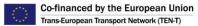


The Rapid Charge Network

www.rapidchargenetwork.com

The RCN project is co-financed by the European Union's Ten-T programme.



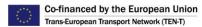


The development of an EU-funded multi-system charger corridor project

Anya Bramich, Marketing Manager, Zero Carbon Futures

www.rapidchargenetwork.com

The RCN project is co-financed by the European Union's Ten-T programme.





The European Union has a target of a 60% reduction of CO² emissions from transport by 2050.

Background

- •ESB in Ireland: the first project to be successful in applying for TEN-T funding for an EV infrastructure programme.
- •Nissan: wanted to take the learnings from this project and develop a consortium of like-minded organisations.
- •The UK Government: had made a huge financial commitment to EV infrastructure since 2010 through the £30 million Plugged in Places programme.
- •Nissan: huge industrial stake in the UK both in terms of vehicles and infrastructure.
- •CHAdeMO: was the rapid charge protocol of choice in the UK at that time.
- •With the introduction of Combo charging protocol by BMW and VW and the rapid AC protocol by Renault, charging requirements needed to change.

Therefore the four major EV manufacturers responsible for these protocols came together to begin discussions.

Industry Partners











Supporting Partners





Why multi-standard?

- •It was unrealistic to expect investors to deploy separate charge points for each connector.
- •One charge point with multiple connectors was the solution, capable of delivering power to all battery EVs on the market.
- •From a driver's perspective, this is what is need for vital reassurance and to avoid confusion on what make and model to buy.
- •So the first objective of the project was born.

Electrifying connections across the UK and into Ireland







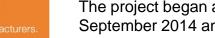


The Rapid Charge Network project will support the uptake of electric vehicles by developing a network of 74 multi-standard, interoperable EV rapid charge points. The project is funded by the European Union's Ten-T programme.

This is the first time major car manufacturers have joined forces with Member States, universities and major utilities to deploy a fully multi-standard and interoperable fast charging network.

The project aims to break down one of the major barriers to the uptake of electric vehicles and increase the adoption of electric vehicles along its route.

The project began at the start of 2014, formally launched in September 2014 and is running until 2015.



Project strands

- 1) Develop the multi-standard rapid charge point: combining CHAdeMo, AC and Combo into one charge point.
- 2) Design a rapid charge point station: to investigate the feasibility of an EV station structure that could also incorporate sustainable technologies such as solar PV.
- 3) Installation of all 74 multi-standard rapid chargers along the European Union's Priority Projects road axes 13 and 26.
- 4) Network operation: to consider the evolving needs of drivers.
- 5) Study: driver and charger behaviour to understand the impact that such a network will have on driver behaviour.
- 6) Develop a comprehensive strategy: with a detailed roadmap, appropriate guidelines and recommendations for the development of an interoperable EV rapid charge network to support other EU countries and cities to develop similar networks and disseminate the findings of the study widely locally, nationally and across Europe.

Helping EV drivers, drive further



EV owners in the UK and Ireland will be able to drive further, secure in the knowledge that they will never be far from a rapid charge point.

The RCN project is co-financed by the European Union's Ten-T programme.



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

The challenges:

- •The TEN-T routes are fixed specified by EU and UK Governments so finding good locations and site owners has been challenging.
- The route covers some rural areas, with less developed infrastructure and insufficient power capacity
- Ports and Airports ensure cross-border however difficult to engage with.
- •Four major OEMs traditionally competing manufacturers now working together to create an infrastructure which benefits all drivers is not without its challenges.
- •Plus the legal implications of this relationship have been complex.
- Accessing good quality data which will inform the study element of the project.

But we are now motoring ahead.



FIND OUT MORE rapidchargenetwork.com



Co-financed by the European Union

Trans-European Transport Network (TEN-T)

The Rapid Charge Network project is co-financed by the European Union through the Trans-European Transport Network (TEN-T) programme.

Project Cost: €7,358,000

Percentage of EU support: 50%

Maximum EU contribution: €3,679,000