



PROMETEUS
Interreg Europe



European Union
European Regional
Development Fund

PROMETEUS PROJECT

PROMOTION OF E-MOBILITY IN EU REGIONS

ACTION PLAN

**REGIONAL GOVERNMENT OF CASTILLA Y
LEÓN**



**Junta de
Castilla y León**

Consejería de Economía y Hacienda
Dirección General de Industria
y Competitividad



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PART I – GENERAL INFORMATION

PROJECT: PROMETEUS project

PARTNER ORGANISATION: General Directorate of Industry and Competitiveness. Regional Government of Castilla y León.

COUNTRY: Spain

NUTS2 REGION: Castilla y León

CONTACT PERSON 1: Heidi Millán Arceo. General Director of the General Directorate of Industry and Competitiveness. Regional Government of Castilla y León.

EMAIL ADDRESS: industriaycompetitividad@jcy.es

PHONE NUMBER: +34 983 324 282

CONTACT PERSON 2: Carlos Iván Riñones Mena. Service Coordinator of the General Directorate of Industry and Competitiveness. Regional Government of Castilla y León.

EMAIL ADDRESS: rinmenca@jcy.es

PHONE NUMBER: +34 983 324 398

PART II – POLICY CONTEXT

THE ACTION PLAN AIMS TO IMPACT:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

NAME OF THE POLICY INSTRUMENT ADDRESSED:

ERDF Regional Operational Programme Castilla-León

Our Action Plan is included on the policy instrument “ERDF Regional Operational Castilla-León” with the objective to achieve an increase in the use of renewable energy resources, reduce energy consumption, and improve energy efficiency. The operational programme concentrates more than 70 % of the available budget on research and innovation, ICTs, SMEs and the low-carbon economy (“thematic objectives” 1, 2, 3 and 4).

Moreover, Castilla-León action plan is focused on the initial policy instrument RIS3 of Castilla-León 2014-2020. It is included in the following thematic priorities for the smart specialization of Castilla-León:

Priority 2: Transport (in particular automotive and aeronautics) - Sustainability, security and mobility of persons and goods.

Priority 6: Energy and sustainability- Technologies for energy management, energy efficiency, renewable energies, environmental sustainability of industry and human habitat.

Clean urban transport, the use of renewable energy infrastructures and measures to raise energy efficiency are also a key focus under these priorities.

These priorities are tied with different cross-cutting aspects to be strengthened, in particular, the development of Smart Cities to drive the sustainability towards a carbon-neutral new concept of life.

Although the policy instruments have not been changed, the need to broaden and adapt the thematic objectives due to the exchange of information within the framework of the project has been identified. Accordingly, the action plans comply with the Thematic Objective 1 - Research and Innovation as well as Thematic Objective 4 - Low Carbon Economy.

PART III – EXECUTIVE SUMMARY

PROMETEUS Project is funded by the Interreg Europe programme, being the General Directorate of Industry and Competitiveness of the Regional Government of Castilla-León one of the partners.

PROMETEUS project is being coordinated by Transport Malta, together with the Regional Government of Carinthia (Austria), the General Directorate of Industry and Competitiveness of the Regional Government of Castilla-León (Spain), the Regional Directorate for Territory, Urban Planning and Mobility (Italy), the Regional Directorate for Territory, Urban Planning and Mobility (Slovakia) as partners, and Poliedra – Politecnico di Milano (Italy) which acts as an advisor inside the consortium.

PROMETEUS stands for PROMotion of E-mobiliTy in EU regionS and its goal is to develop plans or strategies to promote electromobility and sustainable mobility in general, as a “low carbon” alternative for transport.

PROMETEUS project offered a unique opportunity within our region for exchange and networking, and the possibility to promote initiatives related to electromobility. The main activities developed within the project are:

- Steering Committee meetings & Interregional Workshops & Field visits that gave us the opportunity to increase and improve communication among partners, besides to be a process of learning and discovery (both personal and collective) which enabled us to gather effective information and to check the extent to which policies are working.
- Co-design workshop (5) are work meetings involving the most representative stakeholders of electromobility in Castilla-León, to promote initiatives within PROMETEUS project.
- Regional Dissemination Events (3) whose objective is to promote e-mobility among the general public to raise public awareness.
- Policy Learning Platform. We would like to emphasise the power of these meetings to boost discussions, exchange knowledge and best practices.

The State of Play’s scope was to outline “Castilla-León is working in”, to clearly define the policy instrument of our region is aiming to improve and to recall the indicators of results that were declared in the Application Form. This analysis was done through two documents: a Prometeus State of Play and SWOT (Strengths-Weaknesses-Opportunities-Threats) template and an Electro-mobility Preparedness and Needs Template.

