

June 2024

Flemish Government | Department of Mobility and Public Works  
**Additional operational semi-public and public charging points (step 1)**  
**Charging stations (I.3F)**  
**BE-C[C33]-I[I-3F]-T[121]**

**MILESTONE DESCRIPTION:**

Reach an additional 8 460 operational semipublic and public charging point equivalents (CPE). This target is indicatively broken down into the following sub-targets, which do not have to be reached individually provided that the above number of charging points are achieved:

(i) Flemish Region (related to I-3.19): 8 100 charging points

*((ii) Brussels-Capital Region (related to R3.05): 360 charging points)*

**VERIFICATION MECHANISM:**

Summary document duly justifying how the target (including the relevant elements of the target, as listed in the description of target and of the corresponding measure in the CID annex) was satisfactorily fulfilled. This document shall include as an annex the following documentary evidence and elements: A list of cumulative charging points installed with the aid of financial support indicating for each of the project: a) the location and type of charging point and the responsible entity in charge of the implementation b) the list of relevant certificates proving the completion of the works listed in point 2 below with a unique identifier or number b) a progress report indicating the level of completion (%) On the basis of a sample that may be selected by the Commission, at least the following documentary evidence shall be submitted for each of charging point (units) selected: 1. Location, type of charging point and information if public, semi-public or private and the responsible entity in charge of the implementation. 2. Copies of certifications issued by the grid operator attesting the connection of the charging point to the network.

OR

Certificate delivered by the charging station installer demonstrating the charging point is operational. OR ARIE/RGIE certificate delivered by an independent third party demonstrating that the charging point is operational.

**A. EVIDENCE PROVIDED:**

- Rapportering CPT Calls 2024 Q2
  - Report about the cumulative result of loading stations and the cumulative result in CPE..
- Finaal opgeleverde projecten CPT-calls 21-22
  - Report about the delivered projects from the CPT calls '21 & '22..

**B. DETAILED JUSTIFICATION:**

**Milestone: (i) Flemish Region (related to I-3.19): 8 100 charging points**

**Status: Completed**

**Justification:** As of the end of Q2 2023, there were 25,558 normal speed charging points for electric cars, 657 fast charging points, and 626 ultra-fast chargers (all (semi-)publicly accessible). These were together good for 24,739.5 CPE\*. The original starting point at the beginning of the RRF project was 6,562.5 CPE. At that time, 18,177 CPE had already been added. Meanwhile, the numbers have continued to rise sharply. As of May 1, 2024, we are already talking about 41,650 normal speed charging points, 576 fast charging points\*\*, and 1,439 ultra-fast chargers (all (semi-)publicly accessible). These are together good for 41,104.5 CPE. **This means that 34,542 CPE have been added**

