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## ICT PSP – PROJECT SUMMARY

# TITLE: MOBILITYPORT - INTERMODAL INTEGRATION OF ELECTRIC VEHICLES

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## 1. OBJECTIVES

Compared to vehicles with a conventional drive electric vehicles have still different disadvantages, especially regarding to the range, duration of charging, load volume and cost/benefit ratio. They only can make use of their advantages if they are integrated into an intelligent transport system and user-friendly mobility services.

The MobilityPort solves the problems and offers the user

- 100% mobility covering flexibly all situations,
- seamless mobility by easy changes of transport modes and corresponding reservation procedures,
- simple, reliable and comfortable handling as well as
- integrated information from door to door.

With this offer mobility can be guaranteed but also made more sustainable and efficient. Such integrated approaches are necessary especially for the connection between rural areas and cities, when the current range of electric mobility is not sufficient.

## 2. MEASURES

The project develops exemplary a MobilityPort that combines all offers of mobility under one roof. Therefore a range of services will be developed, that makes the offers easy to use, comfortable and reliable. Essentially the project includes three main offers.

### 2.1. MOBILITYPORT

The MobilityPort combines all offers of mobility under one roof. The main characteristics are:

- Situated at a public transportation hub, if necessary with complementary taxi services or flexible forms of public transport
- Car-Sharing - offer, including electric vehicles, vans, electric scooters, pedelecs and bicycles
- Reservation service for parking lots, also with charging stations for electric vehicles
- Parking garage for bicycles with charging stations for pedelecs and air-pumps
- Left-luggage service, terminal for postal services and if necessary delivery services
- Kiosk with mobility center

## 2.2. MOBILITYCARD

The range of services will only be accepted by the users if the offers are easy to use. Complex access and billing procedures can be a major impediment for integrated mobility. A

MobilityCard solves these problems; it is something like the key to all services:

- It covers all mobility services (public transportations ticket, car-sharing-access, charging stations etc.)
- It provides access to parking lots and parking garages for bicycles
- Payment of the mobility services and monthly mobility bills, listing all costs transparently.

Also discount campaigns, bonus programs or additional services such as bicycle-repair can be integrated in the mobility card.

## 2.3. MOBILITYGUIDE

An important precondition to gain wider acceptance of the offers is a reliable possibility to plan and book the trips ahead. The basis is an information system providing easy planning from door to door with different modes of transport. Further information such as travel time, CO<sub>2</sub> emissions, costs, as well as consideration of personal settings (for example availability of own vehicles, driving licence, needs of transport, range of electric vehicles) make the route planning individual. In case a connection doesn't work or the plan of the user changes, the information system must be available during travel. This can be provided via mobile devices and a user hotline.

For the parking lots, the parking garage for bicycles and the charging stations a reservation system must be available. This prevents problems like a driver of an electric vehicle, who needs to charge and finds the charging stations already occupied.

## 3. PARTNER

The „Westfälische Verkehrsgesellschaft (WVG)“ is an innovative transportation company located in Münster. WVG is making strenuous efforts to link with other transport especially to provide attractive connections from door to door in rural areas.

In the regional surroundings local authorities, electricity providers and technology providers should be included. More potential can be found for example in the automotive industry and universities.

The WVG is looking for a consortium for this priority. Potentially the WVG can also be coordinator of a consortium.