SOCIO-ECONOMIC ISSUES

Electromobility+

SELECT

Suitable ELEctromobility for Commercial Transport

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>> Potential of electric vehicles in commercial transport <<

Project Data

Funding/€	Total cost/€	Duration
1.545.584	1.821.048	36 months

Partners

German Aerospace Center, Institute of Transport Research, DE
Technical University of Denmark (DTU) Department of Transport, DK
AIT Mobility Austrian Institute of Technology, AT
CLEVER A/S, DK | Consilio Information Management GmbH, AT
Reffcon GmbH, AT

Main Results

- Daily trips conducted by passenger cars and vans in commercial transport in Austria, Denmark and Germany are largely within the range of EVs, especially in urban transport.
- Transport needs of selected commercial sectors suit the specifications of EVs available today. Overall, there are positive attitudes towards electric mobility in commercial transport.
- A methodology for fleet management focusing on the specific requirements of EVs in commercial fleets has been applied in two exemplary settings.
- Recommendations and strategic fields of actions for relevant stakeholders were defined. Besides the general need for a broader variety of available vehicles, companies stated pilot projects of EVs as important incentives to take steps towards electric mobility.

Project conclusion

The main goal of the project was to identify branches suitable for electric mobility in commercial transport in Austria, Denmark and Germany. With a three step approach economic sectors suitable for electric mobility have been identified.
From the analysis we can conclude that for specific firms a low average tour distance seems to be less important than maximum tour distances below common EV range thresholds. As companies want to use them as direct substitution for conventional vehicles, EVs must be capable of meeting all transport needs. Targeting these needs is a more effective driver for EV diffusion than addressing fleet managers' attitudes, which are generally in favour of EVs.
From an operational point of view the introduction of EVs is possible in the short to medium term in areas where cars or small vans are required. The methods developed in SELECT allow to efficiently managing the operations of such EV fleets.
Besides experiencing EVs in real life, a broader choice of vehicle technologies dedicated for commercial transport is required. For passenger vehicles at least a small range of different models is available, while light duty vehicles for urban freight distribution are still lacking. Furthermore, the long term reliability of vehicle and battery technology needs to be proven for light duty vehicles. For commercial users, the resale value of vehicles is of high importance and needs to be validated. For the widespread introduction of electric mobility in commercial transport, it is recommended to give companies the possibility to learn about the ease of use of EVs.

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