https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/file_1545052939.pdf



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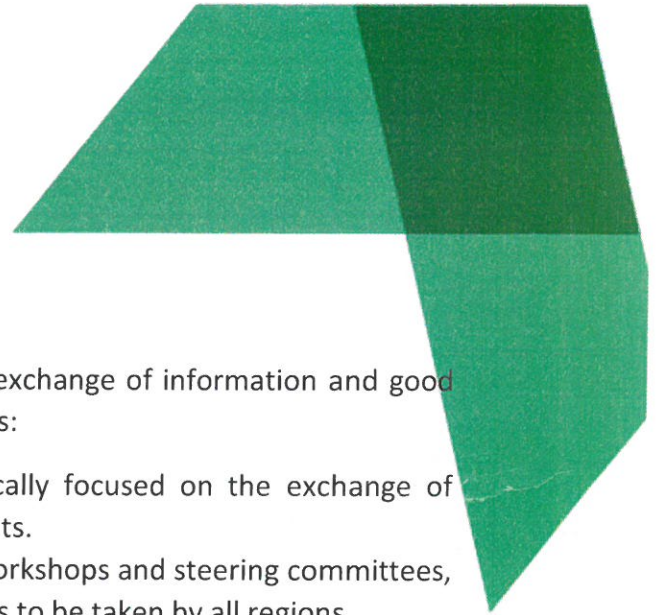
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On the basis of this groundwork, a more effective exchange of information and good practices was developed and took place at two scales:

- ✓ small-group focused meetings, that specifically focused on the exchange of specific strategic policy or technical documents.
- ✓ partnership-wide dialogue in interregional workshops and steering committees, focusing on the common challenges and steps to be taken by all regions.

The actions to be implemented are inspired in all the lessons learnt due to the participation in PROMETEUS.



PART IV – DETAILS OF THE ACTIONS ENVISAGED

ACTION I: REGIONAL ACTION PLAN FOR ALTERNATIVE ENERGY VEHICLES IN CASTILLA Y LEÓN

1. THE BACKGROUND

The standardisation of the use of alternative energy vehicles is essential to reduce the dependence on petroleum products and the pollution generated by them. The European Union is taking measures to promote low-emission mobility and the use of alternative fuels. On a national level, Spain needs to open new technological and industrial diversification channels within a key sector whose activity depends on multinational companies. Finally, from a regional perspective, Castilla-León must take charge of the territory adaptation to encourage the correct implementation of this type of vehicles.

The promotion of alternative energy vehicles in Castilla-León represents an industrial, technological, economic and environmental challenge. Among the opportunities in the industrial and technological field that the impulse of vehicles with alternative energies implies we can list the following:

- Positioning the Castilla-León automotive industry and its industrial equipment as a reference in a key technological alternative for the future of the sector. This move will establish a market that will allow manufacturers to achieve their CO2 emission targets.
- Integrating new components and modules for the production of vehicles, charging infrastructures and intelligent transport infrastructures into the production lines.
- Maintain a distinguished position in vehicle production.

On the other hand, the promotion of alternative energy vehicles represents the following opportunities in the economic field:

- It generates an improvement in the trade balance by reducing petroleum imports and the uncertainties generated by market prices fluctuations and dependence on third countries.
- It helps to flatten the electricity demand curve by managing the night-time recharging of electric vehicles during off-peak hours, generating an improvement in the financial amortization of infrastructure investments and a reduction in the electricity cost.



- It cooperates to the development of intelligent infrastructure, which allows an optimal use of it. Recharging becomes one of the key points in the use of vehicles with alternative energy, therefore getting a good network and a technology that ensures optimal use is considered key to success.

Finally, the promotion of alternative energy vehicles represents the following opportunities in the environmental field:

- It offers solutions to reduce pollutant emissions in cities by helping local administrations in the actions that are being carried out to improve air quality.
- It contributes to the reduction of emissions, including CO2 emissions, from the transport sector in order to achieve the objectives established by Europe.

Knowledge applied from PROMETEUS

With the work carried out within the PROMETEUS project through the good practices exchange and the interregional learning process, the General Directorate of Industry and Competitiveness had the opportunity to develop the Regional Action Plan for Alternative Energy Vehicles in Castilla-León to support electric mobility.

There are a number of ideas that resulted from the “Mobilitäts Masterplan für Kärntenand” shared by the Region of Carinthia during the Interregional Workshop 2.

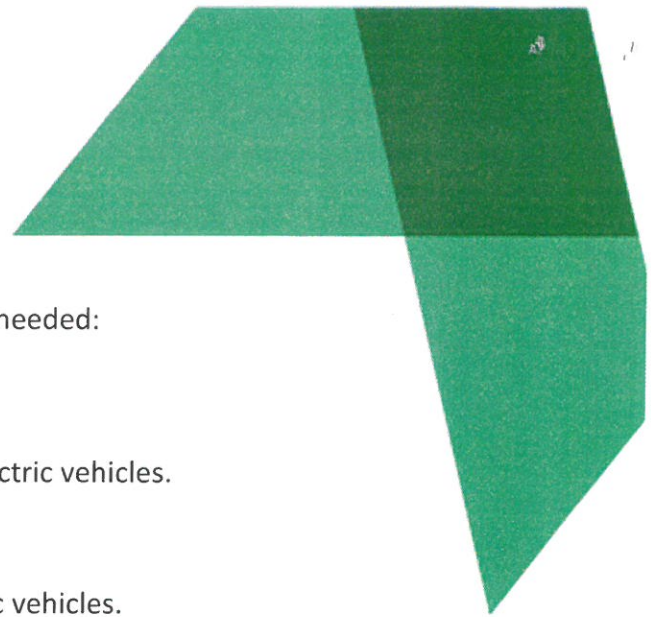
http://www.mobilitaetsmasterplankaernten.at/306640_DE-MoMaK-News

On the initiative of the provincial member of government, Rolf Holub, and the unanimous decision by the Carinthian provincial government on 8th April 2014, it was decided that the currently valid traffic concept should be evaluated and replaced by a new overall mobility concept. On 7th May 2015, the development of the MoMaK 2035 was officially launched. In a broadly based participation process, all relevant stakeholders and the general population decided to involve in developing the Carinthian Mobility Master Plan for the year 2035.

