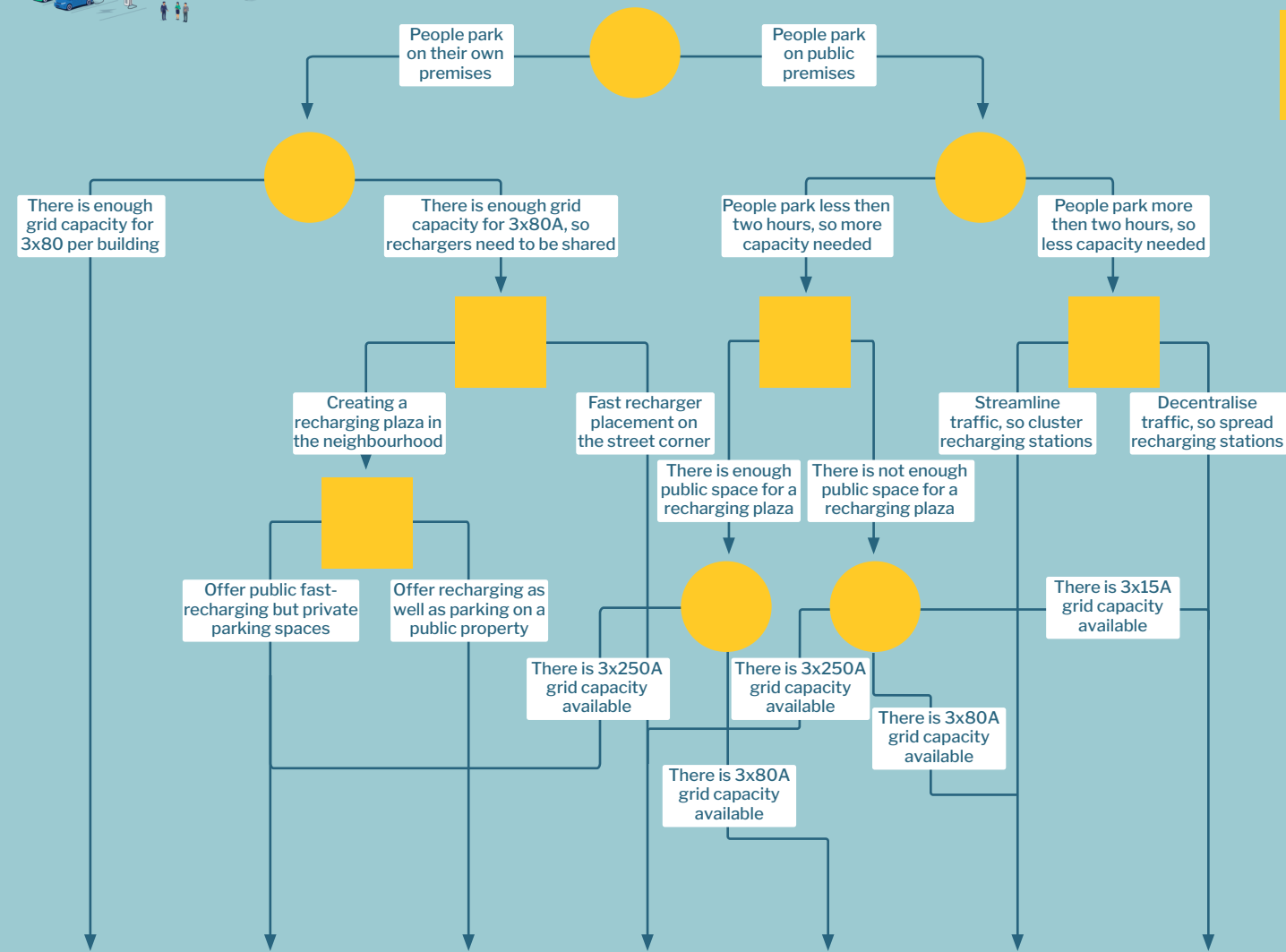




RESIDENTIAL AREA



Observation

Policy decision

B

C

D

E

D

F

G

A

Companies often have both physical and grid capacity to instal semi-public subsidies, recharging stations. and separate electricity rates for recharging and business use can encourage this.

B

Encourage households to put up private recharging stations. Consider subsidies, tax breaks and different electricity rates for recharging and home use.

C

A recharging plaza with a number of fast rechargers (50 KW+) can provide a solution for EV drivers to recharge briefly (30 minutes) and then park in a non-EV spot. Note that sufficient capacity needs to be available on the power grid.

D

A recharging plaza with several master-slave rechargers can offer both recharging and parking. An added benefit is dynamic load balancing, which allows EVs to charge quickly when it is quiet.

