

## Platform for electromobility: Memorandum of Understanding

### Art. 1. Vision

1.1 The vision of the Platform for electromobility is a sustainable, multimodal transport system in which people and goods are moved across land, inland waterways, sea and air in Europe using exclusively fossil-free electricity.

1.2. To reach its vision, the Platform unites all sectors constituting the electromobility ecosystem to pragmatically ensure the conditions for the full electrification of new light-duty vehicles by 2035, and build a sustainable European zero-emission transport system by collectively sharing their expertise, challenges and solutions.

### Art. 2. Aim and Objectives

2.1. The aim of the Platform is to drive the development, implementation and support for sustainable European Union policies, programmes and initiatives to move people and goods by electromobility. The Platforms' objectives are to:

- **Providing a forum** in which diverse but likeminded organisations effectively collaborate to develop the market for electromobility
- **Collectively inputting to EU policymaking** processes and other relevant fora
- **Developing practical and policy solutions** addressing barriers and developing solutions which accelerate electromobility and a fully zero-emission transport system.
- **Actively promoting electromobility** to key decision makers and influencers in EU institutions and Member States and the general public.

### Art. 3. Membership

3.1. Membership of the Platform shall be open to any company or organisation registered in the EU transparency register, holding a significant share of their activities within the EU single market, actively seeking to accelerate the electrification of transport and a fully electrify transport system in Europe. All Members are expected to be active participants in the Platform and commit appropriate resources to enable it to meet its objectives and deliver its work programme (detailed in Annex 2).

3.2. As a Brussels-based forum, all members are expected to be permanently, or semi-permanently, represented in Brussels and be able to be present to in-person meetings or through online tools several times a year.

3.3. New Members must accept the memorandum of understanding, retro-actively support all relevant position papers of the Platform, and existing members support their membership through consensus<sup>1</sup>. The

---

<sup>1</sup> In the event consensus cannot be reached at least four-fifths of members must agree.

members of the Platform are listed in Annex 1.

3.4. Annual financial contribution is meant to stay minimal. Members can be expected to offer in-kind<sup>2</sup> contributions. Both financial and in-kind contributions are limited to the funds enabling the work programme to be delivered.

3.5. The Platform and all its members also strive to ensure that the transition to electromobility is fair and inclusive for all. To alleviate the socio-economic impacts of the transition, members are committed to taking actions such as facilitating employment opportunities in new sectors and those in transition; offering re-skilling opportunities; promote fair competition between mobility stakeholders for the benefits of citizens and employees; facilitating access to clean, affordable and smart energy.

3.6. Members' logo can be used in accordance with the member's branding guidelines and only for the purposes of the Platform's activities.

#### **Art. 4. Associated membership**

4.1. Associated members shall pursue the same objective as existing Platform members of advancing transport electrification. New associated members must accept the memorandum of understanding. The associated members of the Platform are listed in Annex 1. Associated membership of the Platform shall be open to companies or organisations that focus primarily on national rather than EU policy.

4.3. Associated members shall be informed on the Platform work programme and new position papers. However, their views do not need to be taken into account when drafting these. They will not participate in working group meetings or in decisions regarding membership applications, and do not have voting rights.

4.4. Associated members are expected to further the Platform objectives in member states. They can take part in the information and knowledge exchanges within the Platform and shall promote the Platform at national level. They are exempted from any contribution to the Platform budget.

#### **Art. 5. Operating structures**

5.1. Members shall comprise the Assembly of the Platform, its ultimate decision-making forum. The Assembly shall wherever possible make decisions through consensus<sup>3</sup>. The Assembly shall meet three times a year in Brussels and be responsible for agreeing:

1. The Positions adopted by the Platform
2. New members and the suspension or cancellation of membership
3. The appointment of the Chair, a Vice-Chair and a Treasurer of the Platform
4. The work programme of the Platform and establishment of working groups.

5.2. The Chair, Vice-Chair and Treasurer of the Platform will be appointed for one year on a rotating basis between the members. A deadline is given every calendar year for candidates declared themselves to the secretariat, then presented to all members which have one week to oppose. If more than one candidate

---

<sup>2</sup> Staff time, meeting rooms, and other non-financial resources

<sup>3</sup> Where complete consensus is not possible at least four-fifths of members must agree; and the views of any dissenting members shall be footnoted.

applies to any of the above positions, a vote will take place (simple majority) through an online voting tool with “four-eye” principle (secretariat and appointed surveyor).

5.3. The role of the Chair will be to chair meetings of the Assembly, oversee progress in delivering the work programme, and lead delegations of Platform members in high level meetings. The Chair will be supported by the Vice-Chair. The Vice-Chair is entitled to replace the Chair in the activities detailed above whenever necessary. The Chair will be supported by a Treasurer who will be appointed for a renewable one-year term. The Treasurer monitors financial activities of the Platform and shares responsibility with the Coordinator. Members cannot combine these positions and lead a working group at the same time.

