

Metropolitan Region Amsterdam drives e-mobility

Dr. Peter van Deventer MPA



PRESENTATION

What is happening right now in our region?

Which trends and opportunities may develop in your region?

Conclusions



Metropolitan Region Amsterdam





Governance strategies for transition



What is happening in our region?



No auto shows without E-cars



Integrating technologies



Investments: charging, parking, funds







ICT/charging industry



ICU charging stations » Laadoplossingen » Laadoplossingen » ICU Charge

ICU Charge

Complete reeks laadpunten voor iedere toepassing.

- · Vier basis modellen
- ICU regular
- ICU advanced
- · Normaal en snelladen
- Voor auto's en scooters
- · Creëer uw eigen laadpunt met ICU-inside









Events

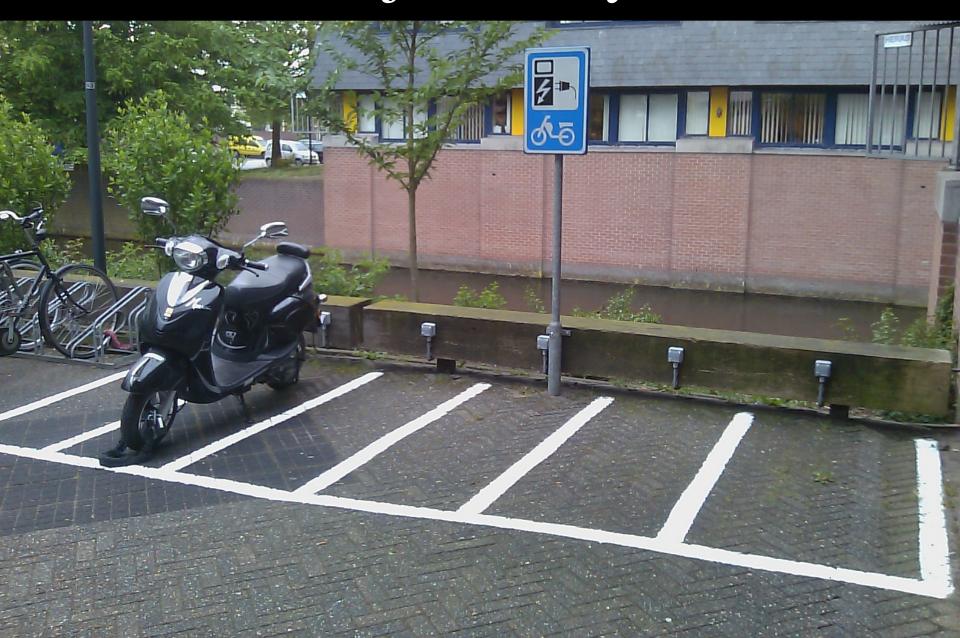
Ecomobiel 2011

27 en 28 september vindt u ICU op de ecomobiel beurs in Ahoy Rotterdam. ecomobiel is dé vakbe... Lees verder »

