

Innovative Transport Solutions. The Reality of Electric Driving. Cooperations and key learnings.

BMW EfficientDynamics.

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BMW Group



MINI E – the first step on a longer journey.

Performance Data.

▪ Curb Weight	1.465 kg
▪ Acceleration	0-100km/h in 8,5 sec
▪ Max. Output	150 kW / 204 hp
▪ Max. RPM (cut off)	13.000 U/min
▪ Consumption	0.14 kWh/km (at 200km range)
▪ Torque	220 Nm
▪ Top Speed	152 km/h, electronically regulated
▪ Range	depending on profile: 250 km/ 150mls (FTP 72); eff. 150 -160 km



Global E-Mobility Projects. Organisational Structure.

Government Support

Scientific and technical partners

Field trial

Infrastructure and Energy partners



 **Bundesministerium *
für Umwelt, Naturschutz
und Reaktorsicherheit**

 **CHEMNITZ UNIVERSITY
OF TECHNOLOGY**

 **Öko-Institut e.V.
Institut für angewandte Ökologie
Institute for Applied Ecology**

 **Technische Universität Berlin**



**50 units use
by customers
since 2009**

 **VATTENFALL**



Technology Strategy Board **

 **SEEDA**
SOUTH EAST
ENGLAND
DEVELOPMENT
& AGENCY
Working for England's World Class Region

 **OXFORD
CITY
COUNCIL**

**OXFORD
BROOKES
UNIVERSITY**



**40 units use
by customers
since 2009**

 **Scottish and Southern
Energy**



 **California Environmental Protection Agency **
AIR RESOURCES BOARD**

UC DAVIS
UNIVERSITY OF CALIFORNIA



**500 units for
lease on the
market since
2009
50 units in
field trial**

**Various regional
utility companies**



 **中华人民共和国国家发展和改革委员会
National Development and Reform Commission**

 **中华人民共和国科学技术部
The Ministry of Science and Technology of the People's Republic of China**

NDRC MOST MIIT

 **CATARC**

**China Automotive Technology
and Research Center**



**50 units use
by customer
in 2010**

 **国家电网公司
STATE GRID CORPORATION OF CHINA**

**State
Grid**

* co-funded by governmental authorities

**co- funded by governmental authorities

*** regular full reports to CARB

Initial results of the field trial in Berlin.

These guiding questions were put at the start of the study.

➤ User profile.	Who applied? - Applicant profile - Who uses the MINI E?
➤ Expectations.	What expectations do users have of the technology?
➤ User behaviour.	How is the MINI E actually used on an everyday basis?
➤ Charging.	What has to be addressed in future in relation to charging and infrastructure?
➤ Ecological relevance.	How important is the ecological added value of an e-vehicle to MINI E users?



Initial results of the field trial in Berlin.

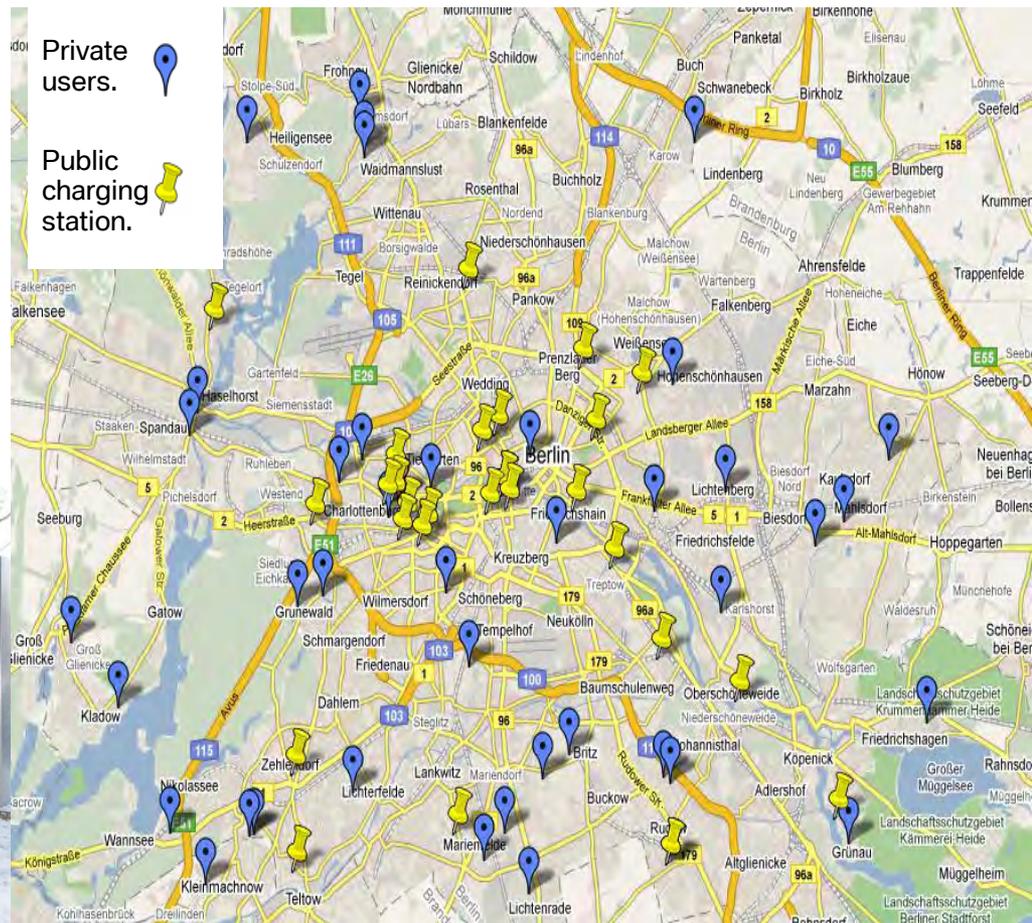
MINI E users and Autoström sites in Berlin.