E

By placing a fast recharger (50 KW+) at a centralized spot, multiple EV drivers can use the recharging station in a relatively short time. Parking can be done at a regular spot.

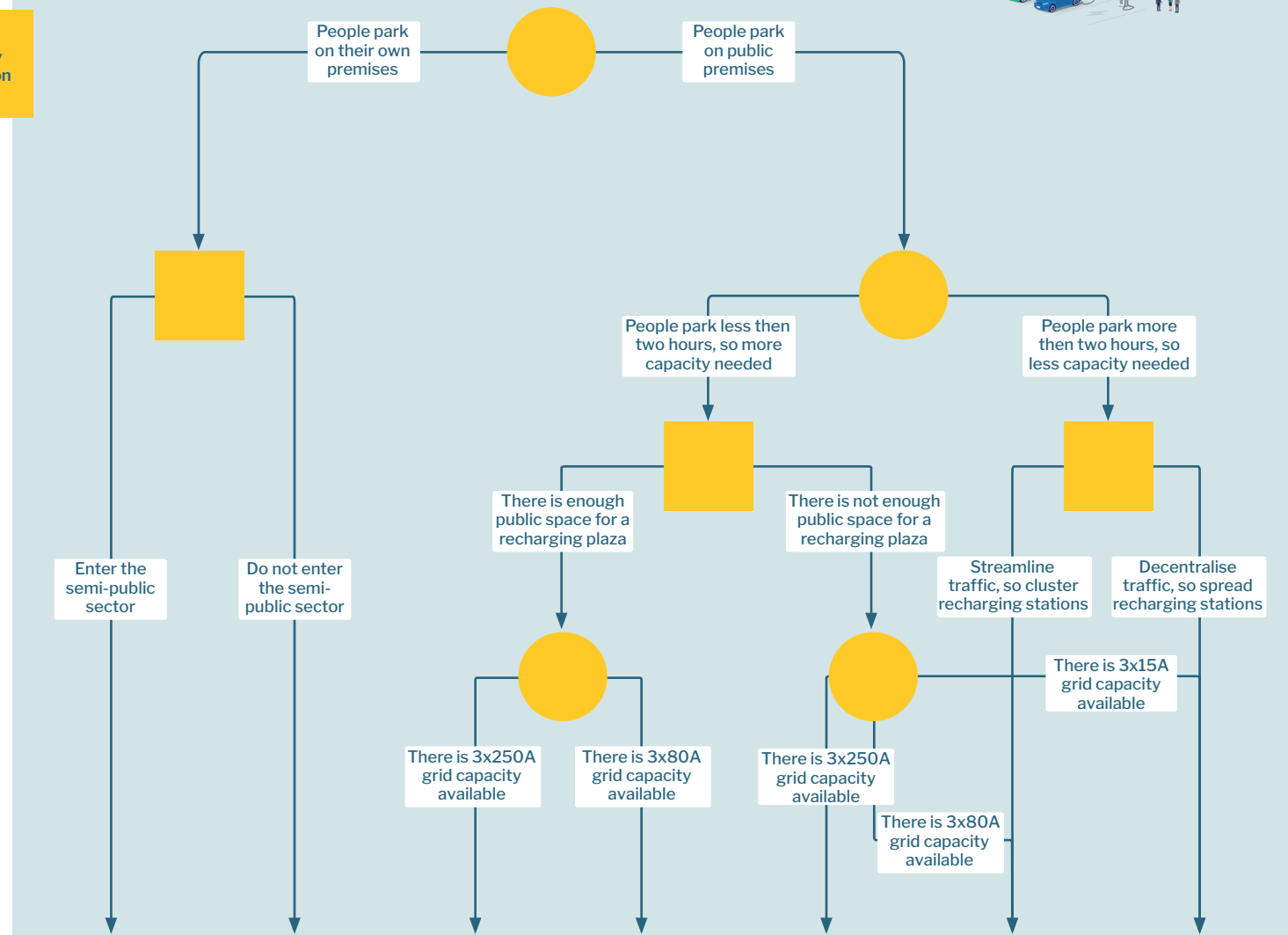
F

By placing master-slave recharging stations around existing parking spaces, multiple cars can be recharged. Because the recharging poles are close together, the "recharging traffic" is clustered / treamlined.

G

Stand-alone recharging stations at current parking spots can provide the solution for cars parked for long periods of time. A choice can be made not to streamline traffic toward a spot by spreading out the recharging stations.

INDUSTRIAL/RETAIL AREA



A

C/D

C

D

E

F

G

* pa : public authority
** pp : private partner