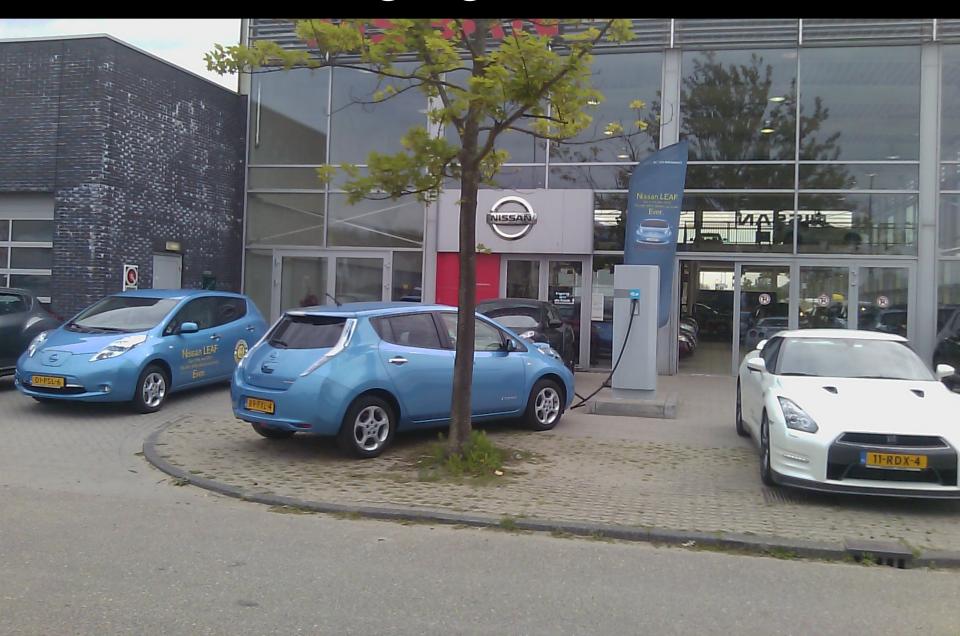
Elektrotechniek 2011

ICU en Alfen zijn van maandag 3 tot en met vrijdag 7 oktober aanwezig op de vakbeurs Elektrotechniek... Lees verder »

More than just fancy e-cars...



