

Interoperability of E-Mobility Services - Requirements from an OEM Point of View



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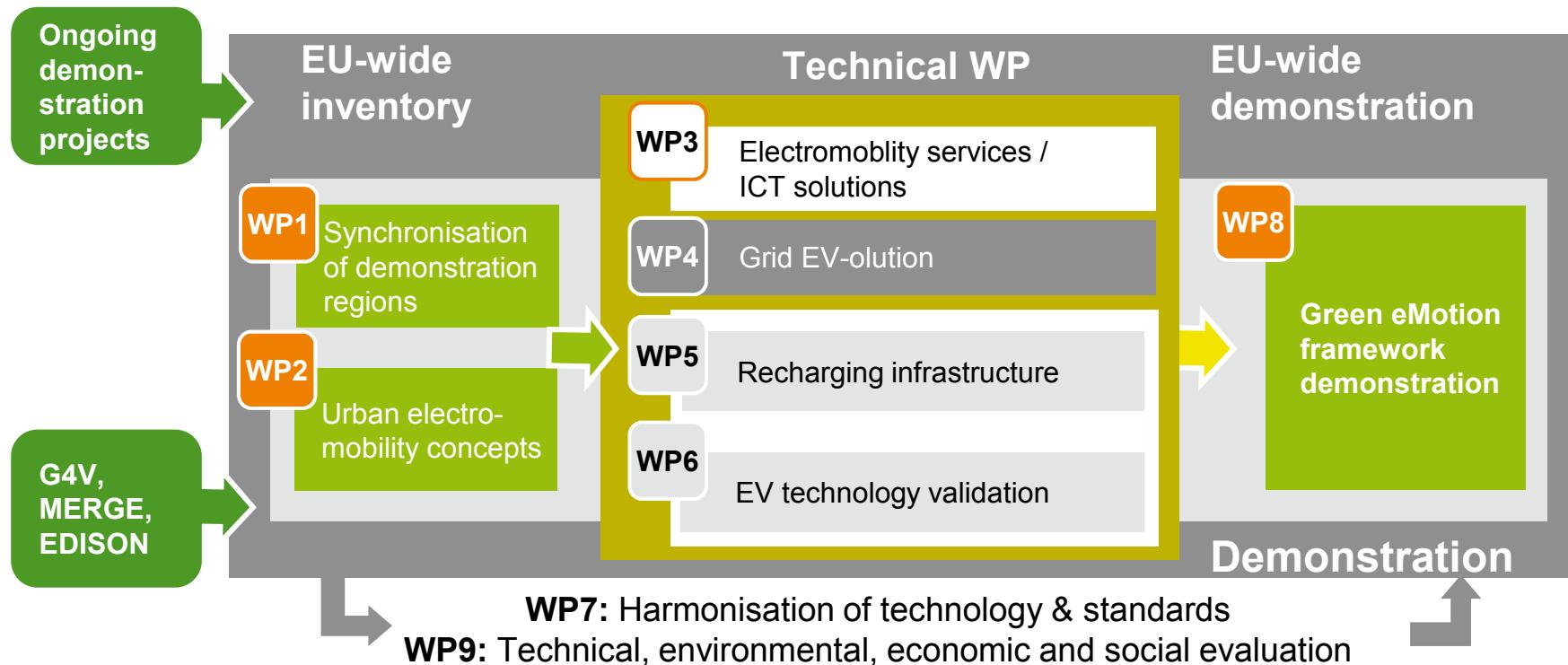
Interoperability of E-Mobility Services: Challenges for EVs & Comparison with fossil fuel infrastructure



Green eMotion Work structure. All WPs deliver contributions towards task of „Interoperability“



Administrative WP – Dissemination (WP10), Project Management (WP11)



Overall OEM Requirement: convenient customer experience

Sub-Requirements to different Green eMotion Workpackages.



Vehicle interface

- Standardized connection EV/ EVSE (plug & communication) → WP5,7
- Variety of power levels to support different use cases in the most customer attractive way → WP5
- Holistic architecture, interfaces to OEM/ EVSP Backend → WP3,7

Access & payment

- e-roaming functionality (end user can charge everywhere with one contract) → WP3,8
- Viable business model (Attractive, transparent pricing & invoicing) → WP3,9
- Easy access & handling → WP3