Transferable aspects:

Regions of Carinthia and Castilla-León are now facing up to the same problems such as the declining number of inhabitants, the budgetary restrictions of our regions, as well as the need to break the dependence on oil in the transport sector. Consequently, development potential and new technologies must be recognised and innovative solutions need to be implemented.

We are transferring from Carinthian Mobility Master Plan the need to define guiding principles and to include specific objectives. Therefore, in order to be able to evaluate the progress made towards the objectives set, accompanying indicators have been specified. For each of the guiding principles there are related objectives and indicators.



We agree that the following concrete measures are needed:

- The expansion of fast charging stations.
- Conversion of the public fleet to e-mobility.
- Specific promotion of purchase of private electric vehicles.
- Electrification of public transport.
- Change of parking place guidelines.
- Training for service and emergency of electric vehicles.
- Accompanying research and awareness.
- Linking public transport with e-mobility on the last mile.

2. ACTION

POLICY AND REGULATORY MEASURES FOR ELECTRIC MOBILITY: REGIONAL ACTION PLAN FOR ALTERNATIVE ENERGY VEHICLES IN CASTILLA Y LEÓN

As part of its industrial policy, the Regional Government of Castilla-León is making a strong commitment on the elaboration of the Regional Action Plan for Alternative Energy Vehicles in Castilla-León, with special attention to electromobility in order to promote the use of these energies.

This Action plan, which deadline in 2021, aims to develop the strategic bases to be promoted by Castilla-León for the correct implementation of alternative energy vehicles, especially electric vehicles, within Castilla-León Region. The incorporation of the Regional Action Plan for Alternative Energy Vehicles in Castilla-León into the regional economic policy is designed in a parallel scheme to the Alternative Energy Vehicle Promotion Strategy in Spain (2014-2020). Efficiency Strategy EEE-CyL-2020 has also been taken into consideration in order to achieve the targets set by the Europe 2020 Strategy.

The Regional Action Plan for Alternative Energy Vehicles in Castilla-León is composed of a set of measures with the aim to achieve the proposed objectives. These measures have been divided into three strategic aims: industrialization, infrastructure and market.

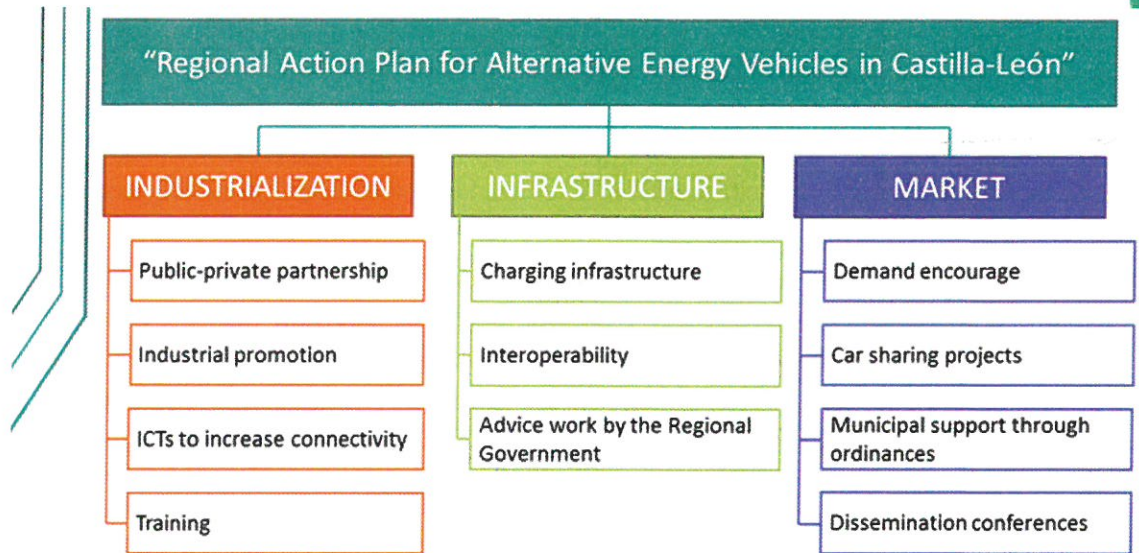


Illustration 2. Summary measures of the Regional Action Plan for Alternative Energy Vehicles in Castilla-León.

3. PLAYERS INVOLVED

The Government of Castilla-León is the responsible entity for the governance and administrative affairs in the region of Castilla-León. This government body is in charge of the executive power and the overall administration of the region of Castilla-León. More specifically, the General Directorate of Industry and Competitiveness as a department of the Regional Government of Castilla-León has the following competences for electro-mobility: Industrial Security Police about Vehicle Inspection; Industry Promotion; Managing and Promoting of the policies of alternative energy vehicles. The General Directorate of Industry and Competitiveness, thanks to the knowledge acquired in the Prometeus project, has developed the technical part of this action plan.

4. TIMEFRAME

The time frame will be for the period 2019-2021.

