

## Public charging infrastructure

Mobility | Eindhoven, NL



Photo source: Municipality of Eindhoven

14 type-2 AC chargers in Strijp-S with two charging points. One located in a parking garage and two in open parking lots. Planned app shall trigger the user to unplug the car once it is readily charged. Also one DC/fast charger have been implemented.

### Measured Impacts

kgCO<sub>2</sub>eq/a (saving %) **31.23%**

kWh/a (saving %) **31.09%**



project scale

**District level**



development type

**Upgrading**

### Benefits

- Reducing use of fossils
- Improving the air quality
- Reducing GHG emissions
- Supporting environmental efficient transport
- Promoting sustainable behaviour
- Promoting electrical vehicles
- More efficient use of charging infrastructure







### Lessons learned

- Takes much effort if there is a shared electricity access point
- Additional meter at access point to the real estate grid had to be installed
- Maximum available capacity is a bottleneck in already in use buildings

### Challenges

Charging points are connected to the real estate and not directly to the public grid. Billing between the building and the charging station owner is necessary.

### Supporting factors

-  **infrastructural** Plugging on the existing infrastructure
-  **financial** Several subsidies for electric vehicles and charging stations from the Dutch national (\$) government
-  **geographical** Eindhoven – Strijp-S
-  **partners** VolkerWessels /City of Eindhoven
-  **legal** European standards for plugs and communication (charging pole-car) now available.
-  **other** Political push towards electrical vehicles

### Contacts

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