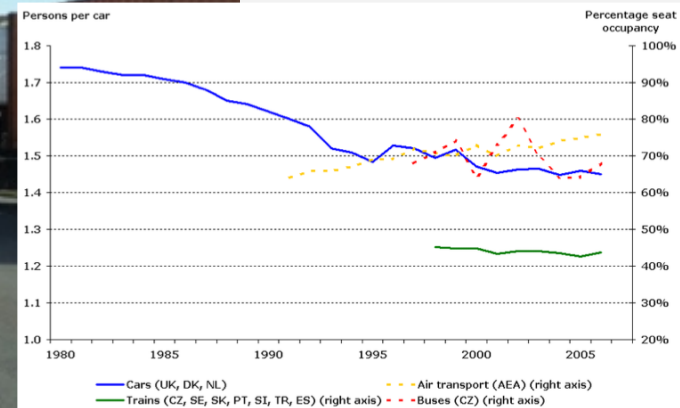


Connectivity makes auto-mobility cost efficient

Frank G. Rieck MSc, Applied research professor, Future mobility



Mission question: Can one earn money with empty vehicles?



Private & public sharing can do the job

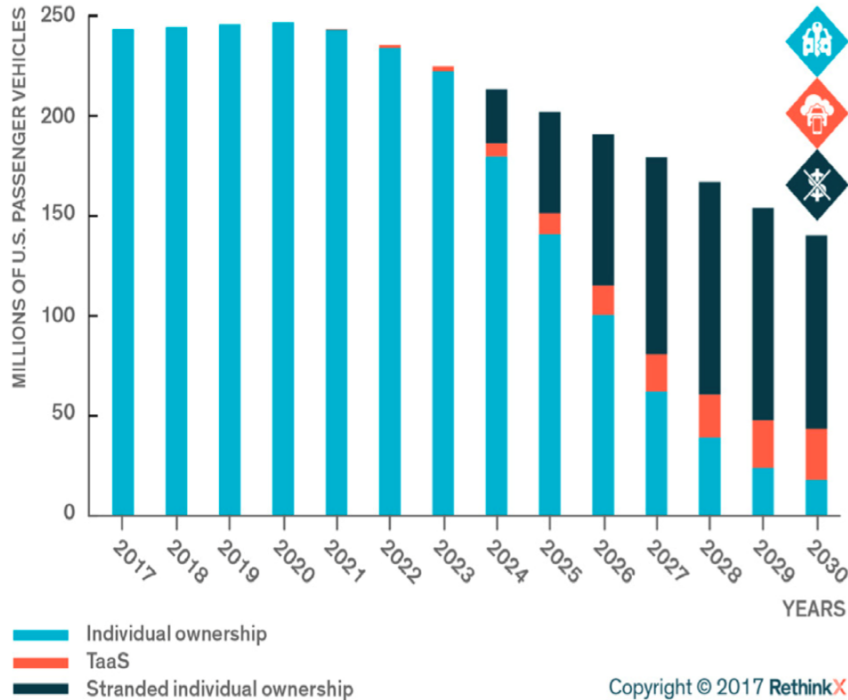


Bla Bla Car

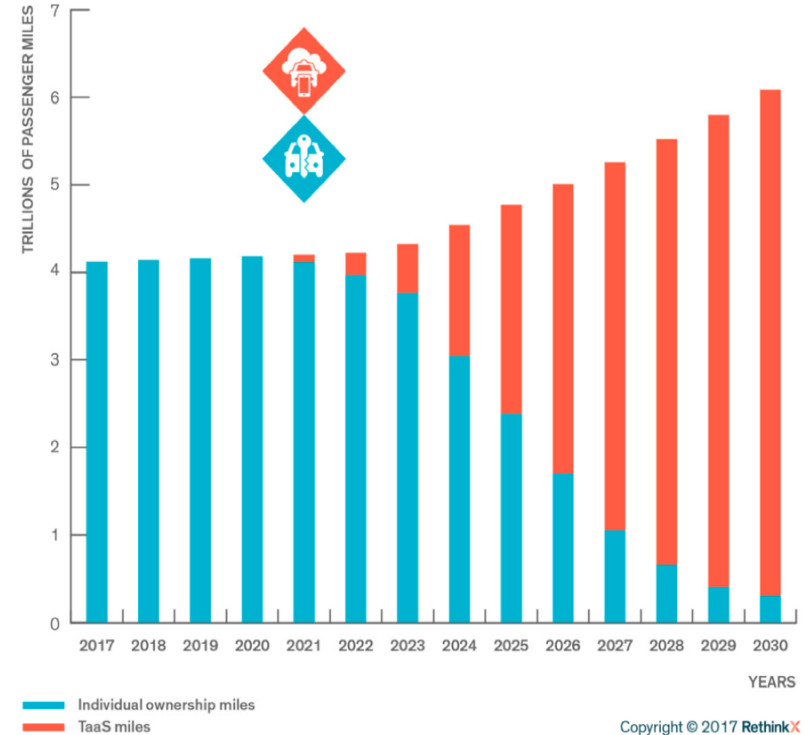


Less Vehicles will drive more passenger Miles

» Projected trends in fleet size and composition



» Speed of TaaS adoption

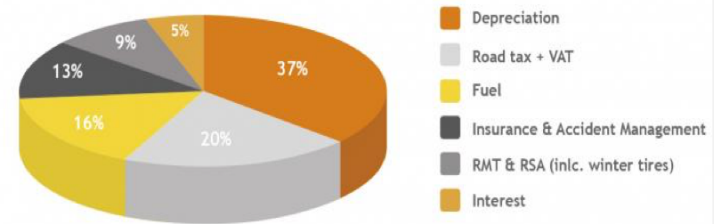


Mission question: Should car ownership cost as much as a house?



Relative cost of driving a car

(All vehicles, both diesel and petrol, all countries)



Based on a review of the most popular European mid-range cars with an annual mileage of 20,000 km in 24 participating countries.

LeasePlan
It's easier to leaseplan

Total Cost of Ownership of some early commercial EV's are competitive



Kosten Binkie functionele eenheid bij batterijpakket*:		
	Batterij 1	Batterij 2
Levensduur van de betreffende batterij (ongeacht duur functionele eenheid)	4,8	9,6
Aantal jaar dat het batterijpakket wordt gebruikt	4,8	5,2
Afschrijvingskosten	€ 99.760,00	€ 99.320,00