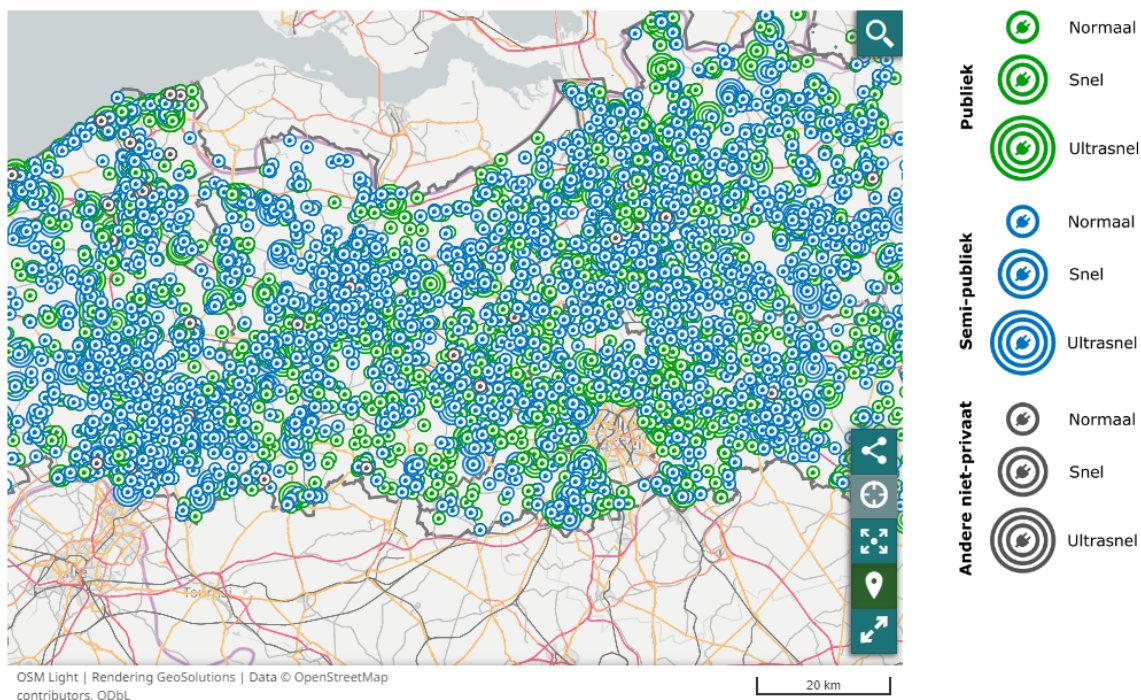
in the meantime. The final goal of 30,000 additional CPE (Q2 2026) has thus already been well achieved.

\*In the context of the rollout of public charging infrastructure, we speak of Charge Point Equivalent (CPE), where a CPE is defined in a logical weighting system. A charging point with normal charging speed/power corresponds to 1 CPE, with a fast charger we count 5, and with an ultra-fast charger 10. This applies to public charging points (available 24/7). Charging points that are accessible to everyone for at least 10 hours per day count for half. Other charging points are not included here.

\*\*At the end of 2023, the Chademo fast chargers were removed from the figures because they no longer met European requirements. This explains the decrease in the number of fast chargers.

**Data Collection** The data regarding the charging points are passed on by the charging point operators to Eco-Movement, which collects, validates, and discloses them (also towards European authorities). The data end up at the Flemish government via Eco-Movement. They are available in the form of an Excel file or in map form on our website Flemish government charging points site: <https://mow.vlaanderen.be/laadpalen>

## Kaart met alle (semi-)publieke laadpalen in Vlaanderen



**Policy Measures** (Semi-)public charging points are established in various ways in Flanders:

1. The placement of **public charging infrastructure on public domain** is awarded in concessions. The chosen operators bear all costs but also enjoy the benefits. In Q3 2022, a concession was granted for public charging points on the public domain to Engie and TotalEnergies. The designated concession holders will place the charging stations over 3 years. It was estimated that about 10,000 CPE would be initiated during that period. **Meanwhile, it turns out that there will certainly be more. As of May 1, 2024, placement orders have already been given for more than 4,000 locations; good for at least 8,000 CPE.**

2. **For (ultra)fast chargers along the major traffic axes**, a first project call ran until September 15, 2021, with the 49 approved projects being good for 2,335 CPE (charging point equivalents). About 45% of this is operational. The final phase is ongoing for the remaining locations (including obtaining environmental permits). It is expected that 95% will be operational by mid-2024. In addition, a second call was organized, offering 7 additional locations. Discussions are ongoing regarding the necessary permits. The approved projects will in principle be good for about 640 CPE. However, no subsidies were requested for this call.
  
3. The placement of **semi-public charging infrastructure on private property** is encouraged through project calls with which subsidies are granted. A first project call yielded 210 approved projects (subsidy amount 8.2 million euros). These projects were realized from November 2021 and are good for 9,798 CPE (charging point equivalents) when fully implemented. As of December 1, 2023, only a limited number of projects had been fully delivered. The execution is delayed due to delivery problems of charging stations and electricity cabins. The original execution term of the projects was extended. At this moment, **5,608 CPE have been placed**. 54 projects are not yet completed/submitted. Upon delivery, a final report and a fixed template are filled in from which all information can be obtained.