Up to 50 Vattenfall charging stations in Berlin.

- 33 stations have already been set up.

- 27 on private land (private premises but accessible 24/7).

6 on public premises.

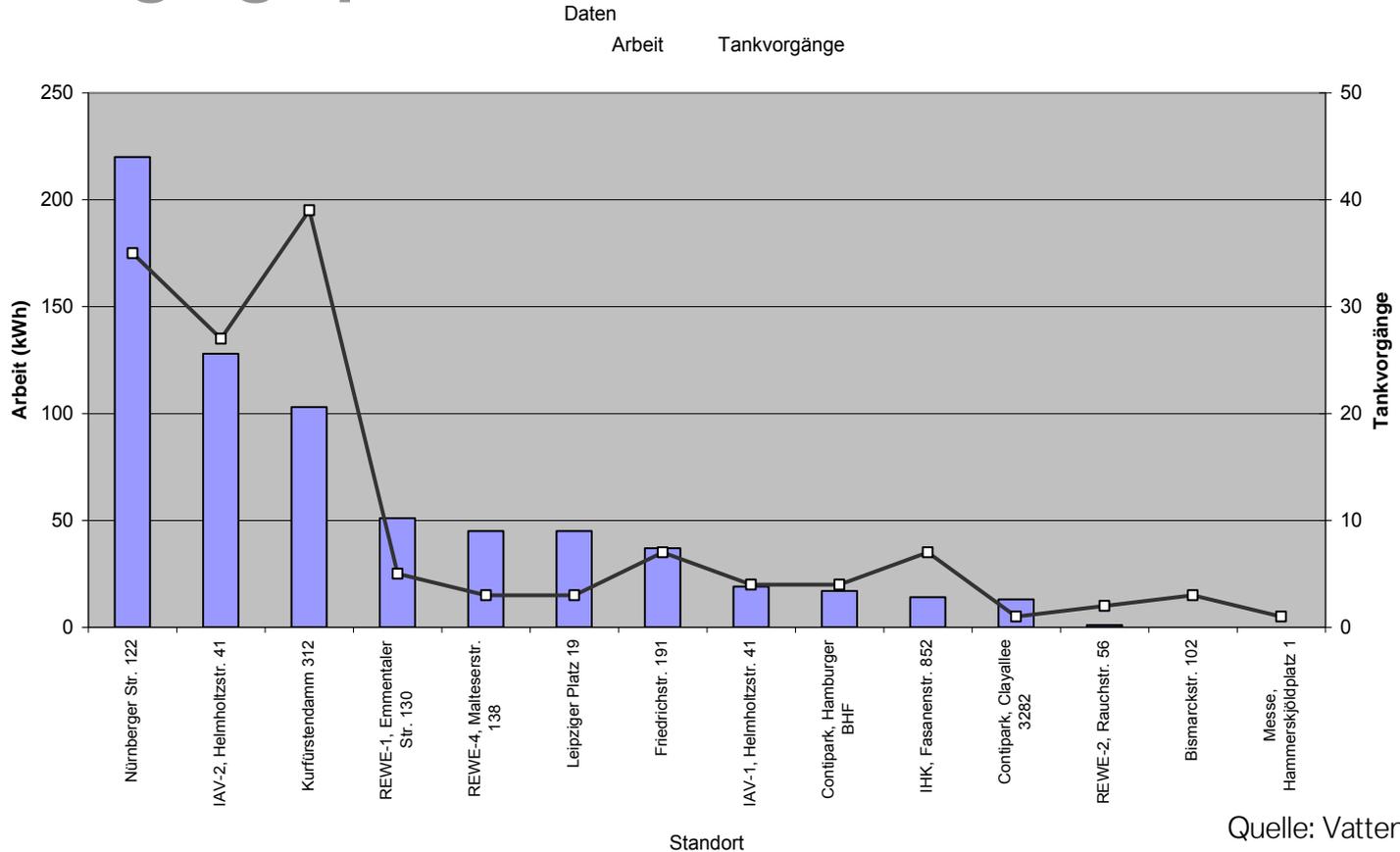


MINI E Charging & Infrastructure.

Charging on public infrastructure – by charging spot.

Typ: Alle Nutzen: 4 Nutzen:

Source:
Vattenfall



Result:

Only 3 of the 30 public charging spots have been used more than rarely.

MINI E Charging & Infrastructure.

Do users need a public charging infrastructure?



Source:
User
feedback

After three months of driving:

- ideal places for charging stations:
 - 1. Parking lots of companies: 92% agree**