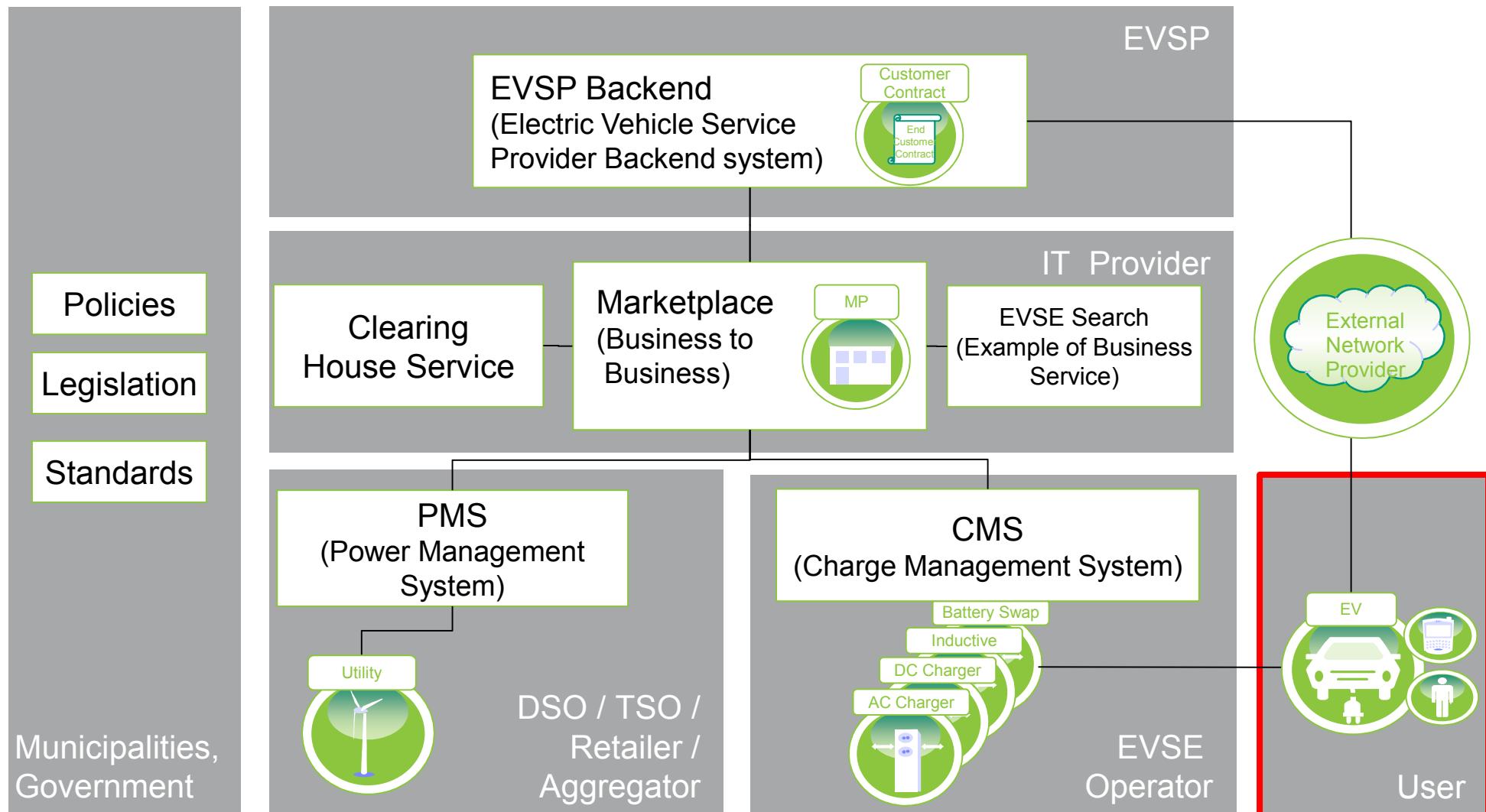
Value add services

- Navigation to Charging Spots → WP3
- Dynamic Info/ Reservation of Charging Spots → WP3,8
- Enhanced Charging acc. to user preference (e.g. green or economic charging → grid stabilization is not an USP!) → WP3,4,5

Network coverage

- Technical interoperability (e.g. Multi-Standard) → WP5
- Sufficient public network – where needed → WP10
- Integration in mobility/ intermodal solutions → WP1,2

The architecture for solving the interoperability challenge: Green eMotion Building Blocks



Marketplace for electromobility: OEMs are already offering services beyond the vehicle!



