



REPUBLIC OF SLOVENIA
COURT OF AUDIT

AUDIT REPORT

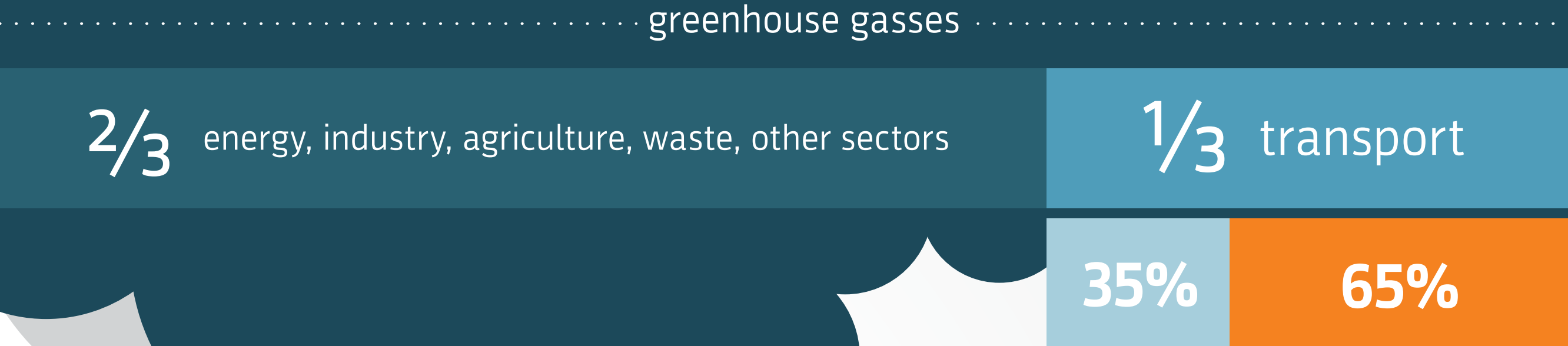
Implementation of e-mobility

Performance audit/efficiency of operations
Audit period: 1 January 2016 to 30 June 2019



Objectives of the Republic of Slovenia regarding greenhouse gasses

To stop transport emissions growth to prevent emission increase by more than 18% (or 12% according to the Integrated National Energy and Climate Plan of the Republic of Slovenia) by 2030 in comparison to 2005



MEASURES

One of the measures to achieve environmental objectives regarding greenhouse gasses represent financial incentives to promote e-mobility

Purchasing e-vehicle



Non-repayable and repayable financial incentives for the purchase of an e-vehicle

- non-repayable financial incentives in the amount of € 3.000 to € 7.500
- loans to purchase in the amount up to € 40.000

