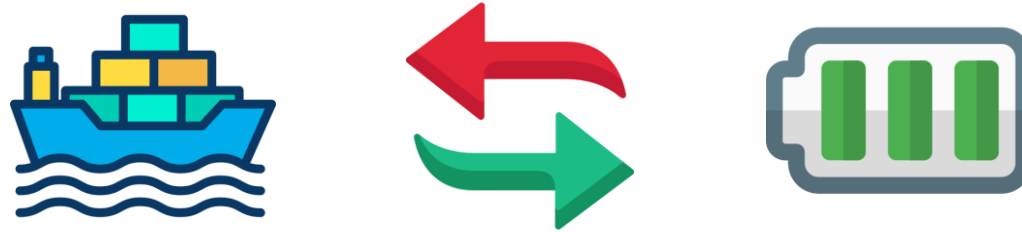


Battery Swapping in Waterborne Transport

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Outline



Introduction



Literature review



Current Direct



Energy-as-a-Service platform



Conclusions

Introduction

The problem:



One of the largest GHG emitting sectors.

The answer:



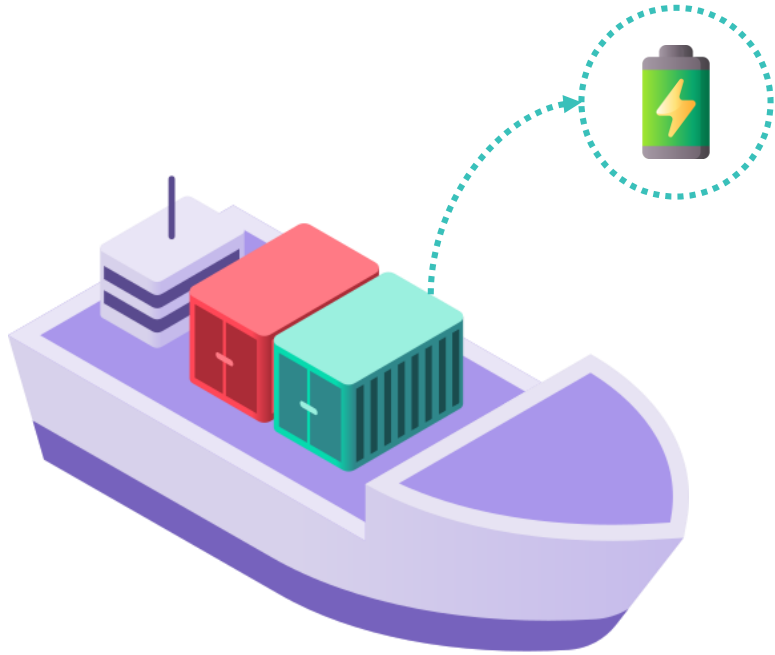
Irreversible shift to low GHG emission mobility.

The hope:



Marine propulsion using battery power.

Introduction



1. Containerized lithium-ion cell battery.
2. Swappable battery system approach.
3. Optimized for waterborne transport.
4. Innovative business model.

