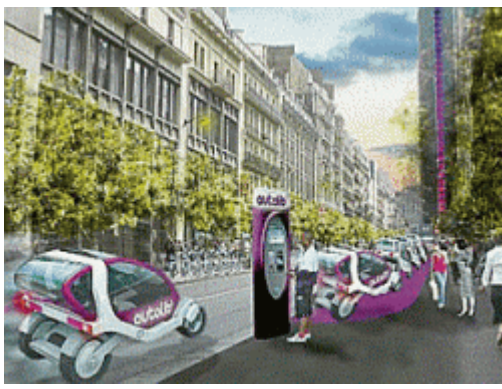


# THE ELECTRIC VEHICLE RACE IN CITIES

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Which cities are taking the most determined steps to introduce the electric vehicle on your streets? Let's look at different approaches to public incentivization.

On the one hand, [London](#) has decided to be the European capital of electric vehicles in a few years, exactly by 2015, through a massive investment from the transport authority materialized through two public tenders that recently convened, one aimed at the purchase of electric, hybrid and low CO2 emission vehicles, with the introduction of a thousand non-oil-dependent public transport vehicles expected. The second public tender is for the acquisition of 25,000 charging points by 2015.

[Stockholm](#) is another of the major European capitals determined to rapidly implement electric vehicles, just like London, also through a public procurement framework mechanism that encourages and promotes the demand and supply of these vehicles at the same time, within the framework of a *Emission-Free City 2030* vision:

In Canada it is [Oak Bay](#) the city that wants to take the lead in this race to be the first to put electric vehicles on the streets, something that joins the regulatory initiative that we mentioned a few days ago by which [Vancouver](#) has introduced into urban planning and building regulations the obligation that in single-family housing developments each home include a recharging socket, as well as in 20% of the parking spaces in new developments.

Another different approach is the one initiated by **Paris**, a city that, using the success of its bicycle rental system as a reference, [Velib](#), is driving the project [Autolib](#) to make available on the streets a number of cars -calculated around 3,000- easily available to users (without a registration system), with reserved parking spaces throughout the city. In autumn, the city is expected to publish the public tender for the management of the entire system and 30 other municipalities of the Parisian agglomeration have already joined it.

[Sao Paulo](#) has declared itself the first city in Latin America to be in this race, thanks to an agreement with Renault-Nissan whereby both parties commit to developing feasibility studies throughout the chain necessary for the introduction of the vehicle electric.

Finally, let us also make a small mention of the case of [under elMastrongdrido](#) [a href="http://www.idae.es/index.php/mod.pags/mem.detalle/id.407" target="\\_blank" rel="noopener">](http://www.idae.es/index.php/mod.pags/mem.detalle/id.407)Plan Movele of the Ministry of Industry also presents some notable particularities. Among others, the signing of a [agreement with Pamplona](#) to jointly promote the deployment of the electric vehicle in these two cities and, in addition, a series of [quantitative objectives](#) for the coming years: have 41 charging points in two public parking spaces and some private ones, reserve two lines of 100% electric minibuses, integrate 46 electric vehicles into the public fleet, etc. All this, from a public-private strategy in which the public part will cover 42% of the budget (through MOVELE and la [Fundación Movilidad](#)) and the private part the rest, counting for this with the contributions of [Endesa](#), [Iberdrola](#), [Union Fenosa](#) and [ACS Cobra](#).

These are just a few examples; many other cities and territories are testing different formulas of [impulse of electric vehicles](#). It becomes evident, for example, how in countries where local powers have greater autonomy and economic capacity, cities can develop projects by themselves, compared to other countries, such as ours, where they depend on resources from higher-level Administrations it is essential. On the other hand, there is a common denominator: the coincidence

in promoting these projects from schemes of [public-private collaboration](#). Few times have private companies been in a situation like this: Administrations that have launched, pushed more by the economic crisis than by environmental interest, in the race for [take advantage](#) of an emerging field and that, at the same time, inevitably need the collaboration of the industries involved in the generation of energy, in its distribution, in the installation of recharging points, in the improvement of the electrical network, in the production of the new vehicles themselves and their different components, etc.

**There are no comments yet.**