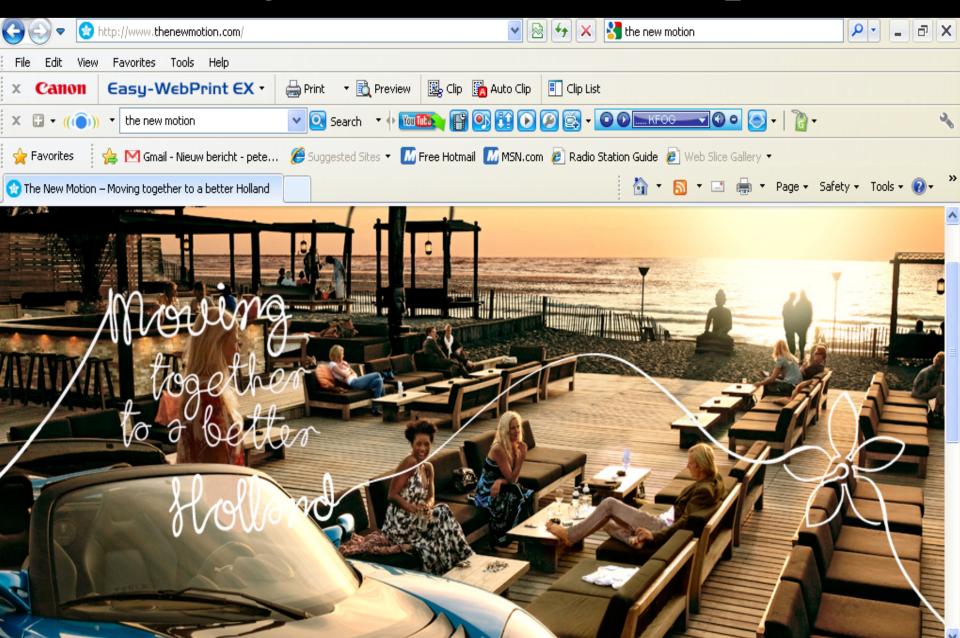
Fast charging at the dealer



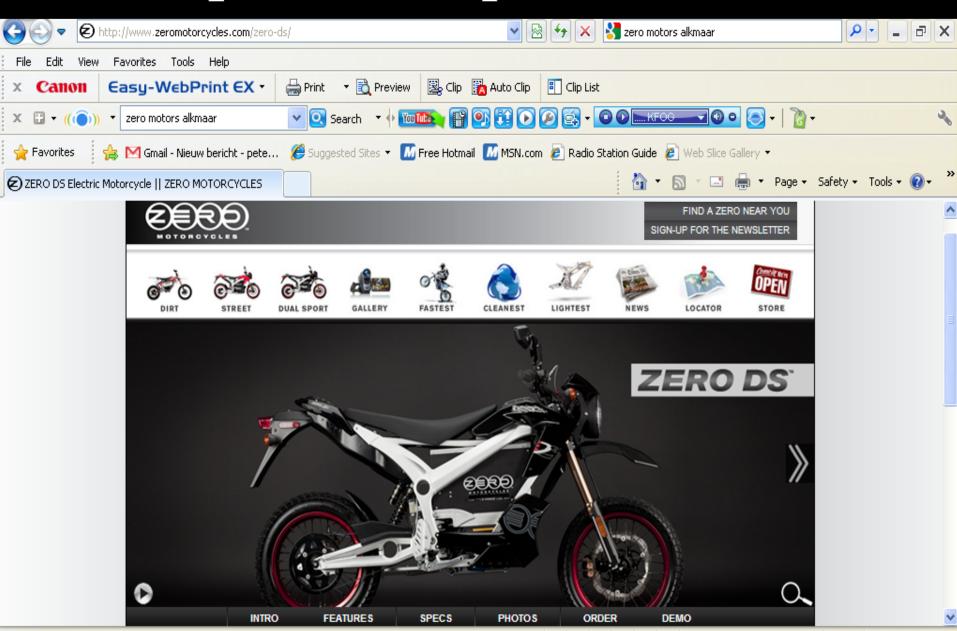
Bill Boards everywhere



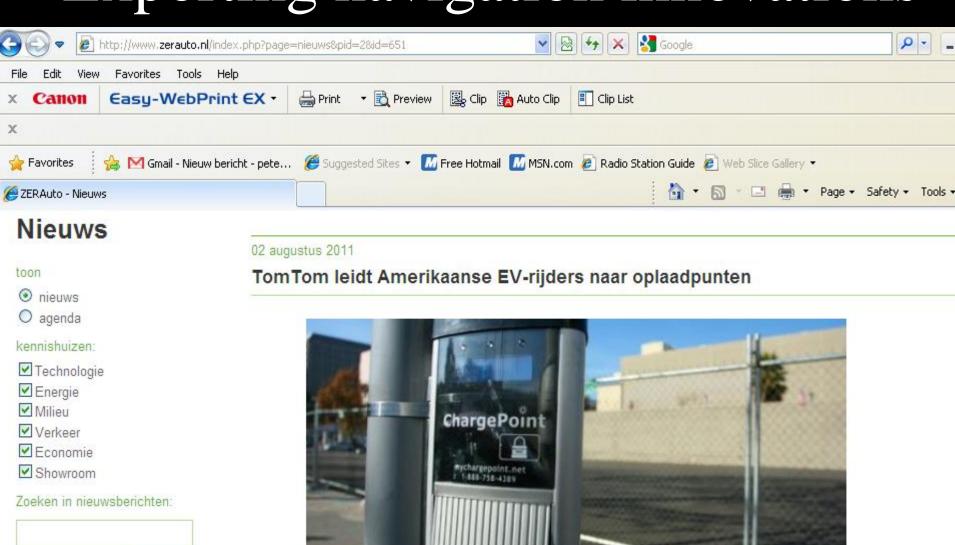
Integrated e-car concepts



European headquarters to MRA



Exporting navigation innovations



ZOEK

Blijf op de hoogte:

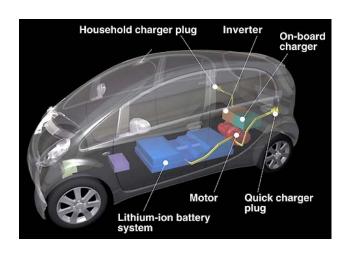
Internet

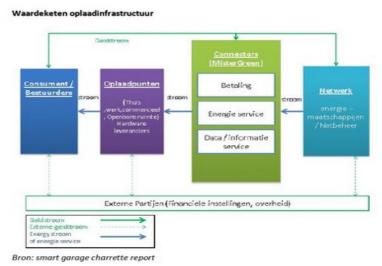


New players entering the market











SolaRoad project





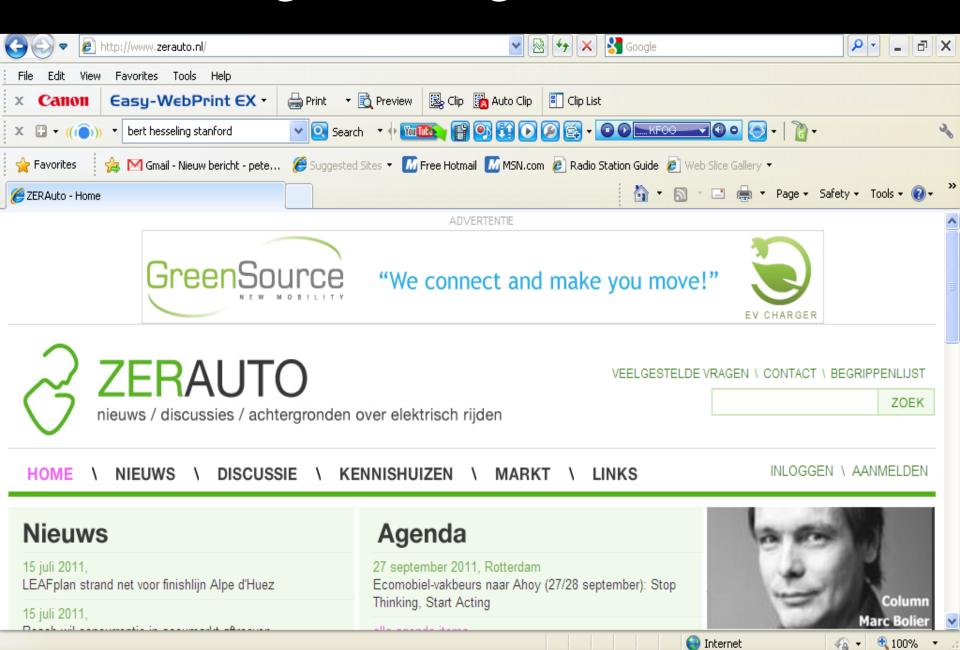








Knowledge sharing via social media



Ecomobiel 2011: Presenting Interreg and SolaRoad



Which trends and opportunities may develop?



Value Chain = \$250 billion (2020)





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World Bank says "new global electric vehicle value chain" worth \$250 billion by 2020

Unsurprisingly, China will play a huge role



By Sebastian Blanco Posted May 5th 2011 7:48PM











"When you do some of the back-of-the-envelope calculations, it really points to a massive shift."

That's the takeaway point from a new study - "The China New Energy Vehicles Program: Challenges and Opportunities" - released by the World Bank Transport Office and global management consulting firm PRTM. We recently had the chance to talk to PRTM's Oliver Hazimeh, who said the study shows that there's really no chance that plug-in vehicles are not going to make a huge impact in the coming decade. One way is through a new global value chain for electric vehicles that is estimated to reach \$250 billion by 2020.

People's crystal balls differ, but Hazimeh believes that it is "more than doable" and "likely" that somewhere between nine and ten percent of the vehicles sold in 2020 will be plug-ins. Add up all the different pieces that make up these vehicles (especially batteries) and things like the associated expansion at utilities due to a smart grid, and you get to the study's \$250 billion headline number:

Given what we see the OEMs committing to, given the cost curves and what we expect from ICE technology and fuel costs, the trends point to a direction where the economics will create enough pull for that number.

The study authors didn't need to use outrageous oil prices for 2020 - just \$120 a barrel - to get to the 10 percent number. If the real price of oil hits \$150 or \$160, something Hazimeh said was "more likely," then some of the pressures get applied even stronger. "When it starts making economic sense, then we think it's more than the early adopters - the two or three percent - who will buy these things." he said.

Even 10 percent annual sales is still only two-three percent of the total fleet, but this is still a very optimistic

SOCIALIZE









RESEARCH A NEW CAR

GO

Aol Autos.