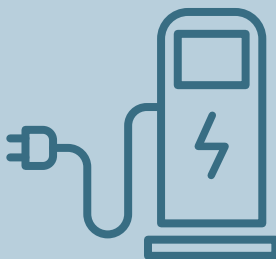


Reduction of motor-vehicles tax rate



Exemption from annual circulation taxes

Setting up EV charging stations

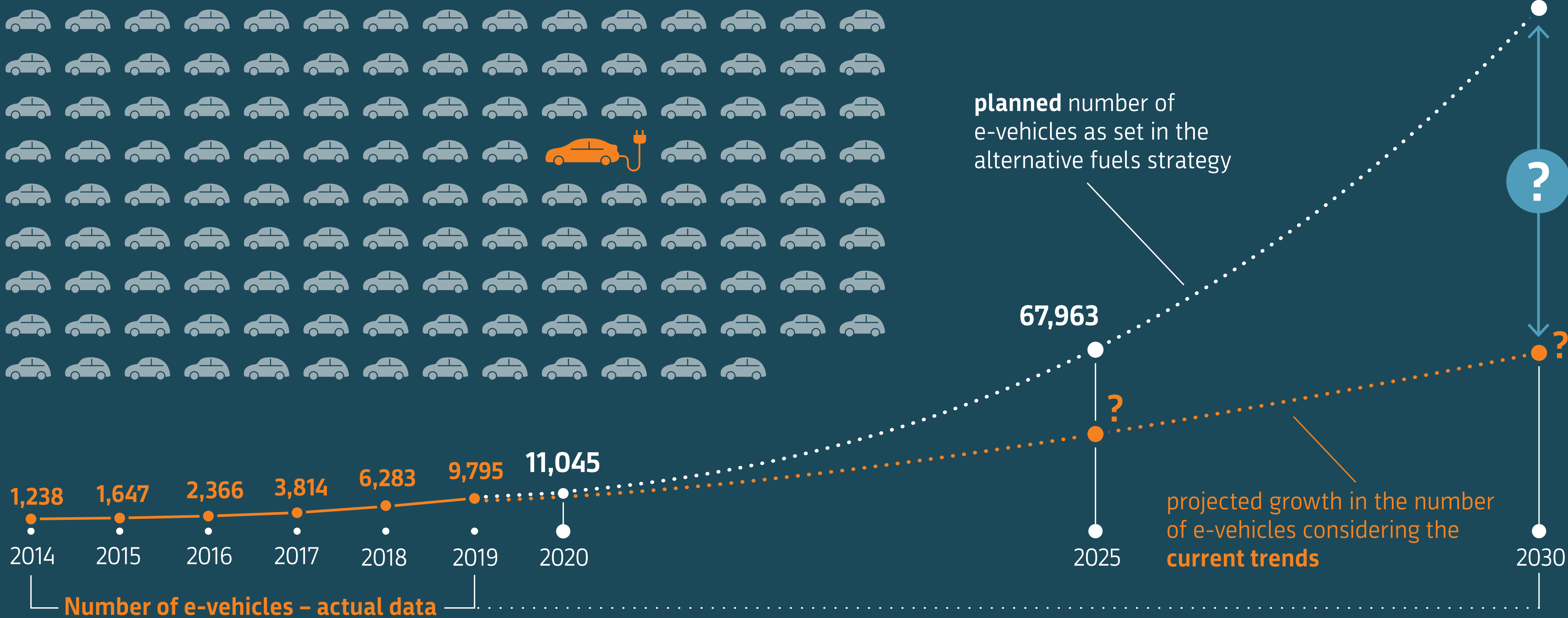


Non-repayable financial incentives for setting up EV charging stations

- from € 3.000 to € 5.000 per charging station

Total number of e-vehicles registered for the first time

In 2019, **every 132nd vehicle** in Slovenia was an e-vehicle (battery or plug-in hybrid EV).



WHAT WAS AUDITED?



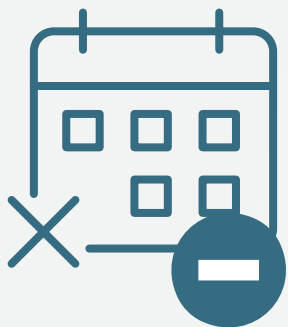
Operations of the **Ministry of Infrastructure** in planning, implementing and monitoring the e-mobility measures and in planning e-mobility complementary measures

When planning, implementing and monitoring the e-mobility measures, the Ministry was **PARTIALLY EFFICIENT**

PLANNING



IMPELEMENTATION AND MONITORING



Failed to timely prepare a national policy framework and a regulation for transposing the European directive on the deployment of alternative fuels infrastructure into Slovenian law.



Failed to draw up appropriate strategic documents, since the existing strategic document on alternative fuels **does not include prescribed content**, and strategic documents on environmental and energy policy **are outdated** as they are about 15 years old.



Implementation documents on transport, environmental and energy policy **include e-mobility measures**, objectives and measures **are hierarchically arranged**, and international commitments **are considered**.



Failed to examine conflicting e-mobility measures (such as incentives for fossil fuels) and **did not plan sufficient funding** for the implementation of all foreseen measures.