5. COSTS

The investment expected by the Action Plan is estimated at 18 million euro. The breakdown of the Action Plan amounts will be:

- **Industrialization Axis:** Planned investment: 16.8 million euro.
 - **Public-private partnership:** Develop an environment in which public and private entities jointly participate to promote the use and development of alternative energy vehicles.
 - **Industrial promotion:** Support business projects about alternative energy vehicles, mainly electric vehicles.
 - **ICT to increase connectivity:** Promote connectivity through the development of ICT applications, applicable to alternative energy vehicles, through Castilla y León companies.
 - **Training: (Action IV)**

- **Infrastructure Axis:** Planned investment: 1 million euro.
 - **Charging Infrastructure**
- **Market Axis:** Planned investment: 200.000 euro.
 - **Demand Encourage: (Action II and Action III)**

6. FUNDING SOURCES

The total investment required will be charged to the General Regional Budgets of Castilla-León.

7. TRANSFERABILITY POTENTIAL

We would like this action plan to serve as an inspiration for other cities and municipalities. The main difficulty is represented by the tension between the functional specialisation of departments and offices within municipalities versus the cross-department cooperation and coordination needed.

8. INDICATORS OF PERFORMANCE

Milestones every year

	2019	2020	2021
Number of electric vehicles.	1.000	1.250	1.500
Number of charging points on public roads implemented	33	66	100
Number of public-restricted charging points implemented	66	132	200
Number of fast charging points implemented	5	10	15
% Budget implemented	33%	66%	100%

9. INDICATORS OF RESULT

By 2021, the market objectives are intended to reach a fleet of at least 1,500 electric vehicles. In relation to the infrastructure axis, the measures designed should develop a charging infrastructure network of at least 100 charging points on public roads, 200 public-restricted charging points and 15 fast charging points.

10. POSSIBLE RE-ORIENTATION ACTION

We are in an unpredictable political situation due to the elections which were held on the 26th of May 2019 which will result in a new regional government. Moreover, national elections were held on 28th April. Therefore, the Regional Government of Castilla-León prohibited any type of political practice that could influence the voting behaviour between the 5th of March and the 26th of May, in order to ensure transparency and to guarantee the electoral process on an equal footing. Consequently, as long as a regional unity government has not been formed, we will not be able to get the politician endorsement for this action. Moreover, the Spanish Government did not approve yet the 2019 Budget Plan with the budgetary stability objectives set forth for this fiscal year. In this situation, we are facing with a budget extension scenario, which means that the amount of investment we plan to undertake might change when the new Government come into power.

Although the document is finished due to these political setbacks, the approval is only possible to be achieved by the outgoing government before the final of phase 1.

In case of difficulties to reach the political support of the new Government, this action plan could be reoriented towards the new government requirements in order to reach an agreement. If the regional or global context changes, or it will be identified new trends, we will promote the updating of the action plan.

ACTION II: PURCHASING INCENTIVE PROGRAMME

1. THE BACKGROUND

The Transportation sector is responsible for 23% of total CO2 emissions worldwide. It has been acknowledged that the adoption of EVs is an effective way to reduce harmful emissions of greenhouse gases. However, the cost disadvantages of the EVs as well as their limited driving range have to be overcome in order to achieve a shift towards EVs in this sector. In the SWOT Analysis, we identified the “High costs of the purchase of e-vehicles” as a threat.

In order to fulfil the indicators of results declared in the Application Form, the Regional Government of Castilla-León plans to promote the purchase of EVs to accelerate the demand for these vehicles.

Knowledge applied from PROMETEUS

Transport Malta has an initiative to promote the use of clean and energy efficient vehicles. The Scrappage Subsidy Scheme is intended to incentivise the purchase of Electric Category M1 and N1 vehicles, electric quadricycles, pedelecs, electric motorcycles, electric mopeds and electric tricycles falling under categories L1e, L2e, L3e, L5e. From the year 2018 on, the incentives have also been extended to include electric motorbikes, electric motor scooters and pedal electric cycle bicycles (pedelec).

<https://www.interregeurope.eu/policylearning/good-practices/item/1957/subsidy-scheme-for-scrappage-of-ic-s-and-purchase-of-ev-s/>

We identified in the document “Electro-mobility preparedness and needs in each Prometeus region” what we need, in this case “Fostering the purchase of e-vehicles”, and the Advisory partner (Poliedra-Politecnico di Milano) determined what other partner, in this case Malta, might provide according to their own ‘preparedness’, in the interregional learning process. Transport Malta shared the information through the first round of good practices and included in the document “Report on Good Practices Collection and Sharing.”

Transferable aspects:

The Subsidy Schemes have been formulated from experiences in Malta which tried to increase the uptake of EV vehicles amongst the population. Since 2014, The Licensing Unit within Transport Malta has managed this scheme.

We are adopting this action in our Regional Action Plan for Alternative Energy Vehicles in Castilla-León and we would like to take advantage of the knowledge acquired by Malta and the lessons learned during the implementation of the Subsidy Schemes.

Both regions need to reduce the number of old motor vehicles from the road by promoting the use of clean and energy efficient vehicles as a way to contribute the reduction of pollution generated by traffic and the improvement of air quality levels, all intended to promote sustainable mobility.

2. ACTION

INCENTIVES AND AWARD SCHEMES: PURCHASING INCENTIVE PROGRAMME

The cost of acquisition seems to be a barrier to the spread of electric vehicles, and it has led The General Directorate of Industry and Competitiveness to take a step forward and subsidize the purchase of such vehicles.