BMW

- ChargeNow – Public Charging Offer
- EV Leasing & Fleetmanagement
- EV Carsharing

Daimler

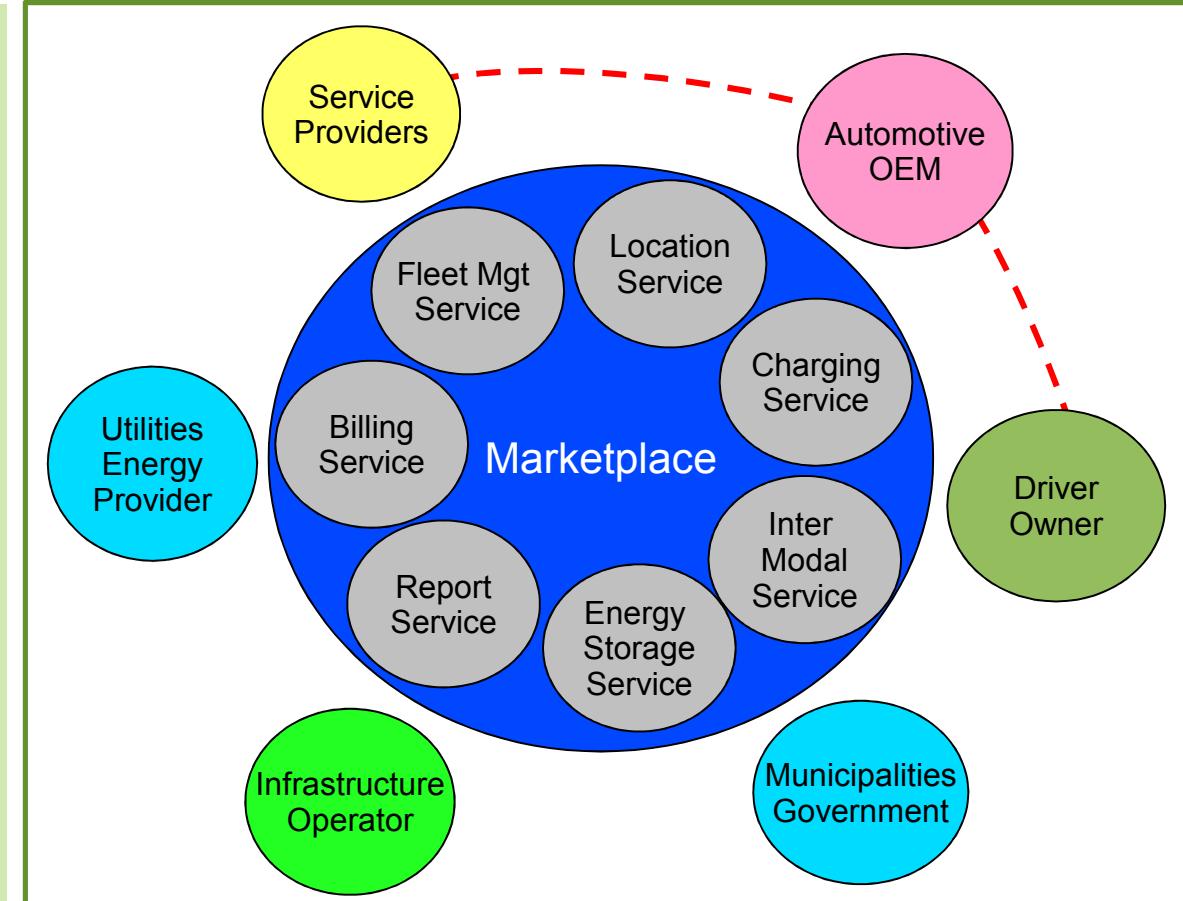
- EV Leasing & Fleetmanagement
- EV Carsharing

Renault

- EV Leasing & Fleetmanagement
- Battery Leasing

Nissan

- EV Leasing & Fleetmanagement
- Battery Leasing

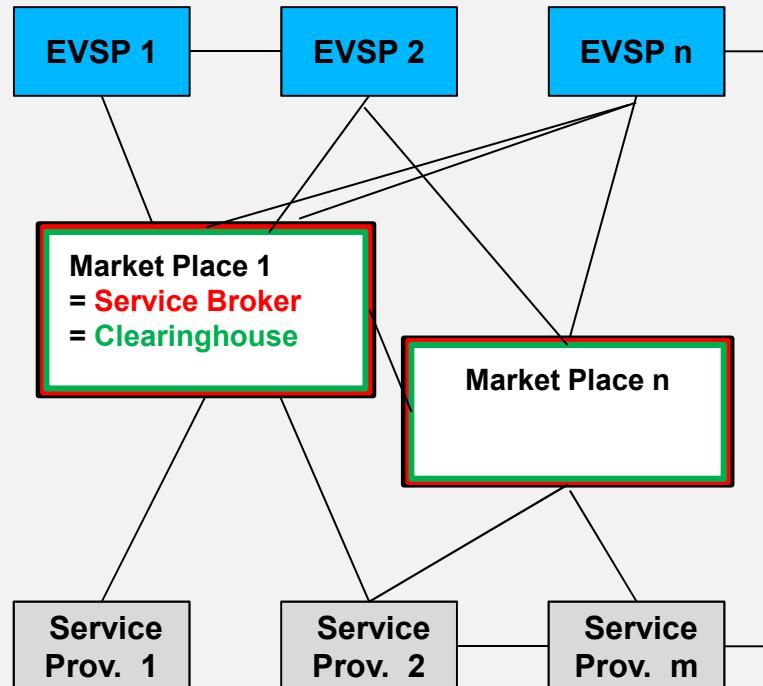


While in theory one single European Market Place would be the most efficient solution, actual development highlights the need for interconnected market places!