POPULAR NEWS STORIES

4 1 of 6 ▶



Florida sued for ticketing motorists who warn others of speed traps

f Like 7K

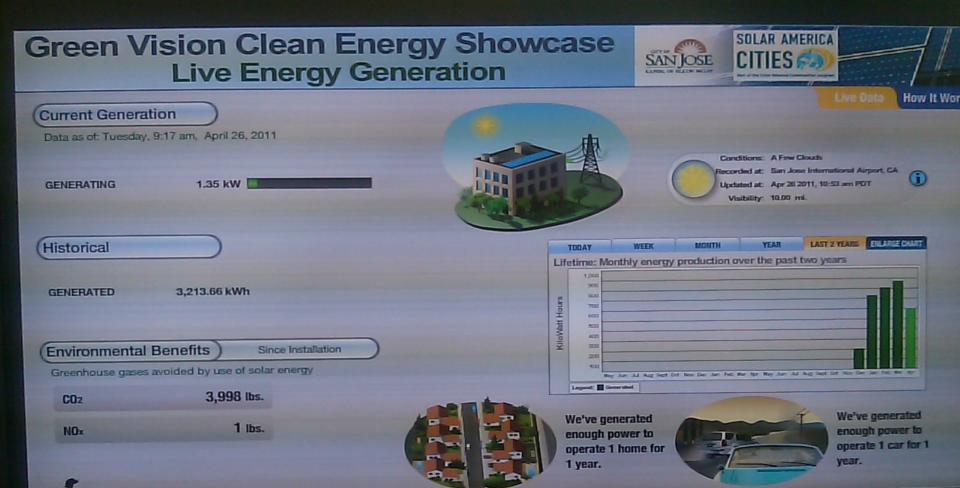


R/C F16 jet with swiveling pilot's view blows our tiny little minds

f Like 1883

Cash honing to cocure \$157M

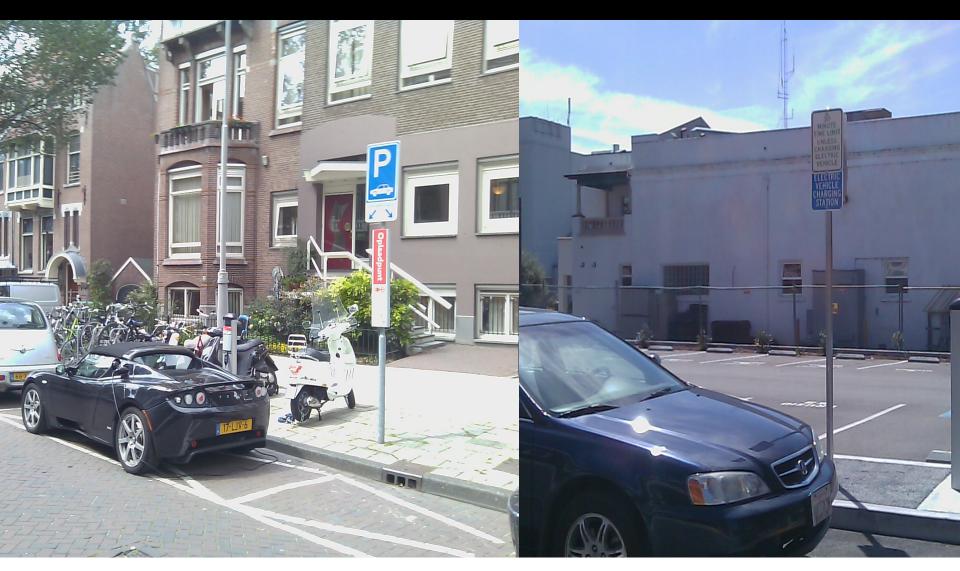
Integration E-car & CleanTech policies



E-HUBS: integration cars, bikes, trains



E-car Parking Policy .0 2.0



10 million e-kilometers driven...