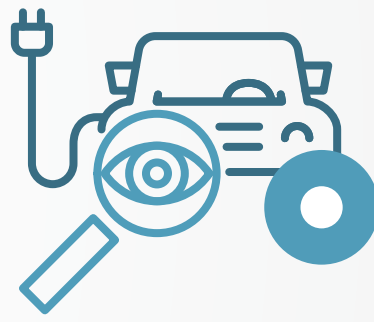
The Republic of Slovenia received 2 letters of formal notice by the European Commission due to violation



Failed to establish legal basis for charging e-vehicles of unregistered users, for appropriately setting the price and for non-discriminatory cooperation between distribution system operators and investors of the EV charging stations.



Implemented were measures for promoting the purchase of e-vehicles and for setting up charging stations, while other projected measures were not carried out.



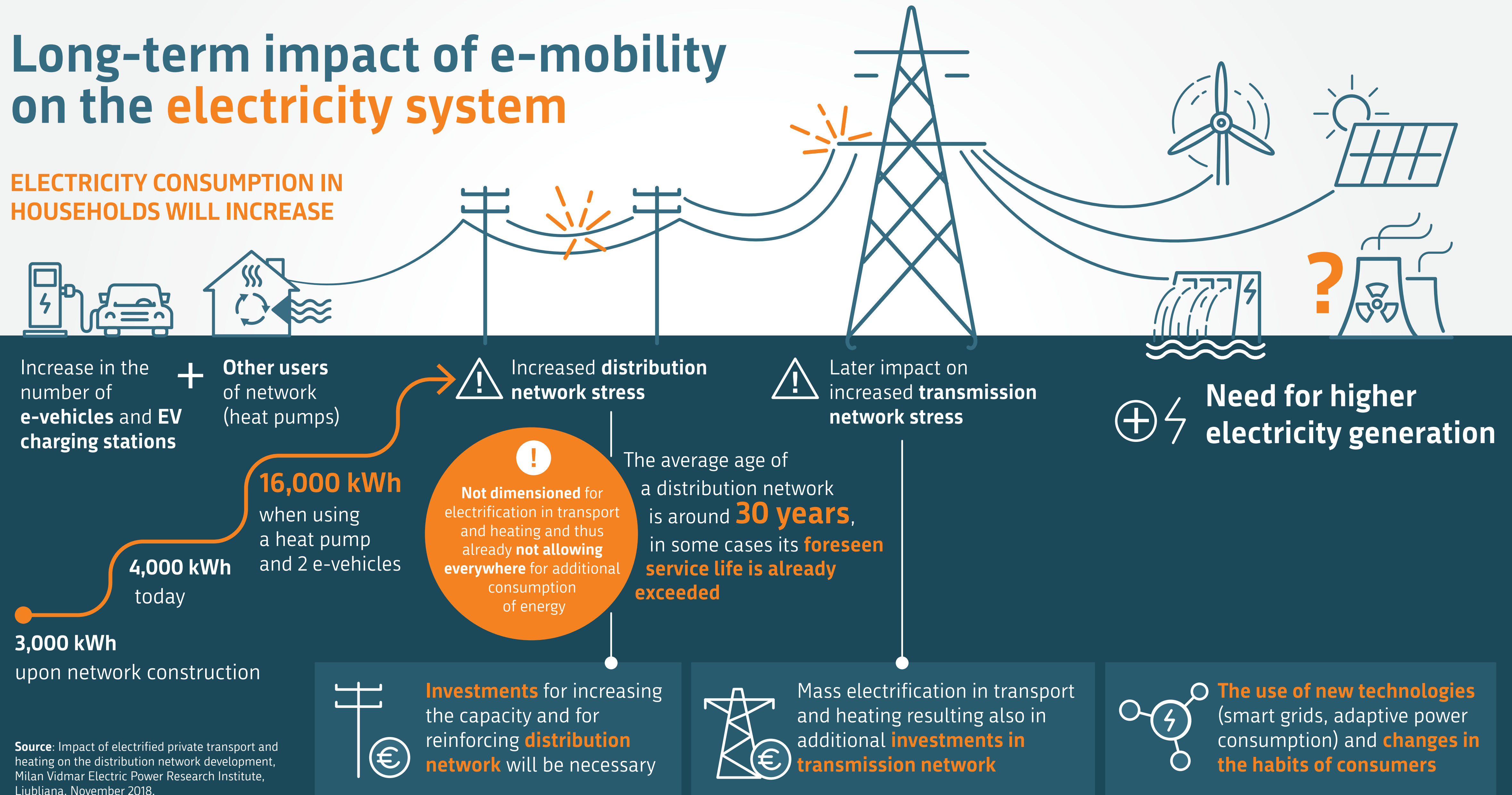
Defined were commitments as regards monitoring and implementing the measures and objectives of e-mobility **but were not undertaken**.

