

Electric vehicles andorra city

The government of Andorra recently approved substantial incentives for the purchase of various types of electric vehicles in the country, according to an email sent to CleanTechnica and EV Obsession.

The new incentives will make the purchase of electric vehicles in the principality considerably more economical than previously – with EUR9,000 in incentives being made available for the purchase of an electric car; and EUR11,000 being made available for the purchase of an electric pick-up truck.

Notably, used electric vehicles (EVs) manufactured in and after 2013 are apparently eligible for incentives as well. Not just new EVs.

In addition to those incentives, the local electric utility, FEDA, will be creating a network of fast and –slow– electric vehicle (EV) charging stations in Andorra. (Further details on that will be forthcoming as development moves along).

For those unfamiliar with the Principality of Andorra: Andorra, also referred to as the Principality of the Valleys of Andorra, is a micro-state located in the eastern Pyrenees mountains – bordered by both Spain and France. It was originally created by charter back in 988 AD, with the current principality being formed in 1278. It's technically a monarchy – one ruled by two –co-princes,– the President of France and the Spanish/Roman Catholic Bishop of Urgell.

While Spanish, French, and Portuguese are all spoken, the official language is actually Catalan. As one would probably guess, tourism is a major part of the Andorran economy.

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Ariel Noyman/MITMedia Lab

But, for several years, the 180-square-mile nation of 77,000 people has served as a "living lab" for researchers from MIT Media Lab's City Science Initiative to prototype, deploy, and test urban innovation.

The researchers have, for example, developed CityScope Andorra, a 3-D augmented-reality platform that visualizes complex urban data on a small-scale model of the country in real-time. The platform simulates the impact of multiple urban interventions –from urban planning proposals to shared autonomous vehicles – and facilitates civic engagement and decision making.

The researchers have also tested the Persuasive Electric Vehicle (PEV), an ultra-lightweight, three-wheel,

shared-use autonomous vehicle designed to operate in bicycle lanes. If deployed at scale, the PEV could help address the severe traffic and parking problems in Andorra, a car-dependent country without an airport or train service.

"Urban innovation that is focused on human interaction must be tested in a real-world context," says Kent Larson, director of the City Science Initiative, who spearheads the projects. "Working in Andorra is a fantastic opportunity. In such a tiny country, we can work directly with the ministers, policy decisions can be made rapidly and efficiently, and we have access to mobile and energy data for the entire country to help us understand the complex behaviors of residents and tourists."

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Web: <https://kary.com.pl/contact-us/>

Email: energystorage2000@gmail.com

WhatsApp: 8613816583346