Castilla-León Residents, companies, non-profit organizations and local government organizations who purchase new vehicles, will be eligible for up to 5.500€ off the price for a new electric vehicle.

The breakdown of the incentive amounts for the purchase of different types of vehicles will be:

- 5.500€ for the purchase of a new electric vehicle, M1 (private car) and N1 (van) Class with at least 72 km of electric range and the maximum total cost (excl. VAT) below 40.000€.
- 600€ for the purchase of a new battery electric vehicle L6e (light quadricycle) and 700€ for the purchase of a new battery electric vehicle L7e (heavy quadricycle) class.

Vehicles will be eligible for an incentive provided that:

- Vehicles are new.
- Vehicles are kept registered, insured and operating for at least 5 years (60 months) from the date of receiving the incentive.
- EVs can be compatible by additional incentive/grant from another province, National State Administration or EU programs.

3. PLAYERS INVOLVED

Regional Government has decided that in terms of powers, assignment of tasks, resources and operational skills, the General Directorate of Energy and Mines and in turn, the Regional Entity of the Energy of Castilla-León (EREN) have greater capacity to carry out this action than the General Directorate of Industry and Competitiveness.

EREN was established under the Law 7/1996, as a public entity subject to private law, attached to the General Directorate of Energy and Mines of the Regional Castilla-León

Government, to plan and develop the regional energy policy on renewable energy sources and of energy efficiency. The major tasks assigned to the EREN include innovative financing schemes implementation for energy efficiency, cogeneration and renewable energy projects and managing energy regional subsidies.

A representative of the EREN has attended Prometeus in a number of project meetings as a stakeholder, among them the 2nd Workshop (RCSW2), 2nd Field Visit (FV2) – 5th October 2017 – Klagenfurt, the 4th Workshop and Field Visit organized by Lazio Region on the 16th October 2018 and III Regional Stakeholder Workshop Regione Lazio on the 17th October 2018 in Roma, and the 5th Interregional Workshop and Field Visits organized by Prešov Self-Governing Region on the 13th May 2019 and the 5th Regional stakeholder workshop on the 15th May 2019 in Prešov.

Additionally, EREN has played a very active part in all the Regional Co-Design Stakeholder Workshops performed within Castilla-León Region.

4. TIMEFRAME

The time frame will be for the period 2019-2021.

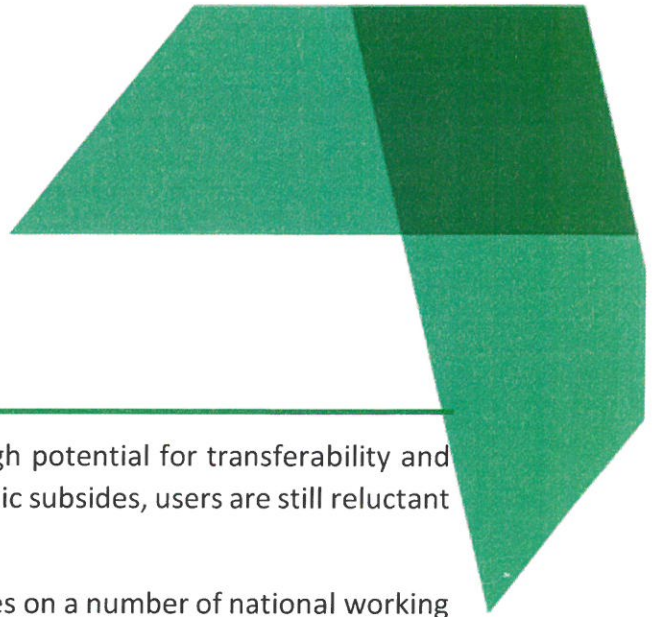
During the year 2018, work was carried out to design and set up the schemes in terms of financial sustainability and contribution to regional development.

5. COSTS

The Incentive Program will have a budget of 200.000€ for the period 2019-2021.

6. FUNDING SOURCES

The total investment required will be charged to the General Regional Budgets of Castilla-León.



7. TRANSFERABILITY POTENTIAL

This purchasing incentive programme presents a high potential for transferability and replication in different regions of Spain. Without public subsidies, users are still reluctant to adopt electric vehicles.

The Regional Government of Castilla-León participates on a number of national working groups where technical aspects and policies are discussed. At those meetings, The Regional Government of Castilla-León will transfer this policy in order to help other regions in Spain to adopt this measure.

8. INDICATORS OF PERFORMANCE

Procedure for disbursement of Purchasing Incentive Programme.

The multiannual plan has this procedure:

- During the year 2019, eligible applications need to be registered in the official Castilla-León registered offices.
- During the year 2020, the applications are processed and approved by EREN. All approved claims are subject to Pre-audit conducted by Castilla-León department of Economic Affairs.

Milestones

During the year 2019: Numbers of applications. →40

During the year 2020: Numbers of approved applications. →40

9. INDICATORS OF RESULT

The original aim would be to distribute all the budget but, perhaps especially because, of the problems of the public procedures, we set our indicator of result in the 80% of the original budget.

10. POSIBLE RE-ORIENTATION ACTION

This proposal was approved by the Government of Castilla-León on 15 April 2019 in order to encourage the purchase of this type of clean cars and promote sustainable mobility. Anyway, we are in an unpredictable political situation due to the elections which were held on the 26th of May 2019 which will result in a new regional government. Therefore, there may be issues with continuity of this action in the next years if the priorities of the new government changed.