Fast Food: eat, generate, charge

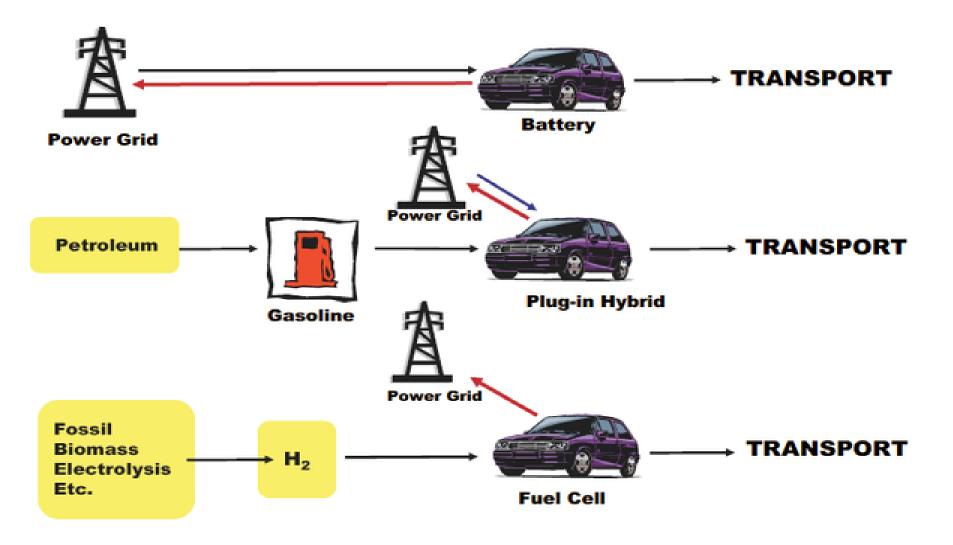


Industry innovators to your region

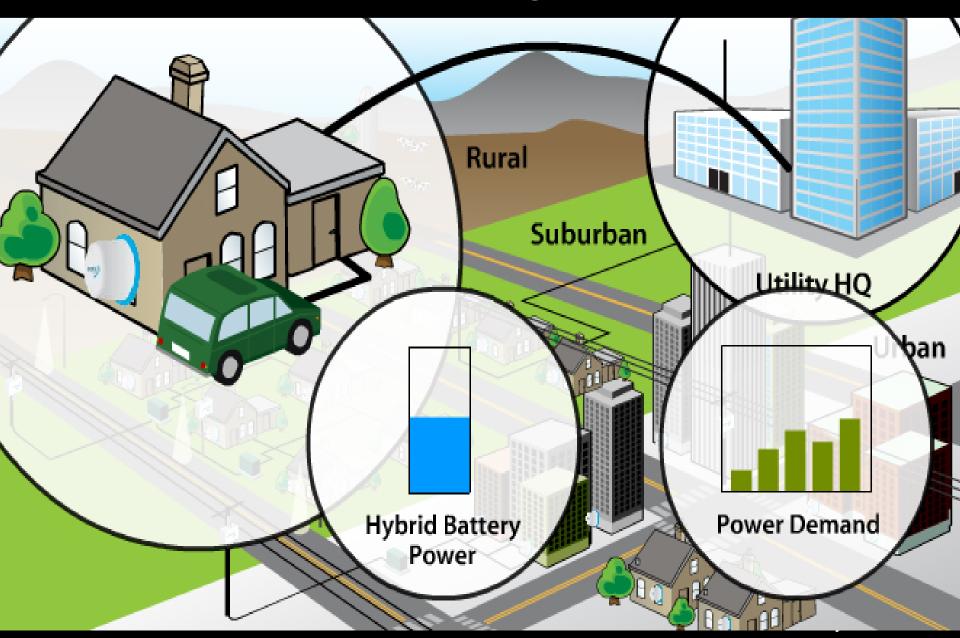


Vehicle-to-Grid ↔ Grid-to-Vehicle business

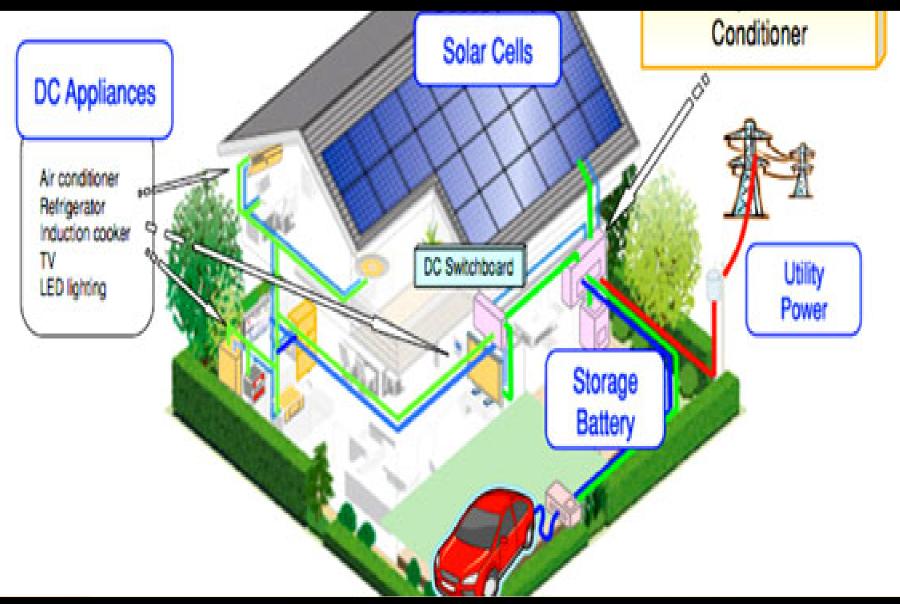
OUR PROPOSAL - V2G Power



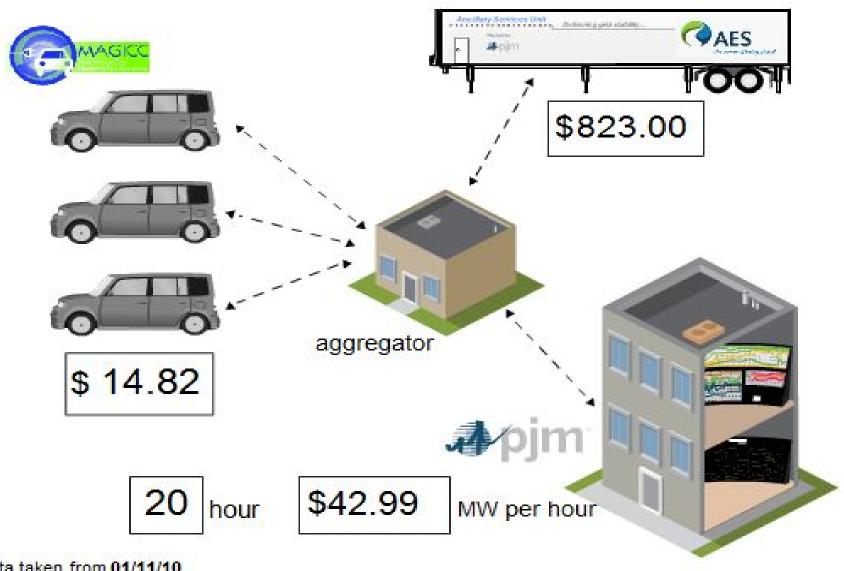
E-car → Smart-grid business



Decentralized energy storage



Free battery via utility/netprovider?



^{*} Data taken from 01/11/10

Car sharing 3.0 – share your e-car!



Induction charging on your roads?

Google Headquarters Tests Wireless Electric Vehicle Charging

BY ARIEL SCHWARTZ Mon Mar 21, 2011



As if you needed another reason to check out <u>Google</u> headquarters in Mountain View, California, electric vehicle technology startup <u>Evatran</u> announced this week that it has installed a <u>Plugless Power charging station</u> at Google HQ. This is the first public installation of Evatran's wireless EV charger, which uses something called "proximity charging" to juice up Googlers' Nissan Leafs and Tesla Roadsters.

The charging station is made up of a parking block, a control tower that keeps track of whether a car is charging, and an adapter mounted to the vehicle. When an adapter-equipped car pulls up to