 - 2. Parking garages: 91% agree**
 - 3. Transfer places (airports/ railroad stations/ Park&Ride): 86% agree**
 4. Shopping Center, supermarkets: 74% agree
 5. Museums, cinemas/ sports center: 74% agree
 6. Local recreation area: 63% agree

Important factor for ideal spots for charging stations:

-Where is the car usually located, if users are not at home/ near the wallbox (e.g. transfer places, parking garages, parking lots of companies)

-For some (26%) important: Anxiety, that others could disrupt the charging process (e.g. removal of the cable)



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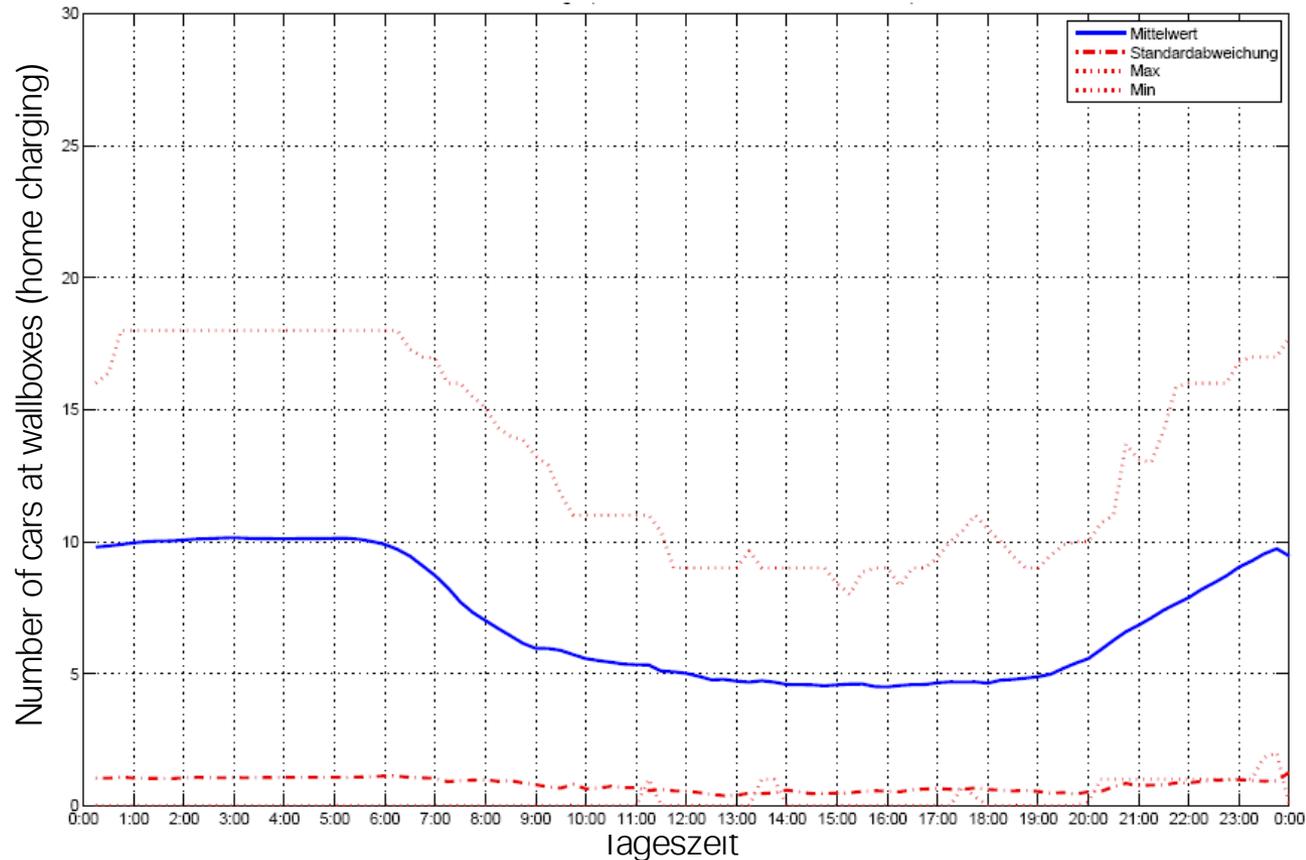
FORSCHUNGSGRUPPE
UmweltPsychologie