The global EV market remains, to date, still a small part of the overall car market, implying that the majority of consumers still consider EVs as disadvantageous compared to traditional cars. However, without consumer acceptance there will be no technological shift and long-term success of sustainable transport systems.

We propose monitoring as an active learning process, analysing the strengths and weaknesses, to find out if the lack of success is due to the lack of knowledge among the population in general, consequently we would increase it with additional promotion, or it is due to a complicated public procedure.

ACTION III: INCOME TAX DEDUCTION

1. THE BACKGROUND

The Transportation sector is responsible for 23% of total CO2 emissions worldwide. It has been acknowledged that the adoption of EVs is an effective way to reduce harmful emissions of greenhouse gases. However, the cost disadvantages of the EVs as well as their limited driving range have to be overcome in order to achieve a shift towards EVs in this sector. In the SWOT Analysis, we identified the “High costs of the purchase of e-vehicles” as a threat.

In order to fulfil the indicators of results declared in the Application Form, the Regional Government of Castilla-León plans to promote the purchase of EVs to accelerate the demand for these vehicles.

Knowledge applied from PROMETEUS

The Region of Carinthia has a PPP (Public-Private-Partnership)-funding model for the purchase of an E-vehicle. This funding model was developed in the framework of the CEMOBIL project. The amount of co-funding per E-car is 12% of the sales price, with a maximum of 3,500 Euros.

http://www.cemobil.eu/index.php?id=49&ID1=11&news_id=116&sprache1=en

This exchange of information was carried out during the bilateral focused meeting between Carinthia and Castilla-León in Valladolid on the 10th April 2018.

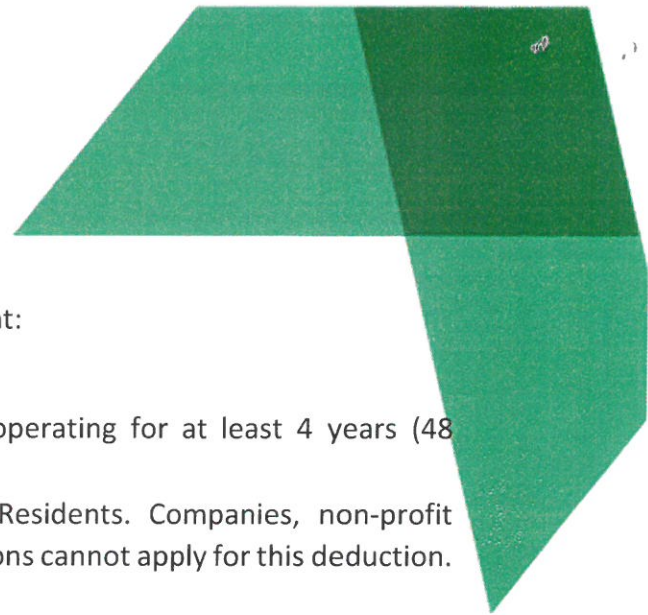
Transferable aspects:

We are transferring the idea of an economic impulse via the PPP funding scheme and increase in turnover through the sales of EVs. We are adopting this measure in our Regional Action Plan for Alternative Energy Vehicles in Castilla-León.

2. ACTION

INCENTIVES AND AWARD SCHEMES: INCOME TAX DEDUCTION

The Regional Government of Castilla-León will assign a deduction from personal income tax (IRPF) for the purchase of electric or plug-in hybrid cars with all-electric mode up to 40 km. The amount of the expected deduction will be 15% of the purchase price, with a limit of 4.000€.



Vehicles will be eligible for an incentive provided that:

- Vehicles are new.
- Vehicles are kept registered, insured and operating for at least 4 years (48 months) from the date of registration.
- Tax deduction is limited to Castilla-León Residents. Companies, non-profit organizations or local government organizations cannot apply for this deduction.

3. PLAYERS INVOLVED

The Government of Castilla-León is the responsible entity for the governance and administrative affairs in the region of Castilla-León. This government body is in charge of the executive power and the overall administration of the region of Castilla-León. More specifically, the General Directorate of Industry and Competitiveness as a department of the Regional Government of Castilla-León has the following competences for electro-mobility: Industrial Security Police about Vehicle Inspection; Industry Promotion; Managing and Promoting of the policies of alternative energy vehicles. The General Directorate of Industry and Competitiveness, thanks to the knowledge acquired in the Prometeus project, has set the guidelines of this proposal by which the political support have been achieved.

The Regional Tax Agency is responsible for the effective application of the national tax and customs systems, and for those resources belonging to other State Public Administrations and the European Union which are entrusted to it for management by law or agreement. It is therefore the Tax Agency duty to apply the tax system in such a way that the constitutional principle is complied with by virtue of which everyone has to contribute to the maintenance of public expenditure according to his or her economic capacity.

4. TIMEFRAME

The time frame will be for the period 2019-2021.

During the year 2018, work was carried out to design and set up the schemes in terms of financial sustainability and contribution to regional development.

5. COSTS

It will depend on the number of applicants.

6. FUNDING SOURCES

The total investment required will be charged to the General Regional Budgets of Castilla-León.

7. TRANSFERABILITY POTENTIAL

This income tax deduction presents a high potential for transferability and replication in different regions of Spain. Without public subsidies, users are still reluctant to adopt electric vehicles.