the parking space, the block adjusts to align with the adapter and starts charging. There is no flow of electricity between the adapter and the parking block-instead, the charger uses <u>electrical induction</u>, which generates power from the connection of two magnetic coils. In this case, the coils are housed inside the parking block and the adapter.

There is a disadvantage compared to the plug and cord variety of EV charger: the Plugless Power stations lose a little bit of energy in the transfer from coil to coil. Evatran plays off the problem on its website, explaining that "although Plugless Power does anticipate a small."

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WikiLeaks And The Tech Industry



Corruption Tracker Keeps Dirty Public Officials, Organizations In The Public Eye



Editorial Spotlight: Special Features



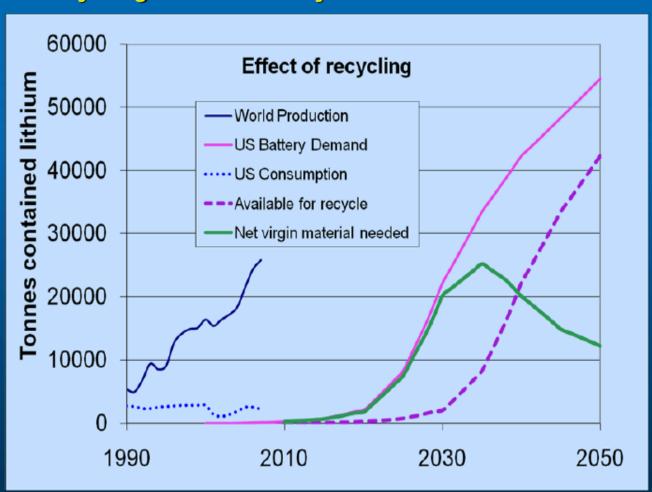




Innovation: rare material recycling



Recycling can drastically reduce lithium demand



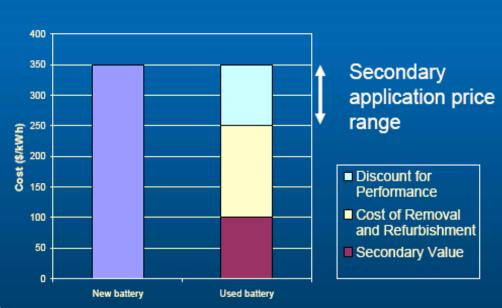
Secondary battery use



PHEV Batteries in Secondary Use

Many questions about secondary uses...

- What performance can we expect?
- What cost discount will there be?
- What will the cost be for refurbishment?