Introduction

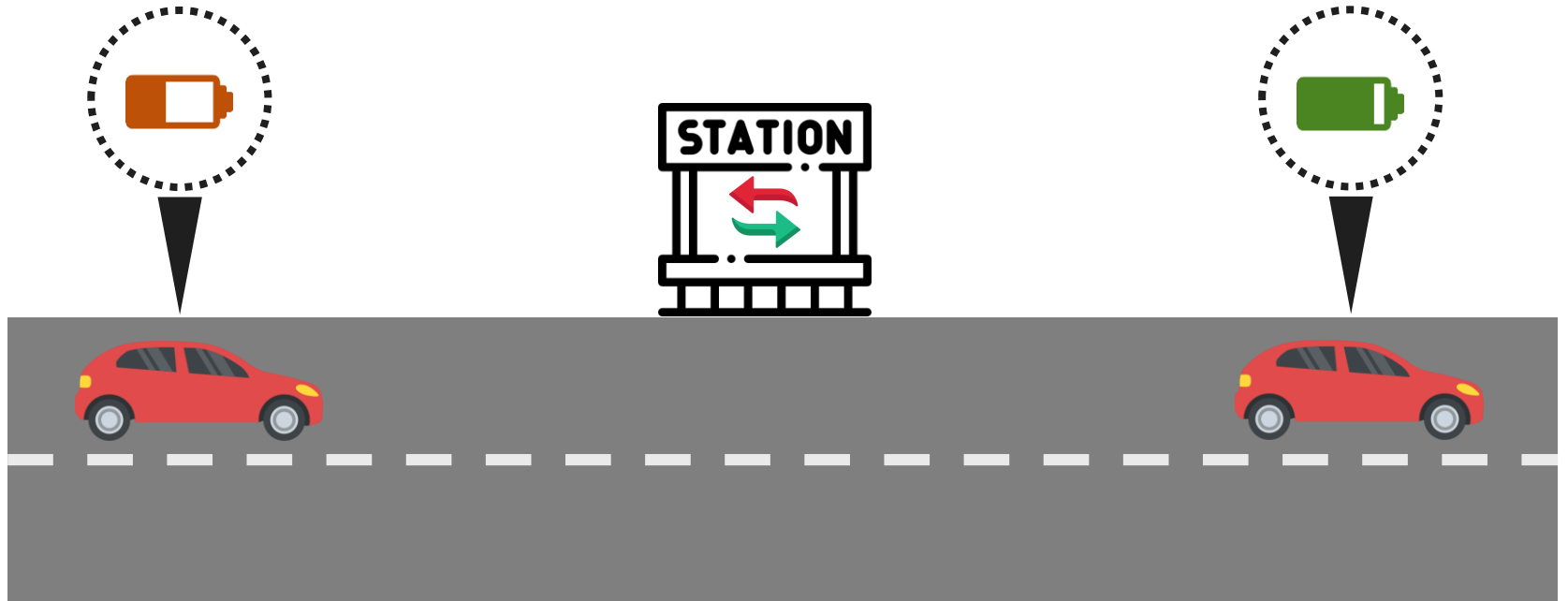
Energy-as-a-Service



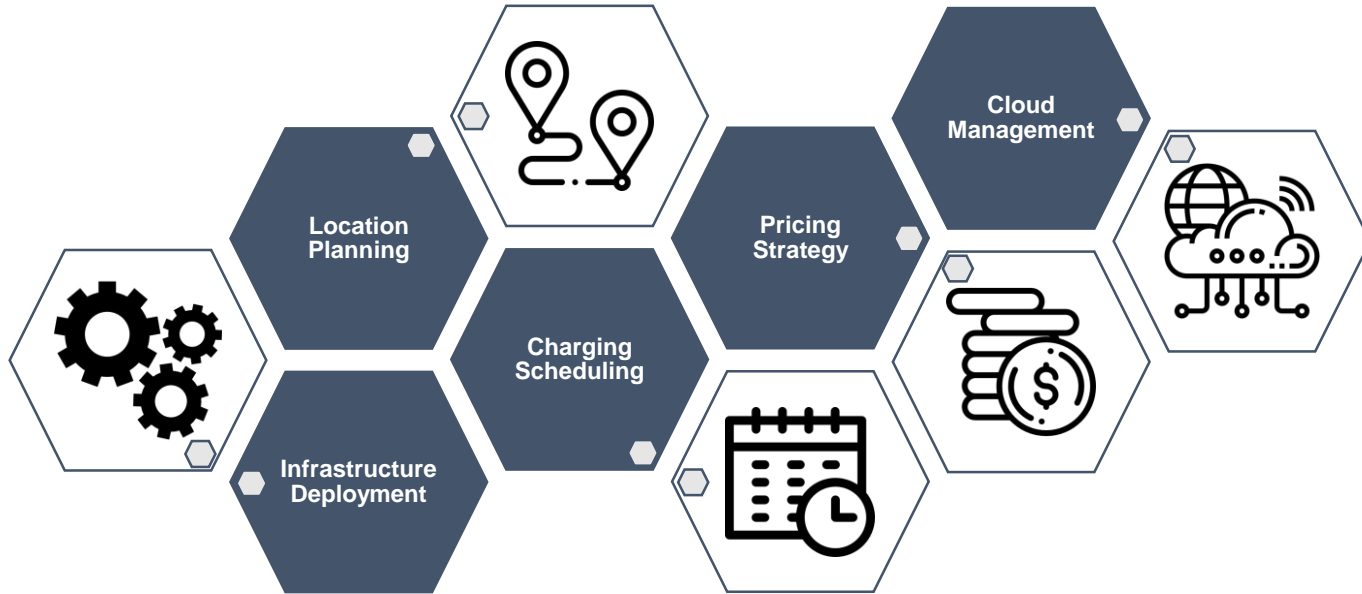
Pay-Per-Use



Literature review



Literature review



Literature review

Ground Battery Swapping Services



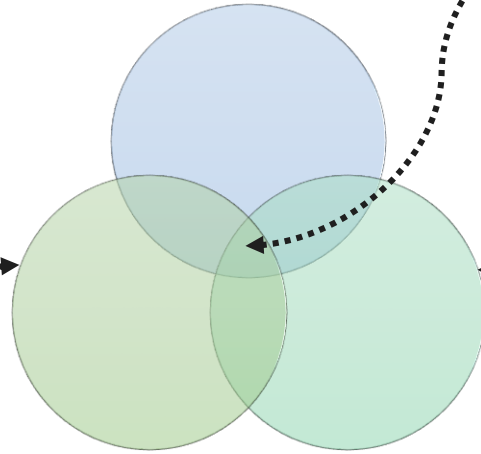
Energy-as-a-Service



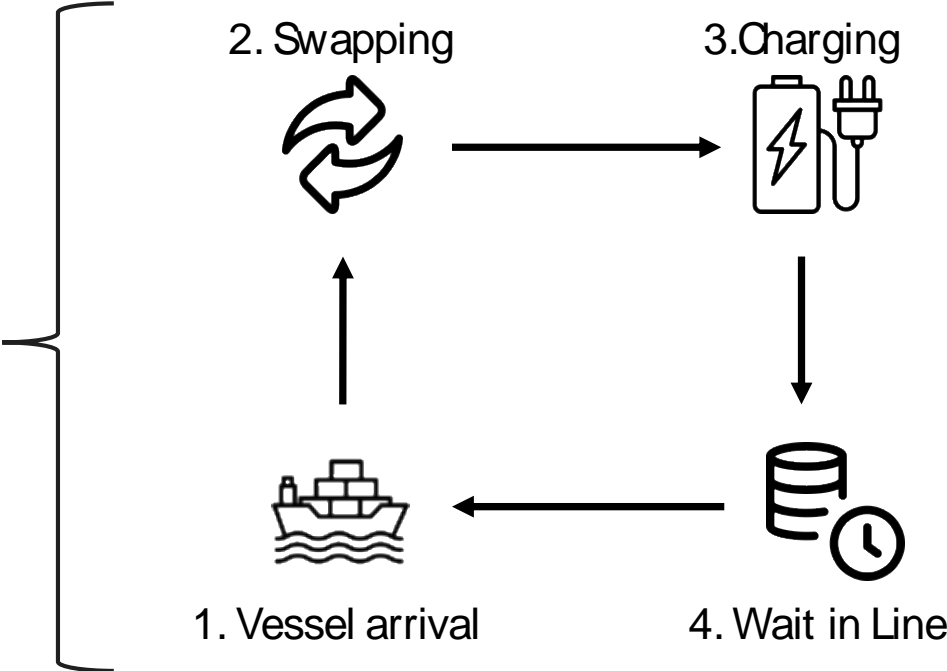
Inland Waterways



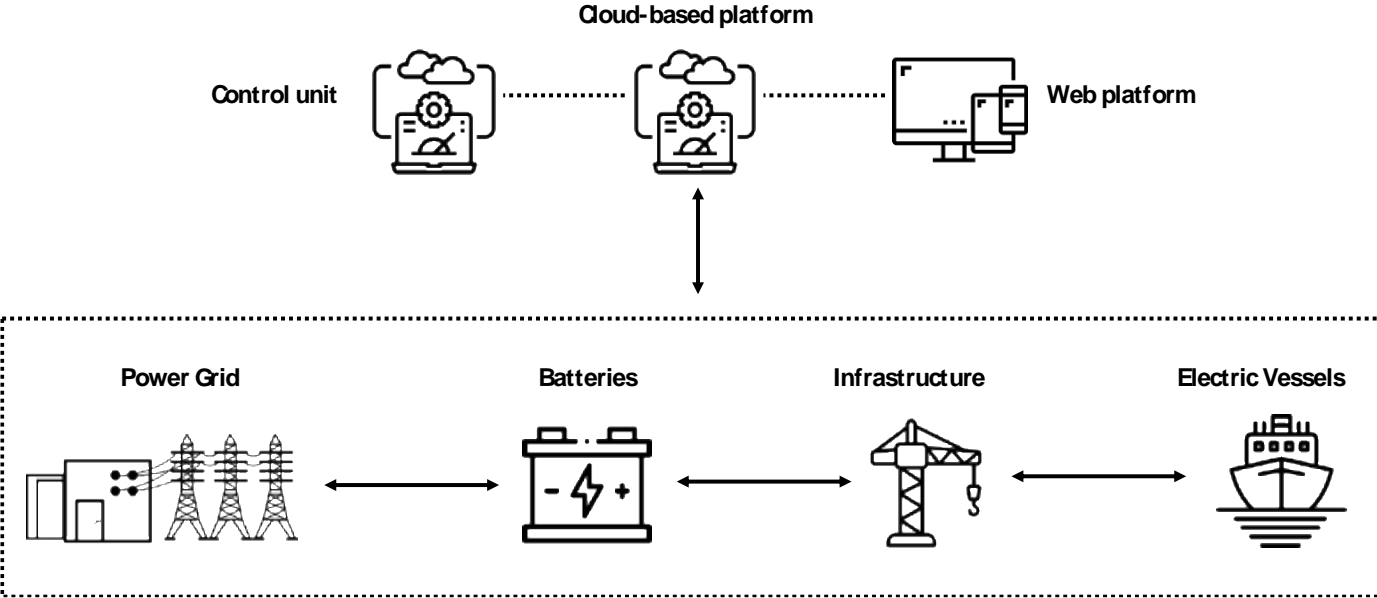
Revenue Management