5.4. Each work programme item shall be delivered through establishing a Working Group. Any member may participate in any working group. Members are free to participate in all, in a part or in none of the Working Groups. The members participating within a working group will appoint a Working Group Leader (if consensus cannot be reached, to be confirmed by the Assembly) and if appropriate a Deputy to coordinate the activities.

When a WG Chair needs to be renewed, the Chair of the Platform will be attentive on the diversity of the sectors and the consequent representation amongst WG Chairs. WG members will approve the nomination of the substitute proposed by the current chair. If not unanimously approved, a new vote among WG members should be organised with all candidates. The Working Group Leader (or their Deputy) shall report progress to each Assembly. The Chair, Vice-Chair, Treasurer and Working Group Leaders shall meet bi-monthly in the leading committee.

5.5. If resources allow, the work of the Platform will be supported by one (or more) coordinator(s). The role of the coordinator(s) will be to administer the work of the Platform and support (but not deliver) the work programme. Delivery of the work programme is the responsibility of the Members. The coordinator(s) will report to the Chair or their nominee.

## **Art. 6. Work Programme**

6.1. The work programme will be reviewed and agreed by the Assembly by consensus<sup>4</sup>. The initial work programme of the Platform is detailed in Annex 2. This will be updated as required following each Assembly meeting.

## **Art. 7. Platform Positions**

7.1. The views of the Platform will be documented and disseminated to influence policy. Specific positions will be developed in Working Groups and presented to the Assembly for agreement or distributed to all members for written responses. Members and associated members - who have a consultation role - should be provided with a minimum of 1 week to review Platform Positions drafted within Working Groups. In the holiday season, the review time should be extended to a minimum of 2 weeks. Letters, tweets or other documents related to a previously agreed position should be agreed by the Working Group but need not be reviewed by all Platform Members unless they diverge significantly from the original Position. Positions will be agreed by consensus of the members and as a minimum be supported by four-fifths of members. Individual members may dissent from a Platform position in which case their opinion will be specifically footnoted in any document if it is not possible to resolve the issue through any other means.

---

<sup>4</sup> Where unanimity is not possible at least four-fifths of members must agree.

## **Art. 8. Representing Platform opinions**

8.1. The views of the Platform may be represented by any member but usually by the Chair or relevant Working Group Leader for the specific work programme item. In meetings it will be usual for 3-5 Platform members to attend including either the Chair, Vice Chair or Working Group Leader.

8.2. When engaging in public debate or policy discussions, Platform members and associated members should not attribute any views to the Platform as a whole unless they have been clearly established as a position by the Assembly; nor should they speak on behalf of the Platform unless authorised by the Chair.

8.3. Any publication funded and produced by the Platform are the intellectual property and copyrighted to the Platform and express the consensus views of the Platform.

8.4. When the Platform is active on online social media, publications must follow a validation process:

- a) posts on social media referring directly to previously agreed position following the procedure outlined above can be published without further validation needed;
- b) other posts must be actively validated prior to publication by at least two of the following: Chair, Vice-Chair, Leader of the related Working Group, and, if any, coordinator and leader of the Communication working group.

8.5. The Chair, Vice-Chair, and, if any, coordinator and leader of the Communication working group have access to social media accounts.

## **Art. 9. Platform Budget**

9.1. In order for the Platform for Electromobility to effectively achieve its objectives it requires a modest amount of funding from its members to pay for joint activities.

9.2. Significant items of expenditure (exceeding €1k), that arise from proposed projects, such as for events, shall be agreed through the Plenary on a case by case basis. If exceeding the Platform's assets, and once agreed the costs will be distributed between members equally or as agreed by the Plenary. All members will usually be expected to contribute financially other than in exceptional circumstances (see point 5).

9.3. For small items of expenditure, the Platform Small Expenses Fund will be used. Members will contribute no more than annually into the fund that will be replenished when the amount falls below €2k. Working Group leaders may request expenditure against the Fund that will be agreed by the Chair. Individual items should not exceed €1000.

9.4. Where there is a small surplus or deficit arising from Project expenditure the sum involved will be transferred into, or from, the Small Expenses fund.

9.5. There shall be two categories of members within the Platform. A Large member is a company with a turnover exceeding €10Mio per year. A small member could be a small company, trade body, or not for profit organisation. The type and size of the member will determine the member's financial contribution to the Platform (Annex 3). For projects, Large and Small members will typically contribute the same amount unless this is agreed at the time of the expenditure being approved.

