

ANALYSIS OF FEES FOR CONNECTING THE INFRASTRUCTURE OF GENERALLY ACCESSIBLE CHARGING STATIONS TO NETWORKS WITH RATED VOLTAGE NOT HIGHER THAN 1 KV

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Abstract

On 22 February 2018, the Act on electromobility and alternative fuels came into force (Journal of Laws of 2018, item 317). This legal Act sets out the rules for the development and operation of infrastructure for the use of alternative fuels, which is closely related to the development of electromobility. The Act (2011/C81E/17) regulates and defines, among others obligations in the scope of technical requirements for the construction of a charging station and their minimum number in municipalities. This Act was introduced in order to develop electromobility, which in turn is to contribute to the reduction of CO₂ emissions [1].

The aim of the paper is to show the relationship between the geographical location of the connection of road charging infrastructure in our country, and the costs of its connection to the low voltage network, understood as the costs of the connection fee, which are paid to the Distribution System Operators. The costs of the connection fee in the case of power supply from low voltage lines cover the actual connection costs of generally available charging stations, i.e. the connection costs, i.e. the network section used to connect the devices or installations or the network of the entity with the connection capacity required by it, with the remaining part of the Distribution System Operators network. The Distribution System Operator also covers the costs of the measurement and settlement system. In addition, the paper indicates the preferential treatment of connecting charging stations, which are defined as reduced costs of connecting them in relation to other objects.

Keywords: Charging station; Reduction of CO₂ emissions; The Distribution System Operator; Costs of connecting charging stations.