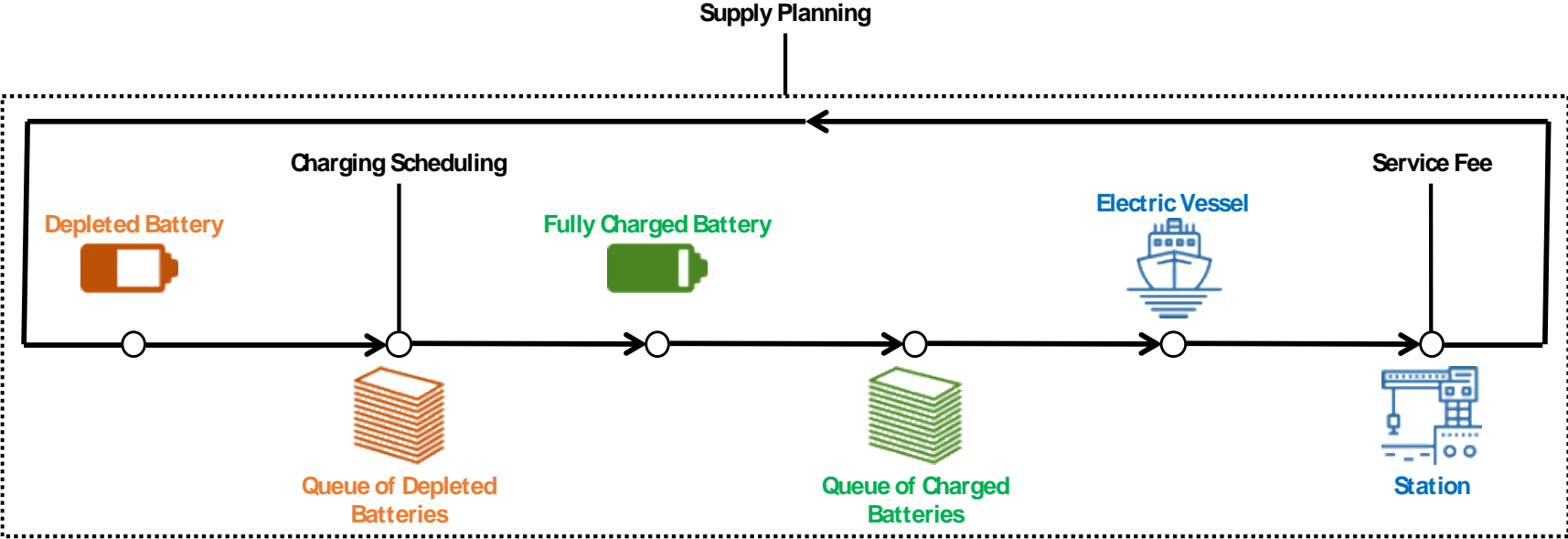
Current Direct



Current Direct



Current Direct



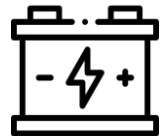
Energy-as-a-Service Platform



Charging Scheduling



Service Fee Calculation



Supply Planning

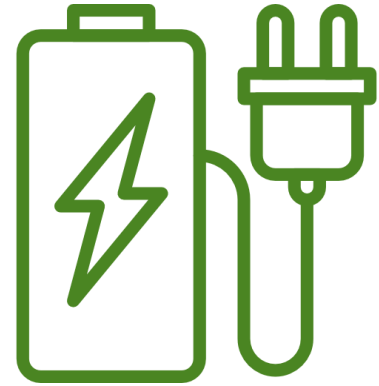


Revenue Optimization

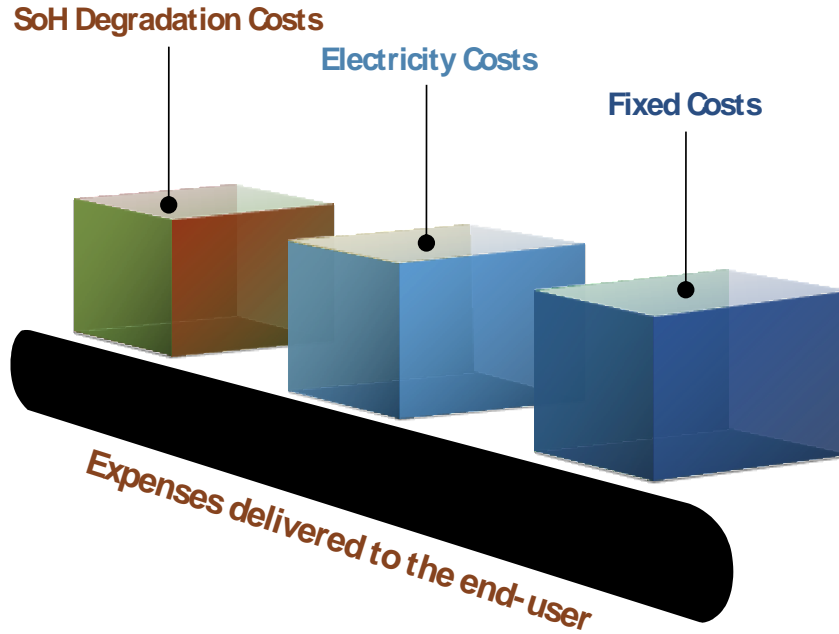
◦
Cost Mitigation

Energy-as-a-Service Platform

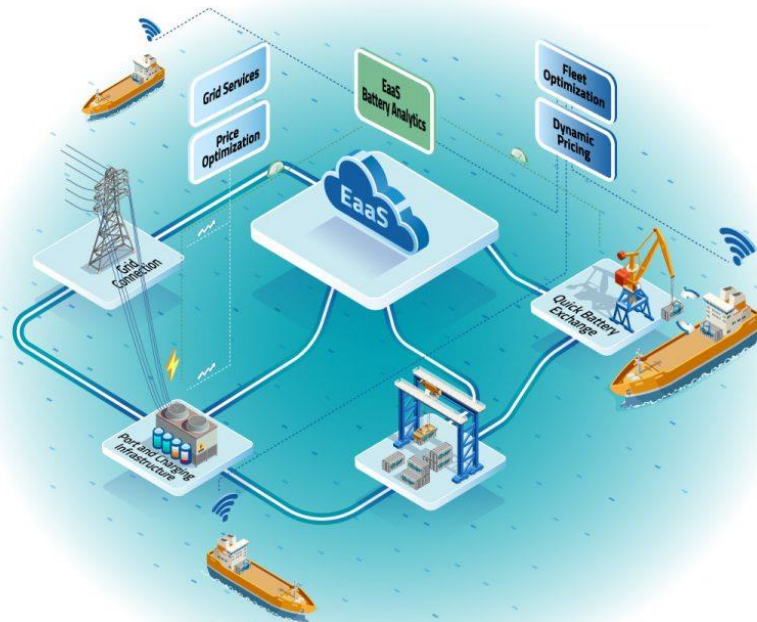
- ✓ Adjust the charging behaviour from traditional disorderly to orderly.
Avoid stretching the overall power capacity limits, while taking advantage of the utility company's pricing scheme.



Energy-as-a-Service Platform



Conclusions



- ✓ Significantly reduce the total lifetime cost of waterborne transport batteries by 50% through novel materials, manufacturing processes and optimized components.
- ✓ Cut GHG emissions of the marine transport sector through electrification of existing and future vessel fleets.
- ✓ Increase the installed energy of containerized energy storage systems by 300% compared to currently available systems.
- ✓ Trigger investments for innovation, employment, and knowledge creation in the European marine transport and battery energy storage sectors.

Battery Swapping in Waterborne Transport

Thank you for your attention