Onderhoudskosten	€ 54.240,00	€ 58.760,00
Energiekosten inclusief afschrijving batterijcellen	€ 43.440,00	€ 26.260,00
Wegenbelasting	€ -	€ -
Verzekering	€ 2.491,20	€ 2.698,80
Financieringskosten	€ 58.572,00	€ 70.092,00
CO2-tax	€ -	€ -
Ecokosten	€ -	€ -
Subtotaal niet personeelskosten	€ 258.503,20	€ 257.130,80
Personeelskosten	€ 415.008,00	€ 449.592,00
Kosten functionele eenheid bij batterijpakket:	€ 673.511,20	€ 706.722,80
Schade (kostenverschil in opbouw)	€ 12.000,00	€ 13.000,00
Totale kosten functionele eenheid bij batterijpakket:	€ 673.511,20	€ 706.722,80
Totale kosten functionele eenheid	€ 1.380.234,00	

Kosten conventionele vuilniswagen functionele eenheid	
Functionele eenheid in jaren	10
Afschrijvingskosten	€ 186.200,00
Onderhoudskosten	€ 190.000,00
Brandstofkosten *	€ 76.320,00
Wegenbelasting	€ 22.320,00
Verzekering	€ 5.190,00
Financieringskosten	€ 95.000,00
CO2-tax	€ -
Ecokosten	€ 2.625,00
Subtotaal niet personeelskosten	€ 577.655,00
Personeelskosten	€ 910.000,00
Kosten functionele eenheid	€ 1.487.655,00
Schade (kostenverschil in opbouw)	€ 100.000,00
Totale kosten functionele eenheid	€ 1.587.655,00
Totale kosten functionele eenheid	€ 1.587.655

