Charging Living Lab.
3. Netbeheer Nederland is participating in the process to internationalise standards such as OCPI (Open Charge Point Interface). OCPI is an initiative by a number of market players. Its goal is to provide more effective – and more bilateral – support for interoperability. OCPI enables EV drivers to view price details (at a charging station) in real time, taking into account the various components (operator's fee, and, where applicable, the service provider's fee, together with all the possible corresponding surcharges - where a service provider is involved). Here, the price may vary by type (time or quantity), day and time, and, possibly, also by the type of contract involved.

In this connection, the European Commission stipulates (in its alternative fuels directive) that publicly accessible charging stations must be accessible, on a non-discriminatory basis, to users across the EU (which creates opportunities for the internationalisation of OCPI).

Article 11. Commitment and actions of Groene Zaak

1. Groene Zaak participates in the LEV, PHEV and Target Group Communications working groups, and introduces business drivers.
2. Groene Zaak will carry out an analysis to determine how the revenue potential can be increased and more effectively exploited (DGZ supporters and other entrepreneurs in the area of EV will be involved in the analysis). The results of this study will provide input for all of the working groups, especially LEV and PHEV.
3. Groene Zaak establishes a link with the Car Sharing Green Deal, to include the sharing of electric cars as a business opportunity in that regard. Groene Zaak chairs the Car Sharing steering committee, and acts as the driver of the Politics/Government working group.

Article 12. Commitment and actions of Natuur & Milieu

1. Natuur & Milieu is the driver of the Communication working group. In the context of communication, details of the Electric Transport charm offensive are worked out jointly with other Formula E-Team members.
2. Natuur & Milieu is the driver of the PHEV working group. That working group is implementing its previously established work plan.
3. Natuur & Milieu is organising broad support to make driving electric vehicles more attractive to consumers, businesses and the political world.
4. Natuur & Milieu is staging Living Labs. This involves seeking the necessary investments (together with other Living Labs parties) and organising follow-up projects.
These Living Labs include:
 - Entry Day: electric car drivers will be asked to set up a showroom and to provide test drives for members of their own networks.
 - PHEV Challenge: businesses whose lease fleets include PHEVs are being actively involved in improving the share of kilometres driven by these cars.
 - Test Drivers: projects such as A15 in The Hague are helping to increase consumers' experience with electric transport.
 - Natuur & Milieu offers consumers a private EV lease.

Article 13. Commitment and actions of the NVDE

1. The NVDE is an organisation that provides a cooperative framework for numerous parties throughout the entire energy chain. This cooperative venture extends from supply businesses (technology businesses), grid operators, energy suppliers, the consulting sector, and financial services to energy cooperatives. Electric Transport is an important element for NVDE, so this is covered by a separate policy committee.
2. NVDE is actively involved in the Energy Supply Round Table. In this context, it concentrates on optimising the flexibility of the energy system as a result of the rapidly growing share of renewable generation (especially of electricity).
The role of energy storage is crucial here, and it requires new frameworks to be established within the regulations.
3. NVDE's starting point in the various fora in which it is involved will be the growth of EVs. In this context, further development work will take place in areas such as making the energy system more flexible, developing new market models, and the optimal use of renewable energy.
4. Here, the NVDE will provide support and expertise to the Charging Infrastructure and Communication working groups, and will contribute to Living Labs through appropriate members.

5. The NVDE supports the development of energy co-operatives and new management structures within the energy chain. Renewable generation and making direct use of generated energy are becoming increasingly important. In the case of energy cooperatives that wish to connect their own energy generation resources more effectively to their own forms of energy consumption, EV offers a good solution. The NVDE is helping to promote this connected approach.
6. The NVDE will apply its members' knowledge and experience to this topic and will, to the best of its abilities, assist with target group communication.

