CEPS taskforce on Transport and Climate change

Strategies for the transition to electric mobility

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A complete line-up for all customers
Electric Vehicles Ecosystem

Auto industry

- Services
- Battery
- EV

Battery recycling
2nd hand cars
Electric Vehicles Ecosystem

Auto industry

EV in buildings

Services

Battery

EV

Smart Home / Building

Storage (Battery 2nd life)

Wall Box

V2H

Battery recycling

2nd hand cars
Electric Vehicles Ecosystem

Auto industry

EV in buildings

EV in the city

Transportation scheme / last mile delivery

Inter-modality

Car Sharing

Battery recycling

2nd hand cars

Auto industry

EV

Battery

Services

Roaming

Positionning

Charging spots

Smart Home / Building

V2H

Storage (Battery 2nd life)

Wall Box

EV in buildings
Electric Vehicles Ecosystem

**EV in the grid**
- Grid Management
- Storage / Batteries 2nd life
- Smart Grid / V2G
- Roaming
- Charging spots
- Smart Home / Building
- V2H
- Storage (Battery 2nd life)
- Wall Box
- EV in buildings

**EV in the city**
- Transportation scheme / last mile delivery
- Inter-modality
- Car Sharing
- Battery recycling
- 2nd hand cars

**Impact DAFI Directive**

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**Production capacity management**

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**Auto industry**

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**Battery**

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**Services**

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**EV**

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**Grid Management**

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**Storage / Batteries 2nd life**

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**EV in buildings**
Beyond green: new energy management

Nissan Leaf-to-home

Max output: 6kW
LEAF can power an average Japanese home for 2 days.

Battery capacity: 24kW
= Electricity consumption for 2 days (Average JPN household)

Power Control System (PCS)

Renault - CNR commercial offer for a 100% renewable EV charge
"Clean Power for Transport" package

- Overall direction of proposal directive on Alternative Fuels
  Infrastructure can accelerate the path towards zero emission mobility.

- EV is the fastest way to achieve 2050 GHG reduction goals; customer concern is range anxiety → deployment of infrastructure, including quick charge, is key.

- Uncertainty on standardization of normal charge sockets and standard choice regarding DC quick → risk to decelerate the EV momentum, and penalize first movers:
  - one single socket type for normal charge → need for fast decision, smooth transition period and overcost compensation.
  - DC quick charge → technology flexibility needs to be assured for a certain period of time; multi-standard solutions that charge all EVs are available.
Zero-emission cars drive a sustainable society

New partnerships & collaborations with governments & local authorities

Smart-grid Charging network

PV
Wind

Zero-emission vehicle engineering & manufacturing

Battery engineering & manufacturing

Battery secondary-use 4R business

EV recycle

New mobility proposal
Zero-emission urban logistics

AC&DC QC technologies

RENault NISSAN
THANK YOU!