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# Comune di Parma

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# Milestones of the electric mobility strategy in Parma

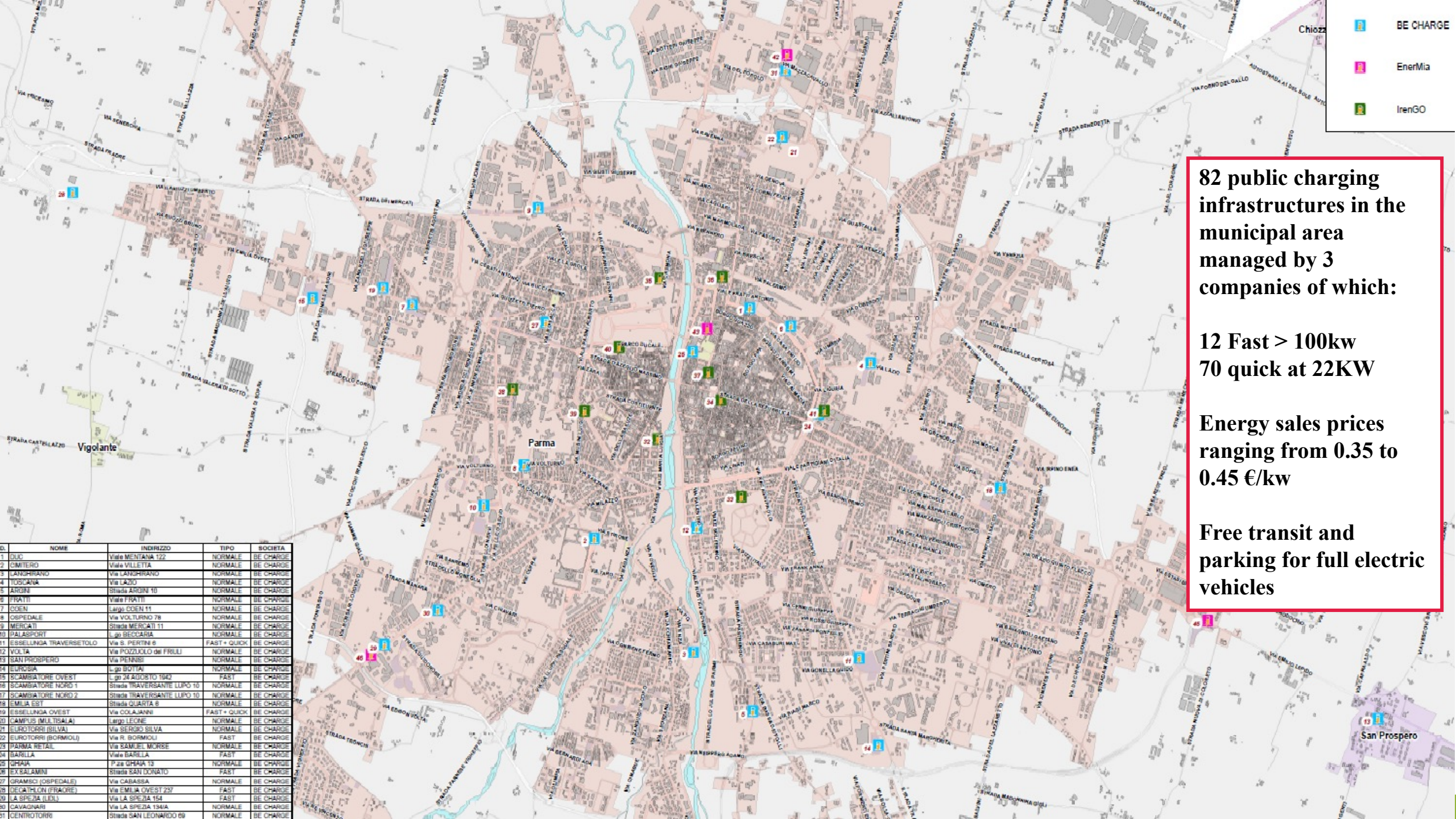
- **Year 2013:** first infrastructural interventions with 7.5 kW **charging stations located in 10 points** of the city to serve the first electric-powered vehicles
- **Year 2018:** Emilia-Romagna region signed an Agreement with the 5 main electric charging infrastructures operators, which are members of the regional mobility network “**Mi Nuovo Elettrico**”. The Agreement aims to foster the implementation of charging infrastructures of electric vehicles by developing technological solutions that not only allow efficient use of energy but also takes into account the different needs of users with advanced information technology solutions, guaranteeing the interoperability of the use of the infrastructure itself;
- **Year 2019:** Municipality of Parma adopted the **Electric Mobility Plan**, a preliminary project defining the location of charging infrastructures and guidelines for their implementation


# Main aims of the Electric Mobility Plan (2019):

- Set the conditions to **guarantee the presence of a plurality of operators**, in a free market logic, preventing the first come first served approach for the best positions available;
- Provide a charging offer across the **entire municipal territory** and not just in some areas of the city, defining the points where the infrastructure would be installed for the benefit of smaller centres and the suburban area;
- Provide the infrastructure operators **a set of possible locations already verified with the local electricity distributor**, in order to assure the success of the intervention.

