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Schaan/Vaduz - Liechtensteinische Kraftwerke (LKW) and the LIFE Climate Foundation have launched a new impulse program for the installation of charging infrastructure. The aim is to put in place 40 basic installations in apartment buildings and workplaces at a cost of 400,000 Swiss francs overall.

LKW and the LIFE Climate Foundation are committed to the implementation of the Energy Strategy 2030. The two organizations have launched a new impulse program for the establishment of 40 basic installations for a charging infrastructure, LKW writes in a press release. Each installation should consist of basic installations for at least ten underground and outdoor parking spaces in apartment buildings or workplaces as well as an associated load management system. The two partners are making a sum of 400,000 Swiss francs available for this initiative.

The new impulse program is designed to make a contribution to sustainable mobility in addition to promoting a sustainable approach to environmental matters. “Consequently, a prerequisite for receiving the subsidy is the integration of a PV system or the procurement of renewable energy”, explains Gerald Marxer, Chairman of the Board of Directors at LKW, in the press release, before adding: “Only in this way can electric vehicles be truly sustainable”. Details regarding the program and conditions for obtaining financial support as well as all the relevant application forms can be accessed via the LKW website.

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A breakdown of the infrastructure rollout, for each of the fuel types tracked by the Observatory.

Unrestricted accessibility 24/7: Assigned when the locations can be accessed 24/7 by everyone.

Restricted accessibility: Assigned when the charging points are erected on private domain that are subject to specific, though non-discriminatory access restrictions, such as the usage of opening and closing hours as a requirement to use the associated facilities. For example, the recharging points in car parks of large warehouses or convenience stores, underground car parks, hotel and catering establishments, etc.

The expected global mass rollout of electric trucks is going to require a dense charging network to keep these zero-emission vehicles moving. For Europe, McKinsey estimates that, by 2030, more than 300,000 public and private charge points will be required across the continent for medium- and heavy-duty trucks, up from roughly 10,000 today.

At the same time, the possibilities are wide open. With no incumbent players fully established in the electric truck-charging market, companies from a variety of arenas have an opportunity to shape the ecosystem of market participants, creating new businesses or forging strategic collaborations.

Europe"s first wave of commercial electric trucks will be those used for single-day travel. This includes distribution from a central facility, municipal routes, intermodal shuttles, and short hub-to-hub trips. The regular and predictable operating patterns of these trucks will allow them to recharge overnight at their depot with a low-power charger or to top up with a fast charger during, for instance, loading or unloading duties. Many of these trucks will not necessarily require public charging. Until 2030, these use cases will cover more than 50 percent of the continent"s electric trucks.

Another 40 percent of Europe"s electric trucks will do single-day, hub-to-hub transport of industrial or consumer goods on highways.3Includes the 27 EU member countries, the United Kingdom, and four European Free Trade Association countries (Iceland, Liechtenstein, Norway, and Switzerland). Daily distances for these trips will vary--ranging from 250 kilometers to more than 800 kilometers--but are typically regular for each vehicle. Given the longer distances involved, many of these trucks will need to supplement their depot charging with stops at public charge points.

The remaining 5 percent of use cases are multiday, long-haul travel. This category of vehicles will be the slowest to electrify. Since they typically travel beyond their home base, drive long daily distances, have highly varying trip distances and destinations, and do not have many natural loading or unloading breaks in fleet depots, these electric trucks will be heavily reliant on public charging. Over time, this share of both single-day and multiday long-haul electric trucks will increase significantly as public charging becomes more available.