MINI E Charging & Infrastructure.

Time of charging at wallbox (at home).



Source:
TU Ilmenau



N = 40
Source: TU Ilmenau

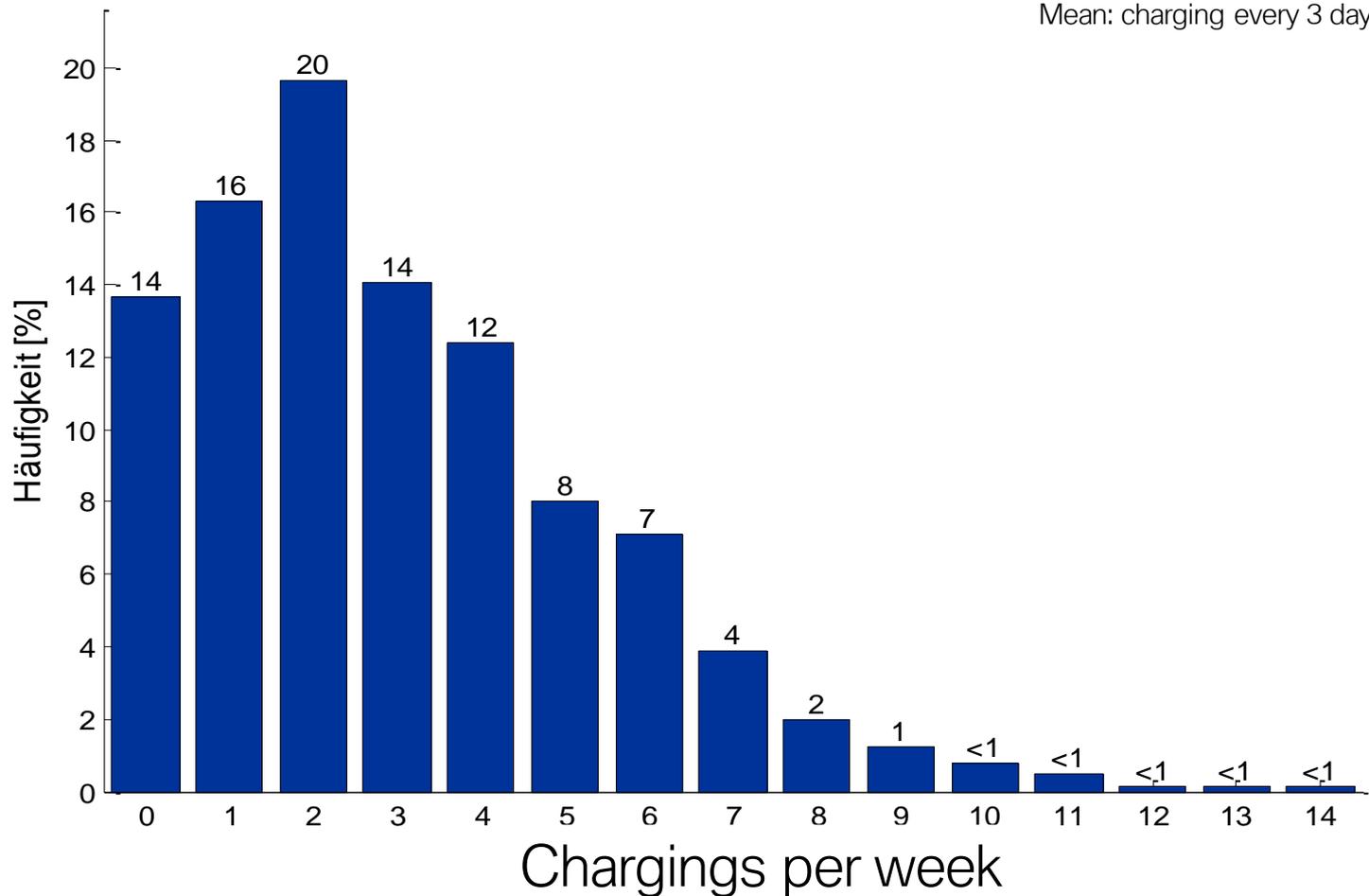
Results:

On average only $\frac{1}{4}$ of the MINI E are connected to a wall box during the night
- Implication for using wind energy and perform scheduled charging – wind2grid

MINI E Charging & Infrastructure.

Chargings per week.

Source:
Berlin Data
loggers



2009-11-10

Results:

Users charge the MINI E approx. only every 3 days.

MINI E Charging & Infrastructure.

Charging – Where do users charge.

Source:
User
feedback



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FORSCHUNGSGRUPPE
UmweltPsychologie

Charging at home clearly dominates user behavior:

- 56% of the users have never used public charging stations
- Reasons for not using public charging stations:
 1. **94% say wallbox at home is sufficient**
 2. Charging stations are not at places where users usually spend their time: 56%
 3. There are too few charging stations: 46%
 4. MINI E would have to be parked for too long at the charging station due to long charging time: 40%

Possible factors to increase usage:

- Density and right locations of charging stations
- Information about location e.g. demand for navigation system
- Information about availability
- Keep parking privileges
- Shorter charging duration

Initial results of the field trial in Berlin.

Ecological relevance.

Only 18 % of users rate energy from the German “energy mix” as environmentally compatible.



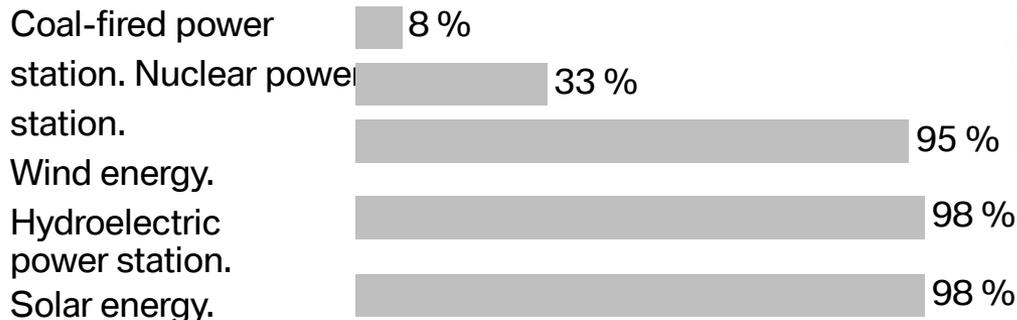
93 % of users rate electrical energy from renewable sources as environmentally compatible.



Share of MINI E users who regard renewable energy for charging electric vehicles as important.



How should energy for electric cars be generated?



Preliminary Conclusions.

The role for Government.

Define the overall rules of the Game.

1. Enable full competition and customer choice on all stages of the e-mobility chain
2. Ensure transparency on the carbon impact of all fuels (fossil, Biofuels, electricity, hydrogen etc.)
3. Define responsibilities and incentives between car-makers and energy utilities

Spend public money right.

1. Create new instruments where they are really needed. Check all existing taxes and incentives around electric driving for possible readjustment
2. Lower the cost threshold for consumers in the initial phase of technology
3. Ensure public charging is sufficient but support charging infrastructure at home and at the workplace as strongly as possible.

International Cooperation is key

1. Avoid the divergence of technical standards that occurred for conventional driving from the outset.
2. Consider new additional instruments for road transport (like Low Carbon Fuel Standards, Cap and Trade etc.) in shaping the overall legislative framework.
3. EU, USA and China should take the lead together.

Thank you very much for your attention.

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