

Magda Collado

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Personal information:

Magda Collado was born in 1987 in the colonial city of Granada, Nicaragua. She received her Environmental Engineering degree from the Central American University in 2010, where she was awarded academic excellence three years in a row. She joined the MIND group in 2011, studying in the University of Graz and Chalmers University of Technology. Magda's thesis "The development of a harmonized pan-European charging infrastructure for Electric Vehicles" aims at evaluating the interaction between Member State policies with current state of deployment for an interoperable charging network. She currently works as an electro-mobility researcher for Viktoria Swedish ICT in Gothenburg, Sweden. Her work at Viktoria includes demonstration projects for the introduction of new electro-mobility options and evaluation of user's adaptation of the new technology. Beyond her professional life, Magda enjoys being active with volunteer groups, leading projects such as "The Reflecting Engineer" that brings together inspiring professionals and engineering students to discuss on sustainability and ethics. When she's not working or volunteering she spends her time with her loved ones, meeting friends, outdoors or wherever there's a possibility to laugh, dance and enjoy life!

Title of thesis: The development of a harmonized pan-European charging infrastructure for Electric Vehicles: Policy- Initiative interaction between EU and Member States

Abstract:

The main aim of this thesis is to examine how current policies and initiatives in individual Member State are achieving EU policy objectives for a harmonized Pan-European charging network for EVs. The study uses an innovative method for policy analysis, the Balance Scorecard (BSC), which had to be adapted from its original framework. The complimentary aim of this thesis is to modify the BSC method and explore its utility for policy analysis. Three Member States and their capitals are used as study cases: Germany---Berlin, The United Kingdom---London and Sweden---Stockholm. The cases provide a good combination of charge point requirements and local automotive industry presence. Results show selected cases meet 69% of the Directive's requirements. Germany and The UK both have defined policy for charging infrastructure, not so Sweden. Different policy approaches have led to different charging infrastructure characteristics, with Germany having the highest standardization.