From governance to operations: innovating sectors and services for the full deployment of e-trucks in urban logistics

Bilbao, 27th of September 2019

Giacomo Lozzi – Polis Network
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| 11.30 - 11.40 | Welcome & Introduction  
Nelida Santos, Bilbao City Council  
Giacomo Lozzi, Polis Network |
| 11.40 - 12.00 | Presentation of ASSURED project  
Sabina Asanova, VUB, ASSURED project manager |
| 12:00 - 12:10 | SUMP 2.0 Guidelines – Electrification Topic Guide  
Thomas Mourey, Polis Network |
| 12:10 - 12:30 | E-mobility strategy in Bilbao SUMP and impact on logistics  
Urroz Larrañaga Garate, Bilbao City Council & Nerea Rojas, Basque Mobility and Logistics Cluster |
| 12:30 - 12:45 | The role of the Energy Agency of the Basque Government for the  
electrification of transport in Bilbao  
Álvaro Pérez de Laborda, Basque Energy Agency - EVE |
| 12:45 - 13:15 | Q&A and discussion |
| 13:15 - 14:00 | Lunch |

### Part 2 – Operations

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| 14:00 - 14:20 | Needs for providing fast charging infrastructure for urban logistics vehicles – the case of Amsterdam  
Robert van Hoed, Amsterdam University of Applied Sciences  
Tharsis Tech, PANTEIA |
| 14:20 - 14:35 | ASSURED Volvo Case: interoperability between e-trucks and e-buses sharing the same fast charging infrastructure  
Fredrik Cederstav, AB Volvo  
Spyros Ntemiris, City of Gothenburg |
| 14:35 - 14:45 | ASSURED MAN Case: optimised electric drivetrain of refuse collection trucks demonstrator  
Stefan Fries, MAN Truck & Bus SE |
| 14:45 - 15:00 | Allego: first MEGA-E high power charging network site in Europe  
Frank Verhulst, Allego |
| 15:00 - 16:00 | Break-out session: development of a business model for shared ultra-fast charging infrastructure used by PT and logistics  
Moderator: Henning Günter, Rupprecht Consult |
| 16:00 - 16:30 | Wrap up and conclusions – All |
ASSURED Urban Freight User Group

Mix of local authorities and freight players (OEMs, local authorities, logistics service providers, grid and charging infrastructure operators, retailers, etc.)
Last meeting in Oslo...1 year ago
Thanks for your attention! Questions?

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POLIS NETWORK
Project manager
Urban Freight Coordinator

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Assessing strategies and needs within ASSURED

• Survey existing roadmaps for transport electrification

• Create cities’ ‘electromobility profiles’: key measurable indicators

• Identifying needs, constraints and expectations
Needs, constraints and expectations for Local Authorities

- Limitations and opportunities for electrification of own fleet
- Limitations and opportunities for rollout of EVs charging infrastructure
- Special needs for fast charging/heavy vehicles
- Promotion of fleet electrification to 3rd parties: PTOs/PTAs, logistics operators
- Freight: charging at depot / opportunity charging
- User needs

Promotion of fleet electrification to 3rd parties: PTOs/PTAs, logistics operators
Charging Infrastructure

- Large-scale: challenges with the energy grid & lack of space (conflicting usages)
- Couple with smart energy use / renewable energy strategies
- Cities to work with service providers: PPPs? But ask for data!
- On-street infrastructure of fast chargers: consider needs of freight (position, power, etc.)
- Fast opportunity charging coupled with a pre-booking system + added value for drivers
Studies & strategies on charging infrastructure for urban freight

- TfGM
  - study for a roadmap for heavy vehicles towards fuel electrification: overnight charging at the company depot

- Madrid
  - PLAN A: Air quality and Climate Change Strategy: deployment of charging infrastructure for professional users (taxi and freight)
‘Opportunity charging’ during operational hours

Stockholm
- 8 fast charging points
- Usage of fast-charging linked to work, incl. freight operators
- Majority of users: commercial EVs drivers

Oslo
- 11 fast chargers and 22 semi-quick chargers
- Pre-booking system for freight operators
- High demand
- Stations can be easily upgraded

Source: FREVUE project
Economics

Stockholm
• Access rights agreements (for free) between the city and electric utility companies (costs of maintenance)
• Station should be functioning at least 90-95% of the time

Oslo
• Joint-venture between the City of Oslo and private companies: costs and incomes shared equally

For users: 0.20€ - 0.25€/min

Source: FREVUE project