Marketplace for electromobility: The need for interconnected market places



„Competition on Market Place Level“



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GIREVE



→ OEM Requirement: facilitate process of interconnection of market places asap!

Electric Vehicle Service Provider (EVSP):

EVSP holds customer relation, must manage trade-off between positive business case versus attractive retail pricing



The EV driver has to pay for the services of all stakeholders inside the business model!

A REEV/ PHEV Driver has following fueling options*:

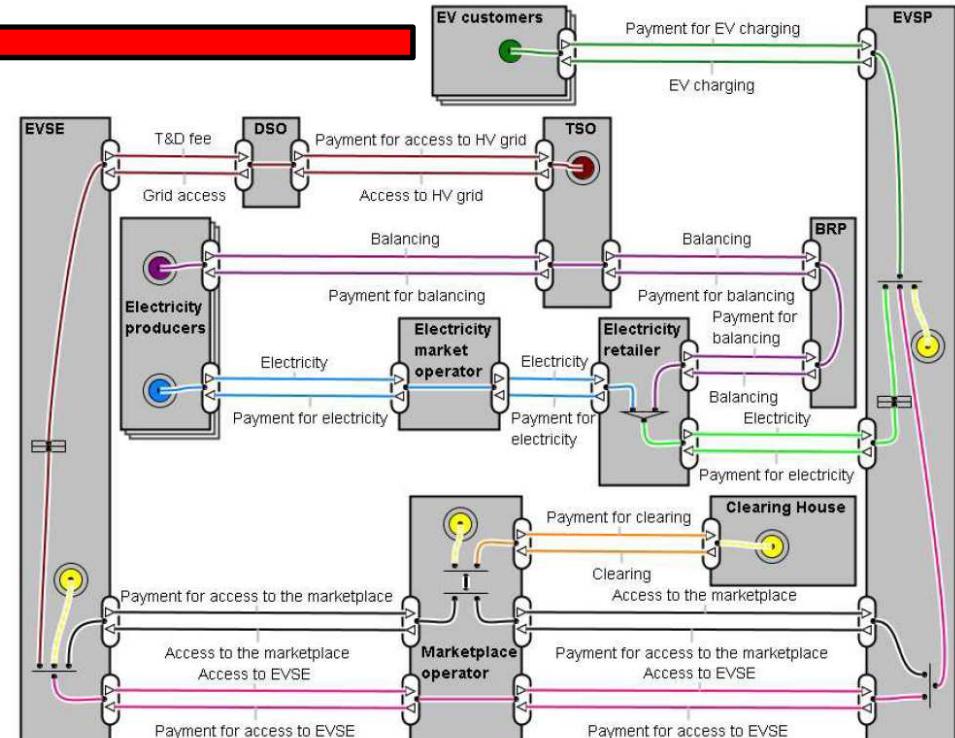
Charge @ home: ~15-25 ct/ kWh (EU-range)
→ 1,80 – 3,00 €/ 100 km

Refuel with gasoline: ~1,50 €/ Liter
→ 7,50 €/ 100km

Conclusions:

- Reasonable amortisation for infrastructure use & eRoaming is possible
- “fossile cost per mile” as ceiling (REEV)

* assumed consumptions: 12 kWh/ 100km, 5 liter gasoline/ 100 km



e³value model used in WP9.3

→ OEM Requirement: optimize business models, minimize end customer cost for usage of public charging infrastructure in addition to energy cost.

Interoperability of E-Mobility Services: Next Steps



The Green eMotion automotive group proposes already a range of Electric vehicles and the portfolio is further growing

RENAULT 
BMW 
DAIMLER
NISSAN

2010	2011	2012	2013	2014
				
Nissan LEAF	Renault Kangoo Z.E. / Kangoo Maxi Z.E.	Renault Twizy	Renault ZOE Preview	Mercedes B-Class ED
				
	Renault Fluence Z.E.	Smart ED	BMW i3	BMW i8

The other E-Mobility stakeholder have to follow now!

Thank you for your attention.



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