A second similar project call was launched in Q2 2022 and closed on September 15, 2022. At the end of 2022, 253 projects were selected for execution, good for almost 11,000 CPE when fully implemented. **The current realization rate is 14.5%, good for 1,585 CPE**. The remaining projects will in principle be completed by the end of 2024. Upon delivery, a final report and a fixed template are filled in from which all information can be obtained.

4. There are also private initiatives where (semi-)public charging infrastructure is placed at their own expense.

**Further Prospects** The ongoing projects from the project calls are further executed and followed up. The concession for normal charging stations on the public domain runs until October 2025. An updated charging strategy for Flanders is being prepared in 2025.

**Available dossier for every project cf. the report about the delivered projects from the CPT calls '21 & '22, includes the following documents:**

- **Attachment 1:** The fully completed and signed final report.
- **Attachment 2:** A clear final report in PDF format that includes at least the following items in the following order:
  1. An overview of the installed charging stations (number, type, power, accessibility, address, CPEs);
  2. Proof of the accessibility of the charging points (also on weekends);
  3. A clear illustration of the installed charging points using photos;
  4. A site plan that clearly shows where the charging infrastructure is installed on the site (e.g., using an aerial or satellite photo);
  5. Proof that ad hoc charging is possible and the price thereof in kWh. (Ad hoc charging means that it is possible to charge without a charging card. Common solutions for this are payment via a payment terminal, QR code, an app, etc.)
  6. Proof that charging can be done with the common charging cards;
  7. Proof of the use of green electricity. Demonstrated by:
    - A green electricity contract with 100% renewable energy; or

- A PV installation (inspection report);
  - Possibly another source of renewable energy;
- 8. Proof that the information about the charging points is shared with Eco-movement.
- 9. Photos of the charging stations on which the sticker with the logo for the co-financing of the EU is displayed.
- 10. Technical data sheets of the installed charging infrastructure;
- **Attachment 3:** The completed Excel template with location data of the installed charging points in Excel format.
- **Attachment 4:** A statement of account of the project costs, in a template (Excel). There must be a clear link between the attached detailed invoices (cf. Attachment 5) and the statement of account. Only investment costs for the installation and smart control of charging infrastructure are eligible for subsidy. Study, overhead, exploitation, and operational costs are NOT eligible, as well as earthworks that are not directly necessary for the installation of the charging stations.
- **Attachment 5:** A detailed financial justification in PDF format that includes the following items:
  1. Detailed invoices of the incurred costs that are eligible, with a clear reference to the statement of account.
  2. Proof of the expenditures made (account statements)
  3. A depreciation table in which the investments have been included.
- **Attachment 6:** An extract from the UBO register. Belgian Finance UBO Register
- **Attachment 7:** An inspection report, or SAT (Site Acceptance Test), or delivery report or commission report. A document that is normally provided by the inspector, installer, or CPO upon delivery.
- **Attachment 8:** A certificate confirming the identity of the bank account holder.

**ACHIEVEMENT OF THE REQUIREMENTS IN THE DESCRIPTION OF THE MEASURE:**

**MEASURE:**

Investment I-3.19: 'Charging stations - VLA' of the Flemish Region

**MEASURE DESCRIPTION:**

This investment consists in installing 27 000 charging points equivalent (public and semi-public charging points) throughout the Flemish Region. The Flemish Region shall develop plans to optimise the deployment of charging points that are accessible 24 hours and support the development of storage facilities in areas far away from charging areas in motorways. The implementation of the investment shall be completed by 30 June 2026.

**IMPLEMENTING STATUS:**

The milestone has been achieved. The status of the milestone is therefore **Completed**.