# Guidelines for charging infrastructures companies:

- Location plan for the charging stations;
- Maximum number of installations for each operator;
- Type and characteristics of Quick and Fast infrastructures;
- Interoperability to guarantee market freedom and service efficiency;
- Rules for dedicated parking spaces;
- Service functionality and quality standards.



 BE CHARGE  
 EnerMia  
 IrenGO

**82 public charging infrastructures in the municipal area managed by 3 companies of which:**  
  
**12 Fast > 100kw**  
**70 quick at 22KW**  
  
**Energy sales prices ranging from 0.35 to 0.45 €/kw**  
  
**Free transit and parking for full electric vehicles**

ID.	NOME	INDIRIZZO	TIPO	SOCIETA
1	DUC	Via MENTANA 122	NORMALE	BE CHARGE
2	CIMITERO	Via VILLETTA	NORMALE	BE CHARGE
3	LAMPIGNANO	Via LAMPIGNANO	NORMALE	BE CHARGE
4	TOSCANA	Via LAZIO	NORMALE	BE CHARGE
5	ANGONI	Strada ANTONI 10	NORMALE	BE CHARGE
6	FRATTI	Via FRATTI	NORMALE	BE CHARGE
7	COEN	Lago COEN 11	NORMALE	BE CHARGE
8	OSPEDALE	Via VOLTURNO 78	NORMALE	BE CHARGE
9	MERCATI	Strada MERCATI 11	NORMALE	BE CHARGE
10	PALASPORT	Lgo BECCARIA	NORMALE	BE CHARGE
11	ESSELLINGA TRAVERSETOLO	Via S. PERTINI 6	FAST + QUICK	BE CHARGE
12	VOLTA	Via POZZUOLO DEI FRULLI	NORMALE	BE CHARGE
13	SAN PROSPERO	Via PENNISI	NORMALE	BE CHARGE
14	EURODISA	Lgo BOTTAI	NORMALE	BE CHARGE
15	SCAMBIATORE OVEST	Lgo 24 AGOSTO 1942	FAST	BE CHARGE
16	SCAMBIATORE NORD 1	Strada TRAVERSANTE LUPO 10	NORMALE	BE CHARGE
17	SCAMBIATORE NORD 2	Strada TRAVERSANTE LUPO 10	NORMALE	BE CHARGE
18	EMILIA EST	Strada QUARTA 8	NORMALE	BE CHARGE
19	ESSELLINGA OVEST	Via COLAJANNI	FAST + QUICK	BE CHARGE
20	CAMPUS (MULTISALA)	Lago LEONE	NORMALE	BE CHARGE
21	EUROTORRE (SILVA)	Via SERGIO SILVA	NORMALE	BE CHARGE
22	EUROTORRE (BORMIOLI)	Via R. BORMIOLI	FAST	BE CHARGE
23	PARMA RETAIL	Via SAM. BEL MORSE	NORMALE	BE CHARGE
24	SARILLA	Via SARILLA	FAST	BE CHARGE
25	GRIFA	P.zza GRIFA 13	NORMALE	BE CHARGE
26	EX SALAMINI	Strada SAN DONATO	FAST	BE CHARGE
27	GRAMSCI (OSPEDALE)	Via CABASSA	NORMALE	BE CHARGE
28	DECA THON (FRACORE)	Via EMILIA OVEST 257	FAST	BE CHARGE
29	LA SPEZIA (LIDL)	Via LA SPEZIA 154	FAST	BE CHARGE
30	CAVAGNARI	Via LA SPEZIA 194/A	NORMALE	BE CHARGE
31	CENTRO TORRE	Strada SAN LEONARDO 69	NORMALE	BE CHARGE

# Future challenges of High power charge

- Continuous and rapid increase of the number of Evs/hybrid vehicles → need of a widespread, efficient and always usable public charging network;
- Technological advancements → uniform diffusion of fast and ultra-fast charging infrastructures
- Local open call to operators:
  - Location plan: distribution must start from areas outside the ring road avenues (excluding avenues), the first suburbs and the smaller inhabited centers with particular attention to both commercial and tourist/accommodation points. In particular for HPC infrastructures preference will be given to great intermodal parking areas, abandoned fuel stations or other suitable areas.
  - Type and characteristics of the infrastructure: Fast charge or high power charge
  - Upgrade of current quick to fast infrastructures where possible.

# The idea of electric city should include:

- QUICK infrastructure in residential areas as an alternative to night-time home charging
- FAST infrastructures in commercial, industrial and work areas where parking times are shorter
- ULTRAFAST infrastructures in intermodal parking areas and service areas



**Thank  
you!**