The Regional Government of Castilla-León participates on a number of national working groups where technical aspects and policies are discussed. At those meetings, The Regional Government of Castilla-León will transfer this policy in order to help other regions in Spain to adopt this measure.

8. INDICATORS OF PERFORMANCE

Procedure for income tax deduction.

The multiannual plan has this procedure:

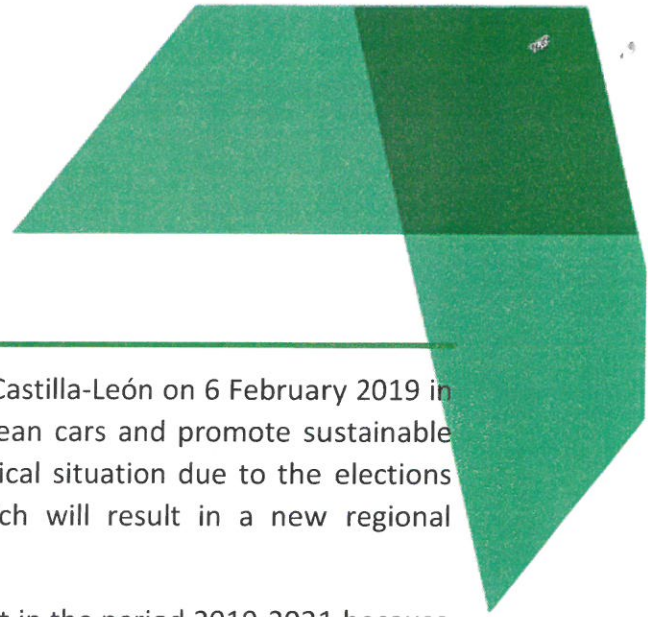
- During the year 2019, the eligible beneficiaries have to buy an electric or plug-in hybrid car with all-electric mode up to 40 km.
- During the year 2020, 2019 acquired car needs to be declared during the statement for 2020 through the tax administration: the AEAT (Agencia Estatal de Administración Tributaria).

Milestones

During the year 2020: Numbers of applications. Goal →250

9. INDICATORS OF RESULT

Numbers of approved applications. Goal→500



10. POSSIBLE RE-ORIENTATION ACTION

This proposal was approved by the Government of Castilla-León on 6 February 2019 in order to encourage the purchase of this type of clean cars and promote sustainable mobility. Anyway, we are in an unpredictable political situation due to the elections which were held on the 26th of May 2019 which will result in a new regional government.

We are pretty sure that this action will be carried out in the period 2019-2021 because in the voting on the legislative amendment the main parties (PP, PSOE, Ciudadanos) voted in favour.

The period to present for the 2021 Income tax will be from April to July, therefore there would inevitably be practical issues to declare the last indicator of result before the end of phase II.

ACTION IV: TRAINING

1. THE BACKGROUND

The integration of a mobility based on vehicles with alternative energies will have effects on society in Castilla-León. Undoubtedly one of the most important direct effects will be the need to evolve the production processes of the automotive sector, and in addition the need of professionals specialized in this field.

It has been noted that a large number of the active auto mechanics are not qualified to work on electric cars. Although the type of work is similar to the one done in petrol or diesel powered vehicles, electric car technology is different as it involves high voltage battery packs as the primary source to generate power for the engine. The lack of qualified technicians would represent a problem for the labour market. For this reason, the Regional Government of Castilla-León considers that, in order to become an electric car mechanic, it is necessary to complete an educational program at a vocational or trade school that includes specialized coursework.

Knowledge applied from PROMETEUS

A number of regions have shared initiatives to increase the knowledge of the citizens through awareness raising campaigns. We would like to highlight:

- Transport Malta in conjunction with the Foundation for Educational Services has delivered promotional talks during Skolasajf educational programme regarding sustainable transport.

<https://www.interregeurope.eu/policylearning/good-practices/item/1710/skolasajf-promotional-talks-2017-on-sustainable-mobility/>

- The good practice of the Regional Government of Carinthia “E-mobility awareness raising program”, among other initiatives, in which they offered trainings for all car dealers and repair garages on how to deal with E-vehicles.

<https://www.interregeurope.eu/policylearning/good-practices/item/1967/e-mobility-awareness-raising-programme/>

Transport Malta and Regional Government of Carinthia shared the information through the first round of good practices and included in the document “Report on Good Practices Collection and Sharing.” These good practices were also presented during the III Regional Stakeholder Workshop in Rome on 17th October 2018.

Transferable aspects:

We are transferring the idea of supporting training to increase knowledge on all aspects of E-mobility oriented to very specific contents and for a target group.

2. ACTION

AWARENESS RAISING TO PROMOTE ELECTRIC MOBILITY: VOCATIONAL TRAINING (EDUCATION SYSTEM).

The Regional Government of Castilla-León aims to incentivise and support the training in alternative energy vehicles in order to provide the market with qualified techs who have the knowledge and skills to safely work on or around high voltage vehicle systems and technologies. This is an important measure in our Regional Action Plan for Alternative Energy Vehicles in Castilla-León.

The aim of this measure is to improve the qualification of Human Resources through the integration of the technological knowledge applicable to alternative energy vehicles in the existing study programme of vocational or trade schools in Castilla-León. Topics will include advanced theory, diagnosis, and repair of BEVs and HEVs using manufacturer-specific diagnostic tools and equipment; troubleshooting PHEV technologies; and installing a PHEV conversion kit.