Article 14. Commitment and actions of the RAI Association

1. Together with AutomotiveNL, the RAI Association is the driver of the Big Wheels working group. All suppliers of heavy cargo vehicles, whether they be trailer manufacturers or vehicle manufacturers and importers, are members of the RAI Association. Support will be given to promoting and organising pilot projects. In addition, the RAI Association can provide substantive (technical) expertise from its own organisation and from among the ranks of its members, as well as manpower.
2. Together with those car makers who supply plug-in hybrid electric vehicles (PHEV), the RAI Association provides all the brainpower and manpower needed to boost the share of electric kilometres driven in the business market. The RAI Association is also part of the working group that coordinates the various activities.
3. The RAI Association participates in the Consumer Market working group on behalf of those of its members who supply electric cars in the Netherlands. Specific activities are undertaken, including action points established in the framework of the Formula-E Team's advice for the Groot motion.
4. The RAI Association participates in the Communication working group. Drawing on its own substantive expertise and its internal network/communication network, it contributes to the exchange of information on electric vehicles. Its own media often provide a great deal of information on electric vehicles. The RAI Association also dedicates its own events and platforms (BedrijfsautoRAI, Future-proof Electric Mobility Platform (PTM-E)) to information sessions on electric vehicles.
5. The RAI Association participates in a Living Lab for Light Electric Vehicles (LEV).
6. Together with members from the automotive sector and with two-wheeler members, the RAI Association actively contributes to the realisation of a Living Lab for LEVs. In this connection, the initial exploratory studies have already taken place. In conjunction with the other FET members, the RAI Association is committed to setting up at least one attractive Living Lab in the Netherlands.

Article 15. Commitment and actions of 3TU

1. 3TU is developing educational programmes on Electric Transport.
2. 3TU is actively participating in the Dutch-Incert partnership, which is staging an EV masterclass and drafting a joint research agenda. This knowledge is also being shared with 19 student teams that are focusing on electric vehicles.
3. Together with AutomotiveNL, 3TU offers continual learning pathways to augment educational programmes in the area of EV at all levels (senior secondary vocational education and training, higher professional education, higher education at research universities).
4. 3TU sees to it that updated Research and Development (R&D) Roadmaps for Electric Transport are developed via the HTSM top sector.

Article 16. Commitment and actions of the DOET Association

1. The DOET Association is the trade association for electric mobility. The association supports 100 percent electric mobility running on renewable energy. It wants to use this innovation to deliver jobs and green growth.

2. The DOET Association is the driver of the Internationalisation working group. The association wants to use this working group to permanently position the Netherlands as an international leader in the field of Electric Mobility. Together with the members of the Internationalisation working group, the DOET Association is drafting a project plan. This indicates how the Dutch parties that operate internationally are brought together, and when connections are established with incoming and outgoing missions. In this way, DOET has created an international portal for EV activities in the Netherlands.
3. The DOET Association is the driver of the Light Electric Vehicles (LEV) working group. This working group focuses on removing barriers to the further integration of this category of vehicles. Their work in this area includes the classification of roads, safety issues, storage areas, parking space, and charging infrastructure. In addition, the working group seeks to boost awareness of this category among local authorities, motorway authorities and potential users, by developing a getting-started guide for Light Electric Vehicles. This focuses primarily on the guiding principle of LEV as a form of passenger or goods transport with a minimal footprint (lightweight, electric, 'no larger than necessary' and well-suited to current road traffic). The local production of LEVs and LEV concepts generates 'Green Growth'. This is shown by various indicators, for instance the number of DOET members that are active in the LEV sector has increased significantly in recent years.
4. The DOET Association is developing a Living Lab with a focus on Light Electric Vehicles.
5. The DOET Association is participating in the Charging Infrastructure working group. The association and its members (including charging station operators, charging station manufacturers, service providers, and car manufacturers are committed to a future-proof charging network, based on renewable power.
6. The DOET Association is participating in the Consumer Market and Communication working groups.
7. The DOET Association and/or its members participate in various Living Labs.

Article 17. Commitment and actions of the VNG

1. Together with Netbeheer Nederland, the VNG is the driver of the Charging Infrastructure working group, and is drafting an action plan for this purpose.
2. The VNG plans to bring the expertise of large local authorities (G4 and MRA-E) to bear in this Green Deal.
3. Through its members, the VNG will participate in various Living Labs.

Article 18. Commitment and actions of the VNA

1. The VNA will use its knowledge and experience in determining TCOs for the consumer market.
2. The VNA actively participates in the PHEV group and ensures that information on the modification of the EV compass (about the effective use of PHEVs) is disseminated among its members.
3. The VNA will present a private lease proposal that can be used to make EV more attractive. The preconditions for this are 1. an effective, safe lease product (sector) and 2. a solution to the problem of how to finance the current uneconomic top.
4. The VNA will use its network to transfer used EVs/PHEVs from lease systems to the consumer market.

