

## EDF-POLIS technical meeting on the EU Parking Card with invited stakeholders

After a first bilateral discussion with POLIS (Cities and Regions for Transport Innovations), we identified two topics of common concern which are currently on the EU policy agenda: The Disability Parking Card (Blue Badge) and E-Mobility including the issue of accessible charging stations for electric vehicles.

We therefore decided together with POLIS to invite additional stakeholders for a first round of technical discussions on the issues that our organisations are facing to see if we have common ground for advocacy. Those organisations included the European Parking Association, CORTE, CEREMA, UNIA, and the Electromobility Platform.

The meeting was facilitated by Ivo Cré of POLIS, and co-chaired by Olivier Asselin of Lille Métropole (member of POLIS and chair of the “Parking” working group) and Marie Denninghaus of EDF. After a first round of introductions, EDF presented the European Disability Parking Card and continued with an open discussion. EDF highlighted especially the lack of harmonization of the parking conditions between Member States, the different eligibility criteria, the lack of accessible parking spaces in general, and the use of “Scan Cars” which cause problems amongst others in Belgium. There was agreement on several points:

- The Parking Card should be kept separate from the European Disability Card
- There has to be a digital solution to prevent fraud and facilitate enforcement by the authorities
- This system should allow for cross-border movement and enforcement/ fraud detection
- Integration with urban vehicles access regulations (UVAR) is new but could be useful

The second topic on electromobility and EV-charging was introduced by POLIS. In the discussion, it was especially questioned how charging stations can be made accessible for persons with disabilities and how public authorities can ensure a good coverage of those charging stations throughout the city. EDF highlighted especially that ALL charging stations in principle should be accessible and it is not useful to restrict this to a certain percentage, and that charging infrastructure should be as flexible as possible to accommodate all needs.

All stakeholders agreed in principle that there is a need for charging infrastructure that is accessible on public and private land but cities and regions underline the urgency to find practical solutions because they have to procure services and contracts now. Until the EU Regulation on Alternative Fuels Infrastructures (AFID) is adopted and a possible Standard for the charging stations is adopted, reality might have outpaced legislation.

In conclusion, there are a few common points on which we could support each other in our advocacy work. Therefore, it was suggested at the end of the meeting to pursue the following actions:

1. Look into what the Sustainable Transport Forum can do and what the AFID will delegate in terms of next steps
2. Collect current practices and guidelines to be ahead of time
3. Meeting with Commission on Friday, 10 December (including DG EMPL)
4. Take stock in March – April 2022
5. Coordinate between POLIS and EDF to show to Commission that we work on this, e.g. in an e-mail.