9.6. In exceptional circumstances, existing Small members may seek an exemption from contributing financially either to project costs or to the Small Project Fund. Exemptions will be decided by the Chair who will require an equivalent in-kind contribution to be made. Participating in Platform meetings or inputting in the platform position papers shall not be considered an in-kind contribution.

9.7. Funds will be held on behalf of the Platform by a member that will report to the Plenary on any expenditure, costs and income and the sums still held in the Small Project Fund and any Project expenditure.

9.8. Any organisation failing to pay for any project or into the Small Project Fund after 6 months (or make an agreed in-kind contribution) will be considered to be in default of their commitments to the Platform and suspended from membership.

9.9. A membership contribution will only be invoiced once the cumulative sum available in the Small Project Fund falls below €3k. The membership costs are detailed in Annex 3. Associated members are exempted from any contribution to the budget.

#### **Art. 10. Antitrust Declaration**

10.1. A competitive and free enterprise system is the basis of free market economy. This system, as the basis of a free market is protected and promoted by competition law. Consequently, our actions as The Platform for Electromobility will comply with all applicable antitrust and other laws regulating competition. We do not act in a manner that unfairly influences the free market economy.

10.2. We do not make any agreements - formal or otherwise - to fix or set prices or allocate products, markets, territories or customers.

10.3. We do not obtain or share current or future information about price, profit margins or costs, bids, market share, distribution practices, terms of sales, specific customers or vendors

## Annex 1: Members of the Platform

- |                   |                                      |                       |
|-------------------|--------------------------------------|-----------------------|
| 1. 3M             | 17. EUROBAT                          | 31. Motus-e           |
| 2. Allego         | 18. Eurocities                       | 32. Northvolt         |
| 3. Alstom         | 19. EuropeOn                         | 33. Polis             |
| 4. AVERE          | 20. European Copper<br>Institute     | 34. RECHARGE          |
| 5. Bellona Europa | 21. European Cyclists'<br>Federation | 35. Renault Group     |
| 6. CER            | 22. EV100                            | 36. smartEN           |
| 7. CHAdEMO        | 23. EVBox                            | 37. SolarPower Europe |
| 8. Chargepoint    | 24. Ford Motor Company               | 38. T&E               |
| 9. Danfoss        | 25. FPPE                             | 39. Tesla             |
| 10. E.DSO         | 26. FreeNow                          | 40. Uber              |
| 11. ECOS          | 27. GreenWay                         | 41. UFE               |
| 12. EGEC          | 28. HAROPA Port                      | 42. UITP              |
| 13. EIM           | 29. Hitachi Energy                   | 43. UNIFE             |
| 14. Enel X Way    | 30. Iberdrola                        | 44. Vattenfall        |
| 15. ENTSO-E       |                                      | 45. Volvo Cars        |
| 16. Eurelectric   |                                      | 46. WindEurope        |

### Associated members:

AeDive  
AVERE France

## Annex 2: Work Programme

The work programme of the Platform for 2022 will comprise eight activity streams. Each led by a working group leader.

### **Infrastructure Working Group**

Working Group Leader – Union Française de l'Electricité (UFE)

The WG will work on designed the best legislative framework for a sustainable, user- and grid- friendly network of public and private charging infrastructure. The main focus will be the Alternative Fuel Infrastructure Regulation and the Energy Performance of Building Directive.

### **Energy Working Group**

Working Group Leader – Eurelectric

The WG will develop policy solutions and sensibilization to the opportunities of transport electrification for the deployment of renewable energy sources via smart charging solutions and responsible data management system. The Renewable Energy Directive as well as solutions proposed in REPowerEU and In-vehicle generated data directive will be on the agenda.

### **Fleet electrification Working Group**

Working Group Leader – Tesla

The WG will advise the European Commission on delivering the legislation to mandate the decarbonization

of public and private fleet as voted by the European Parliament in the CO2 Standards for cars and vans.

**Logistic Working Group**

Working Group Leader – ENEL X

The main objective of the WG will be to influence the revision of the CO2 Standards for trucks and buses to be published by the European Commission at the end of 2022.

**Supply Chain Working Group**

Working Group Leader – 3M

The WG will aim at providing policy makers with regulatory solutions to ensure sustainability, via strong circularity models and economic viability of the value chain of electric mobility.

**Green Deal Working Group**

Working Group Leaders - Renault Group and ECF

The WG is developing a series of recommendation to update existing legislations that were designed in the paradigm of ICE vehicles but now hamper the development of electric mobility. In addition, the WG discusses the Climate Packages in general.

**Annex 3: Budget 2021**

Members agreed to contribute to a Platform budget for the year 2022 as indicated below:

Small project fund:

Small member contribution: 125€

Big member contribution: 625€

Invoices will only be issued if the fund falls below the agreed threshold

Annual Financial Contribution:

Small member contribution: 500€

Big member contribution: 500€