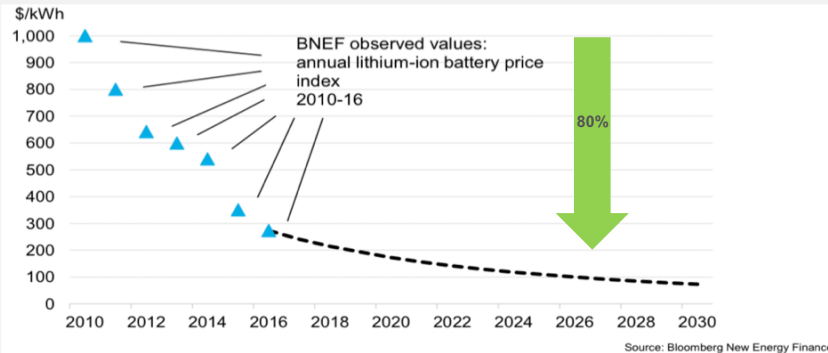
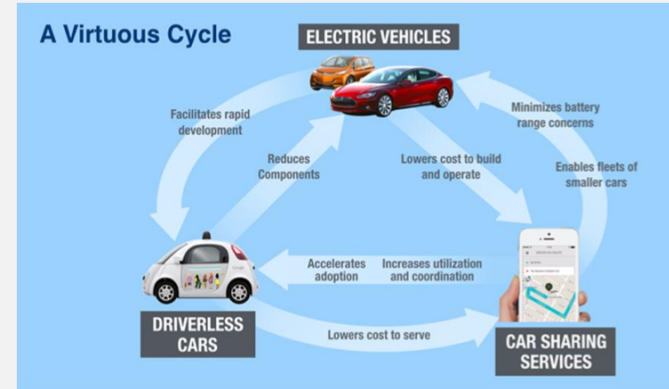
€200.000 cost advantage

Maintenance and durability of EV- technology is from another league



TU/e Technische Universiteit
Eindhoven
University of Technology

EV's will break even soon, Sharing will make them earn money



Mobility as a Service (MAAS/TAAS) the way to zero marginal cost

Box 2: Cost of transport choices

Based on our model, these are the costs-per-mile of the choices that individual consumers will face as the TaaS disruption unfolds. Consumers will face these choices on day one (the disruption point):

Buy a new car

- ICE: 65 cents (2021), rising to 78 cents¹⁰ (2030)
- EV: 62 cents, falling to 61 cents

Use paid-off existing ICE vehicles

- Operating cost only of ICE: 34 cents, falling to 31 cents

Use TaaS

- TaaS: 16 cents, falling to 10 cents
- TaaS Pool: 5 cents,¹¹ falling to 3 cents

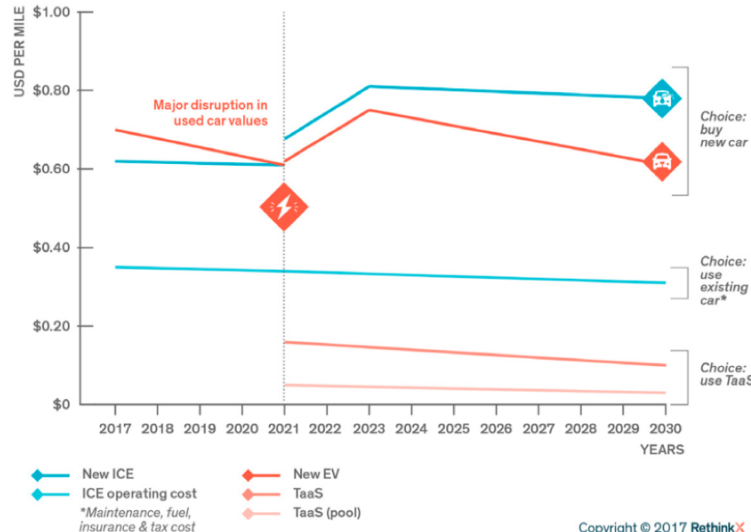
Annual savings per vehicle in 2021:

- TaaS vs. driving paid-off existing ICE: \$2,000
- TaaS vs. new ICE: \$5,600

Figure 2. Consumer Choices: cost-per-mile analysis⁹

Sources: Authors' calculations based on data from Edmunds, Kelley Blue Book, Your Mechanic, U.S. Department of Energy, U.S. Department of Transportation, U.S. Bureau of Labor Statistics and uSwitch. See Appendix A for further details on the methodology

» IO ICE, IO EV and TaaS costs



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Summary 3D – 6Z

Electrification

Zero Emission

Zero Energy

Automation

Zero Congestion

Zero Accident

Connectivity

Zero Empty

Zero Cost

Don't forget the Dutch Sibrandus Stratingh (1785)



Probably the first electric powered vehicle in the World (1834)





Thank you!