

Charging infrastructure supporting a transport-efficient city - how to overcome challenges?

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Background: open platform projects

- 2020: Open platforms for EVCI
- 2021: System perspective on open platforms for EVCI
- 2022: Business models for sharing EVCI

REARQ

VINNOVA



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Sharing charging (2020)

- How can actors share EVCI?

Mathem



Convini

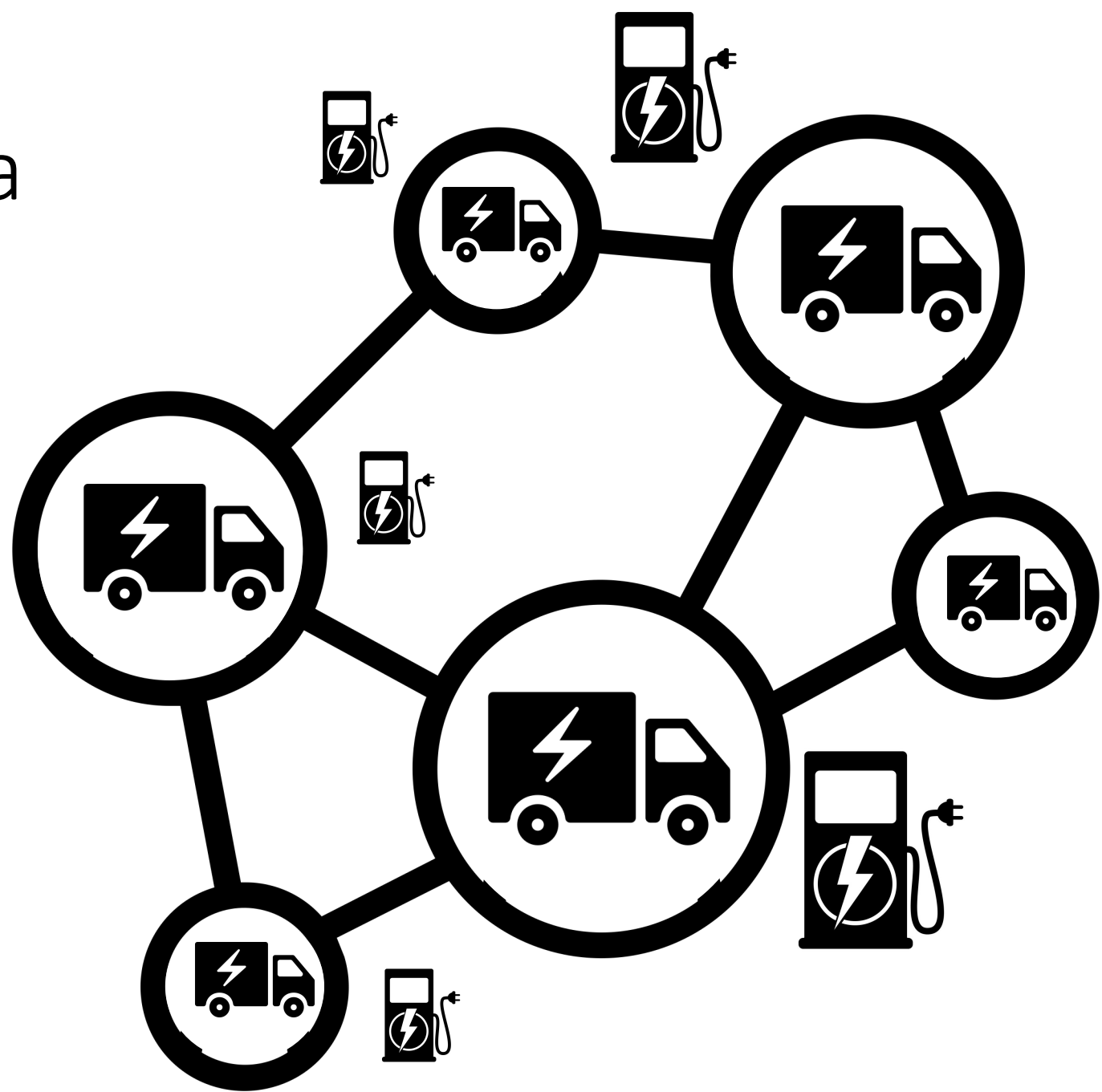
martin&servera



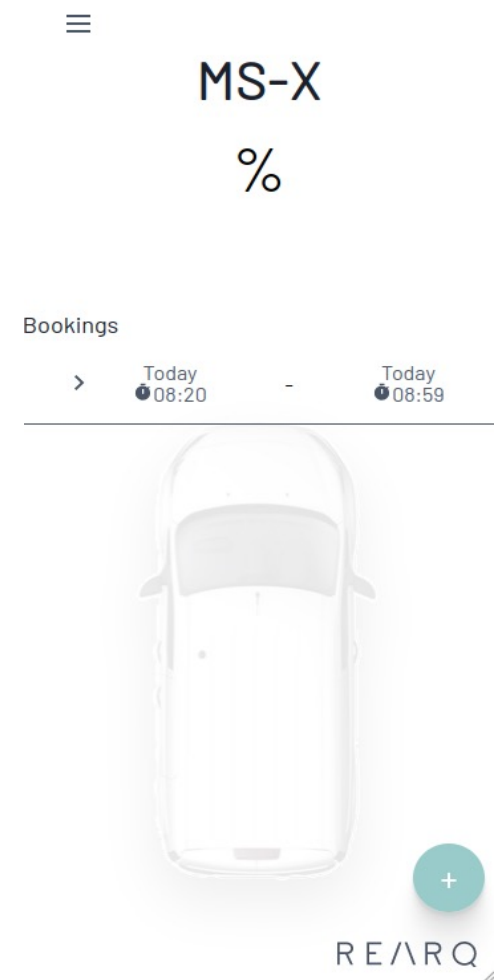
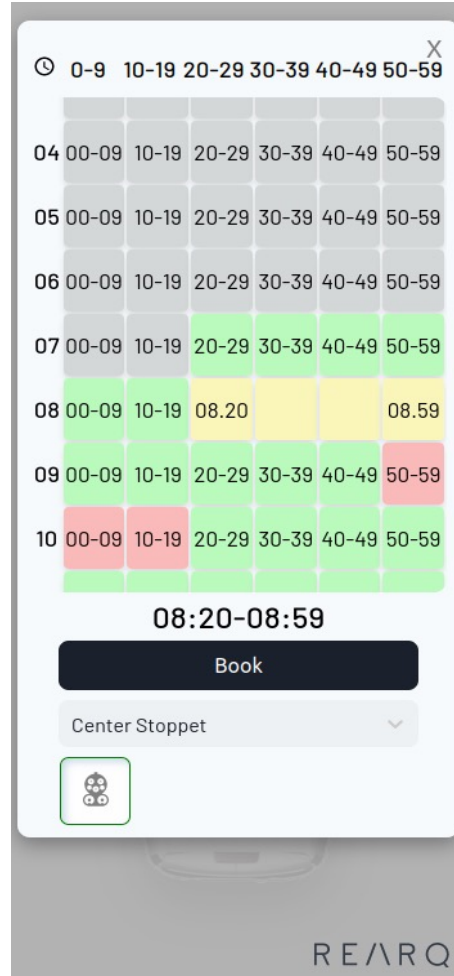
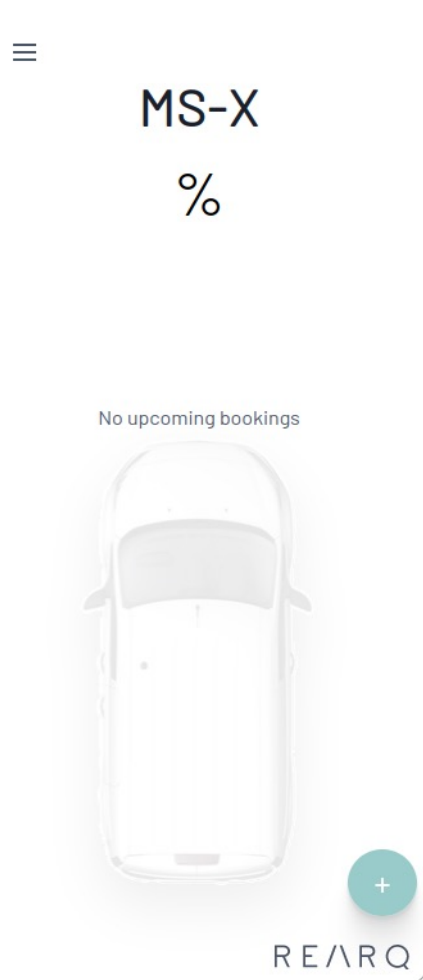
Sharing charging infra

- Aim: external actor(s) to charge
- Pilot: employees with EVs

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An app for booking



Smarter use of resources

- Environment
- Economic

- Want a network of actors to collaborate

"This is not our main business. It's a way to limit the costs of the EVCI, but not something we will focus on"

Martin & Servera bygger landets största elfordonsflotta för distribution till Sveriges restauranger

"There is no market. There are too few EFVs, so there is no demand"



Will it fly?

- Willingness to share?
- Willingness to use other's infrastructure?
- Ease of use?
- Entry of unknown vehicles?
- Location of infrastructure?
- ...



YES, IT WILL FLY.

If you don't believe it, strap yourself into the cockpit of a Volvo 740 Turbo and take off.

This flying machine will rocket you from a standing start to legal speed in 6.7 seconds.* Faster than a BMW 325e. Faster than an Audi 5000S Turbo. Faster, even, than the much-touted Saab 16-valve Turbo.

"Enough juice to kick you squarely in the seat of the pants," exclaims *Autoweek*.

"...A brisk rush of surprise and pleasure.... Exemplary performance and handling," says *Road & Track*.

So check into your Volvo dealers and log some time in the intercooled 740 Turbo.

No pilot's license required.

*Based on tests conducted by Car And Driver.

THE 740 TURBO
By Volvo

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Yes it will! But when?

"I want my own!"

"I don't want to share!"

"I need it now!"

- Still in an early stage
- Few EFVs
- Market needs to mature





Thank you!