FINANCIAL INCENTIVES IN THE PERIOD 2016-2018		
€ 7,998,743 non-repayable funds for the purchase of 1,215 e-vehicles	€ 20,990,618 repayable funds for the purchase of 1,094 e-vehicles	€ 443,758 funds granted to municipalities for setting up EV charging stations

ALMOST ONE HALF OF BUYERS OF THE VEHICLES REGISTERED FOR THE FIRST TIME WERE PROVIDED FINANCIAL INCENTIVES.

Long-term impact of e-mobility on the **electricity system**

ELECTRICITY CONSUMPTION IN HOUSEHOLDS WILL INCREASE



The Ministry was **PARTIALLY EFFICIENT** in planning e-mobility complementary measures



By adopting the rules and drawing up a strategy on alternative fuels, the Ministry **established conditions for considering e-mobility in 10-year development plans of electricity distribution system operators SODO and ELES**, and **gave consent to the prepared SODO and ELES** development plans for the period 2019-2028.

SODO DEVELOPMENT PLAN 2019-2028

Due to the use of e-vehicles and heat pumps it is foreseen:



7.4%
increased electricity
consumption from
distribution network



22.9%
increased peak
load in 2008



€ 370 million
investments in
distribution network
in a 10-year period



The Ministry adopted the legal basis for reporting on the electricity consumption in transport

but failed to establish reporting, which causes the lack of the following data on:

cannot appropriately plan energy policy and monitor investments in the e-mobility infrastructure.



The Ministry established conditions for reporting the data on the sale of renewable resources for transport and found out

that prescribed renewables shares in transport for the years 2016, 2017 and 2018 **were not reached**.

The Ministry failed to take measures to increase the shares.



The Ministry failed to prepare Slovenia's Energy Concept, thus the Republic of Slovenia did not have the basic strategic document on energy policy defining key national energy policy orientations.

In October 2017, the Ministry started to prepare the **Integrated National Energy and Climate Plan** of the Republic of Slovenia, which the Government adopted in February 2020.