3. PLAYERS INVOLVED

Regional Ministry of Employment is the Regional body in charge of the promotion, development and enforcement of the regional labour policies related to: Employment, Career Orientation and Training.

Regional Ministry of Education is in charge of the coordination of all policies related to educational training in the region.

The General Directorate of Industry and Competitiveness has worked together with the Regional Ministry of Employment and the Regional Ministry of Education in order to find training policies of stable and quality employment. Our mission is related to the efficiency in the matching of offer and demand in the regional labour market promoting the required profiles and providing the subsequent training adjusted to the needs.

4. TIMEFRAME

The time frame will be for the period 2019-2021.

5. FUNDING SOURCES

The total investment required will be charged to the General Regional Budgets of Castilla-León. The educational budget in Castilla-León amounts to 2,044,529,152 euros. The expenditure dedicated to this action is included in the heading of “Secondary Education, Vocational Training and Official School of Languages”.

6. TRANSFERABILITY POTENTIAL

Considering training as a long-term investment is of great importance. Different training policies foster the acquisition of general and transferable skills. Vocational training has become increasingly valuable in labour markets that are characterised by change and where there is a constant need to adapt to new developments in technology and working methods.

7. INDICATORS OF PERFORMANCE

Indicator of performance: Number of students enrol every year in all the provinces.
 Milestone: Every year

		Ávila	Burgos	León	Palencia	Salamanca	Segovia	Soria	Valladolid	Zamora	Total
School Year 2019-2020	Students	130	180	180	60	135	30	30	200	55	1.000
School Year 2020-2021	Students	130	180	180	60	135	30	30	200	55	1.000

8. INDICATORS OF RESULT

Number of students. Goal → 2.000

9. POSSIBLE RE-ORIENTATION ACTION

A robust educational and training system is one of the best guarantees of long-term economic success. That is why the Regional Government of Castilla-León are committed to this action. Should additional needs are identified, the location of the design of the new contents of this qualification will be determined.





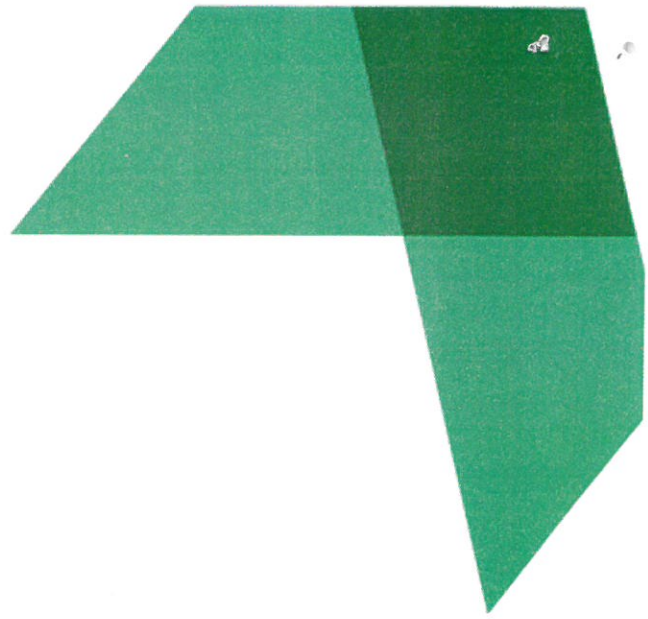
**Junta de
Castilla y León**

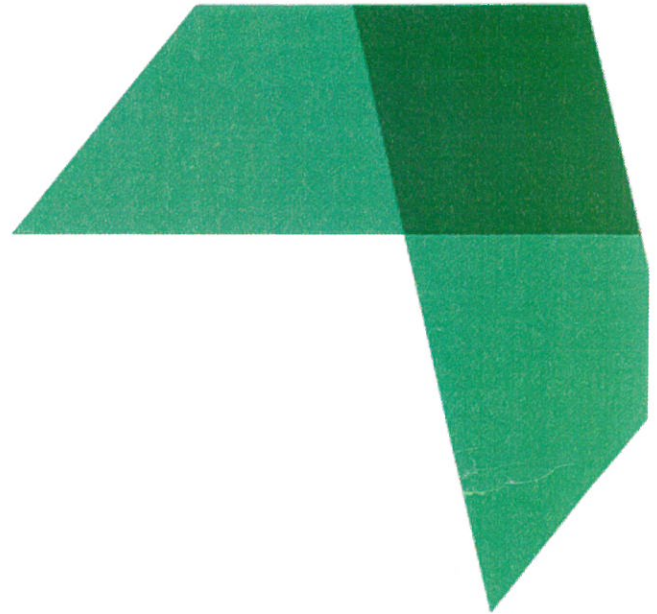
Consejería de Economía y Hacienda
Dirección General de Industria
y Competitividad

PROMETEUS
Interreg Europe



European Union
European Regional
Development Fund





DATE: 21 JUN 2019

NAME: HEIDI MILLÁN ARCEO

POSITION: GENERAL DIRECTOR OF THE GENERAL DIRECTORATE OF INDUSTRY AND COMPETITIVENESS. REGIONAL GOVERNMENT OF CASTILLA Y LEÓN.

SIGNATURE:

STAMP OF THE ORGANISATION:



Please note that the information provided here will form the basis of the logbook for the monitoring of the implementation phase of the Action Plans.