Article 19. Commitment and actions of the government

The government will:

1. commit to making the state's vehicle fleet (12,000 vehicles) sustainable. To this end, an interdepartmental working group has been established under the leadership of the Ministries of Infrastructure and Environment (Rijkswaterstaat) and the Ministry of Defence. The working group will endeavour to cut CO₂ and NO_x emissions. These guiding principles will be offset against the working group's mandate. If technological developments are taken into account, the target of zero-emission vehicles making up 20%-25% of the vehicle fleet seems feasible. It is now up to the working group to produce an implementation plan in 2016;
2. in coordination with the other Parties, to commission the development of a vision for the charging infrastructure in the Netherlands. This includes the following elements: market organisation, new technological developments, regulations, interoperability and producing a sound business case;

3. in the area of charging infrastructure, ensuring a National Policy Programme in the context of the European Clean Power for Transport directive or the Alternative Fuels directive⁸;
4. eliminate any uncertainty about market organisation in the area of public charging infrastructure, examine the details of the Publicly Accessible Electric Charging Infrastructure Green Deal and promote the rollout of publicly accessible charging infrastructure;
5. pursue a more robust embedding of EVs as a cross-cutting theme in the Top Sectors of HTSM, Energy and Logistics; this would involve bringing together relevant organisations, research institutions and businesses and encouraging them to draw up a joint roadmap, as well as getting them to help find funding for the implementation of the roadmap;
6. endeavour to identify, as early as 2016, any restrictive laws and regulations that are obstructing the EV transition, and to incorporate solutions into procedures;
7. facilitate communication regarding EV, and EV's image, partly on the basis of the work plan drawn up by the Communication working group;
8. where necessary and feasible, initiate research aimed at increasing people's understanding of (the green growth development) EV;
9. closely monitor the situation in the area EV in the Netherlands and beyond, with regard to the rollout of vehicles and charging infrastructure and with regard to exploiting the revenue potential. The current system for monitoring the development of EV will be extended to the specific goals of the various working groups and Living Labs;
10. ensure interdepartmental coordination with the Zero-Emission Buses government accord, the Zero Emission Urban Logistics Green Deal, the New Motor Running Green Deal (in preparation), and the Hydrogen Green Deal, as well as for securing the relationship between these four Green Deals and the deal under consideration here;
11. in consultation with the Ministry of Foreign Affairs, commit to extending existing instruments, by extending or continuing Partners International Business with the United States (Coast to Coast) and Germany respectively;
12. support the organisation, such as the secretariat and the working groups of the Formula E-Team by, among other things, calling in the Netherlands Enterprise Agency (RVO.nl).

3. Final provisions

Article 20. Implementation in accordance with European Union law

The agreements in this Green Deal will, in accordance with European Union law, be carried out in particular as far as the agreements fall within the scope of the EU rules on public procurement, competition, state aid and technical standards and regulations.

Article 21 Amendments

1. Any Party may request the other Parties, in writing, to amend the Green Deal; this will then be reported to the Secretariat of the Formula E-Team. Any such amendment requires the written consent of all Parties.
2. The Parties will initiate consultations within a period of six weeks from the moment that one Party has communicated their wish to do so to the other parties, in writing.
3. Copies of the amendment and statements of approval shall be attached, as appendices, to the Green Deal.

⁸ Directive 2014/94/EU of the European Parliament and the Council, of 22 October 2014, concerning the rollout of infrastructure for alternative fuels, OJEU 2014 L 307.

Article 22. Evaluation

1. The Parties will conduct an interim review of the implementation and operation of the Green Deal after a period of 2.5 years.
2. The evaluation will be performed by RVO.nl, which will draw up a report and submit it to the Parties.

Article 23. Accession of new parties

1. New parties can accede to this Green Deal.
2. A new party must submit its request for accession to the secretariat of the Formula E-Team, in writing. Once all Parties have agreed (in writing) to the application for accession, the acceding party receives the status of Green Deal Party, at which point its rights and obligations arising from the Green Deal will apply to that Party.
3. The request for entry and the declaration of consent shall be attached, as an appendix, to the Green Deal.

Article 24. Official title

The Green Deal may be cited as the Electric Transport Green Deal 2016-2020.

Article 25. Withdrawal

Any Party may withdraw from this Green Deal (at any time), subject to a period of two months' written notice.

Article 26. Compliance

The Parties agree that compliance with the agreements set out in the Green Deal is not legally enforceable.

Article 27. Entry into force

1. This Green Deal goes into effect on the day after its signature by all the Parties and continues until 31 December 2020.
2. The Parties will implement all the agreements referred to in this Green Deal as soon as possible.

Article 28. Publication

In the interests of compliance, this Green Deal will be published, along with details of the other Green Deals that have been concluded, in the Government Gazette and elsewhere, thereby giving others the opportunity to familiarise themselves with the Green Deals that have been concluded.