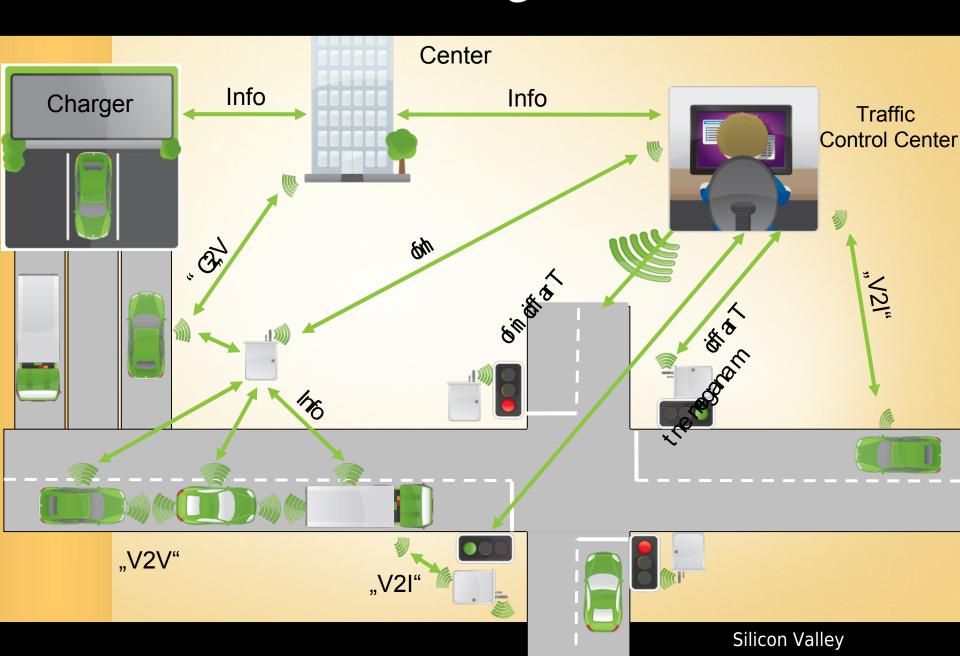
Cooperation between urban regions (e.g. Portland - Utrecht)



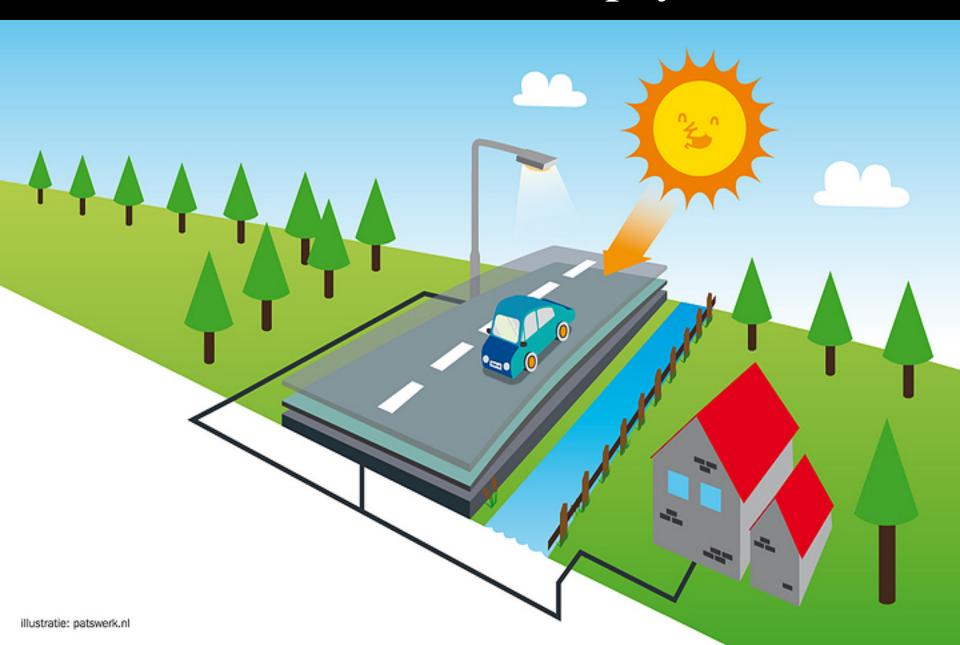
Enthusiastic users and clubs



Intertraffic 2012: integration DTC/E-car



SolaRoad: 'the road that pays for itself'



CONCLUSION

Come and visit us!