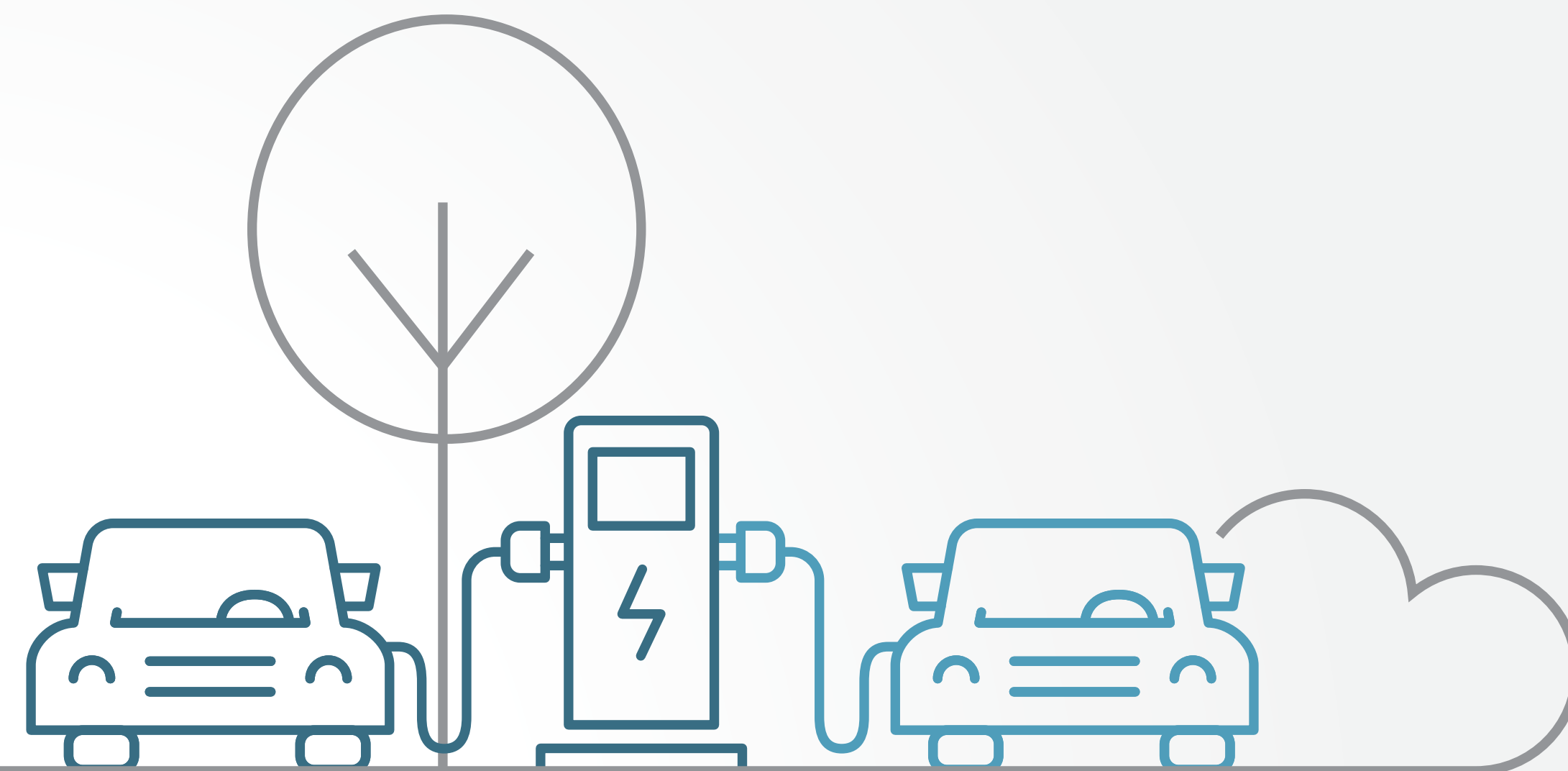


The Ministry did not acquire data from SODO on the increased electricity consumption and distribution network stress only due to the use of e-vehicles and did not propose measures pertaining to the latter

OPINION OF THE COURT OF AUDIT



The Court of Audit is of the opinion that the Ministry of Infrastructure **was partially efficient** in implementing e-mobility.



Demands

The Court of Audit demanded from the Ministry to implement the following corrective measure:



it must **supplement strategic and implementation documents with the missing respectively required content.**

Recommendations

The Court of Audit issued to the Ministry 8 recommendations, among others it should:



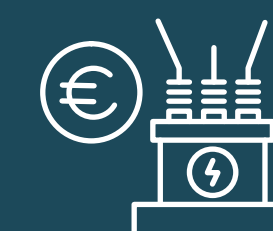
supplement strategic and implementation documents (with indicators, financial resources)



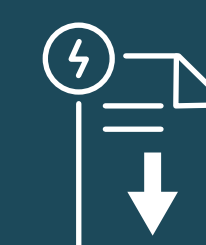
examine the existence of conflicting e-mobility measures and their phasing out



study legal arrangements regarding the range of EV charging stations, the pricing of charging and the provision of comprehensive information on the charging stations



review the sufficiency and provision of **financial resources** for the investments in the distribution network



examine the possibility of acquiring data from e-vehicle charging providers on the electricity consumed for charging



review the adequacy of measures for increasing the renewables share in transport and of the new measures imposed