

greenway **voltia**

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GreenWay/Voltia

ASSURED Workshop
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Oslo

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Who we are

2 electric mobility companies:

- 🔌 GreenWay: Your EV charging network in CEE
- 🔌 Voltia – Switch your commercial vehicle fleet to electric - NOW

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- ⚡ Operating since 2011 and have tried various methods - converting ICE vans to electric; battery swapping
- ⚡ 3 current products:
 - ⚡ Consulting/implementation partner: Deployment Plans
 - ⚡ Custom converted Nissan eNV200 Voltia (6 or 8 m³ of cargo space, walk in rear door access)
 - ⚡ EVXpert: online questionnaire to help companies find the right eLCV for their business needs
- ⚡ Signed on to the FREVUE Declaration of intent

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VOLTIA -- Switch YOUR fleet to electric – NOW

The image features a central map of Europe with a light green tint. Dashed lines radiate from the map to various logos and photographs of electric delivery vans. On the left side, the logos and photos are: **postnl** (orange logo, photo of a white van with red and green accents); **gnewt cargo** (green logo, photo of a white van with green accents); **chronopost** (blue logo, photo of a white van with blue accents); **hyral** (green logo, photo of a white van with green accents); and **SCHACHINGER LOGISTIK** (red logo, photo of a white van). On the right side, the logos and photos are: **FRESH GO** (green logo, photo of a white van with green accents); **dpd** (red logo, photo of a white van with red accents); **MMK** (blue logo, photo of a white van with blue accents); **Slovenská POŠTA** (yellow logo, photo of a white van with green accents); and **alza.cz** (blue logo, photo of a white van with green accents).

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Voltia Case study – Gnewt Cargo, London

- ⌚ Low Emission Freight and Logistics Trial by Mayor of London's Office & Office of LEV, Innovate UK and LoCity
- ⌚ Objective: to use & model EV technology to show companies it exists & works in advance of the ULEZ
- ⌚ 15 Nissan e-NV200 Voltia vans delivered to Gnewt Cargo in London
- ⌚ Smart charging provided by EO
- ⌚ Fleet Telemetrics provided by FleetCarma
- ⌚ 2 year Trial 2017-2019



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Voltia case study - DPD



Cooperation with DPD SK started in 2012 with 2 e-Vans

In 2016 DPD decided to deploy bigger electric fleet - 2 x Nissan eNV200 Voltia vans – 8 cubic electric van ideal for city delivery.

Since deployed to DPD Czech republic and in coming months also in Hungary, Croatia, Slovenia & France

At the moment is DPD Slovakia using 8 Voltia vans (7 in Bratislava, 1 in Trencin)

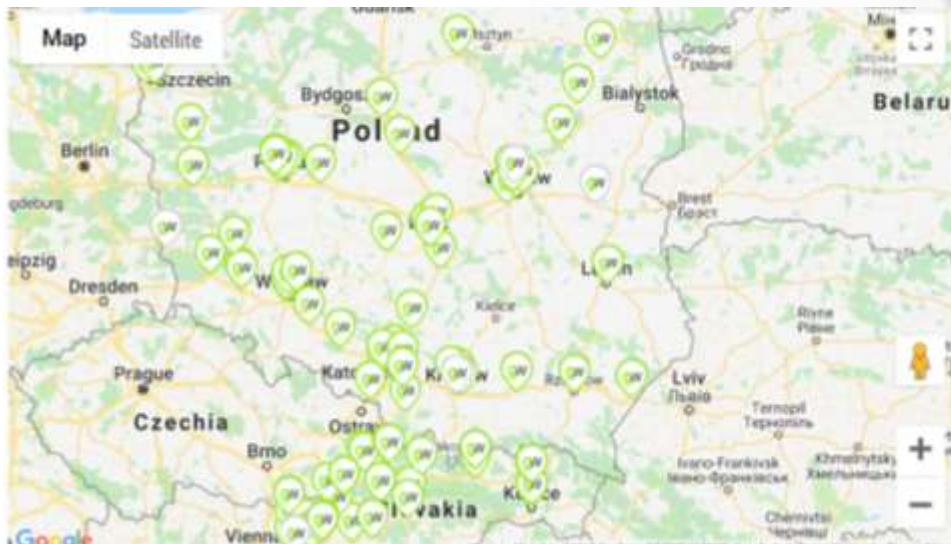
DPD Reports savings in 2017 (6 vans)

- Fuel: 12 000 l
- Over 120 000 km driven to deliver shipments to end customers
- Most vans recharge at depot, or at carriers depots where they are recharging; occasionally at fast chargers along the way

Plan for next 2 years is additional 20 electric vans in Slovakia and within CEE region up to 80 Voltia vans

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Network of over 100 Fast Chargers in Slovakia and Poland



Banská Bystrica
Na Troskách 25, 974 01
Europa

V stejném parkovacím dome EUROPA SC, hned za
rampou odboče vpravo a 3. parkovací místo nalevo (2
parkovací místa)

GPS: [48.7305, 19.1357](#)

Otvárací hodiny: 24/7

Stav: [aktívna](#)

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Electric Vehicle Charging Infrastructure: Guidelines for Cities

- 🔌 The Value of E-Mobility
- 🔌 Roles Municipalities Can Play in the EV Landscape
- 🔌 Technical Design Guidelines for Charging Infrastructure
- 🔌 Financing your Network : Costs, Revenues, Business Models



ASSURED D2.1 Report/Guidelines Unique Roles of Cities

- ➊ Leadership
 - ➋ willingness/desire to go electric,
 - ➌ bully pulpit,
 - ➍ branding, promotion activities (Aachen goes electro)
- ➎ Land use planning – coordination; eagles eye perspective
- ➏ Zoning - What is allowed, where
- ➐ Passing laws and regulations to make EV legal & flourish
 - ➑ Simplify regs to allow private owners to install infrastructure in existing buildings (p.47)
 - ➒ Mandates on new construction



ASSURED D2.1 Report/Guidelines

- ➊ Importance of city procurement/own fleet
 - ➋ using green criteria to overcome pure cost considerations (p.45)
 - ➌ Own fleet can = own charging stations or publicly accessible chargers
 - ➍ When tendering charging stations, getting access to the data codified (p45) to learn about use patterns
- ➎ Cities should plan (deploy Electrification Deployment Strategies) long term visions & roadmaps but that should NOT prevent them from taking a small first step – critical to get experience, knowledge, build internal competencies, understand the economics)
- ➏ Here esp. very big difference between large and small/med sized cities in terms of e-mobility planning & execution
 - ➐ Lack of dedicated/coordinated staff; central point of contact
 - ➑ lack of regional governance = challenge (P. 44) - Different budgets/authorities/responsibilities
- ➒ Role of Incentives

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Final thoughts - opportunities for synergy & interoperability?

- 🔌 Cities should work closely with private providers to ensure infrastructure is placed where it is needed, not only where it generates revenue -- But long term perspective required to keep network in operation & sustainable over the long term
- 🔌 Look for sharing opportunities
 - 🔌 Share charging locations between multiple users
 - 🔌 Charging hubs on city owned/managed property?
 - 🔌 Depots with certain hours open to public
 - 🔌 Share grid connection/capacity charge between users?
- 🔌 Install/Use renewable generation to help manage electricity fees/grid impact
- 🔌 EV's will be increasingly connected and autonomous
- 🔌 Large challenges in common apps/payment systems in when providers are private operators

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But these can all be addressed,
and the electric future is quite
bright.

Thank you! Let's discuss.

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