Digital and seamless: Core driver for a successful eMobility market

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ANALOGY: WHAT DO I NEED TO WITHDRAW CASH WITH MY CREDIT CARD?
WHAT DO I NEED TO CHARGE AN EV ONLY THROUGHOUT EUROPE?

Over 500 contracts and charging cards
STATUS QUO: BIGGEST INTERNATIONAL CHARGING NETWORK WITH 250 PARTNERS AND OVER 43,500 CHARGE POINTS
HUBJECT CONNECTS VARIOUS CHARGE POINT OPERATORS AND EMOBILITY SERVICE PROVIDERS ON ITS PLATFORM
eROAMING M2M COMMUNICATION

- Leading international eRoaming protocol
- Open protocol – but mature governance!
- First ISO15118/Plug&Charge ready protocol available today
- Defines all needed M2M communication modules
- Includes detailed information about business processes
- Standardized support model for technical implementation

OICP

e.g. OCPP
e.g. ISO 15118
OVERVIEW eROAMING MODELS

WITHOUT HUB

WITH HUB

CPO EMP

CPO EMP

WITHOUT HUB

WITH HUB
## EROAMING MATURITY MODEL
### B2B PERSPECTIVE

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<td>2. Regional Hubs</td>
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<td>4. Central IT</td>
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<td>5. Harmonized</td>
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### 1. Charging Islands
- No connection between different operators
- No payment
- No Value added services
- Development only based on external triggers (regulation)

### 2. Regional Hubs
- Whitelist based
- Low Security level
- Manually triggered processes with high operational costs

### 3. Technical P2P
- Realtime data possible
- High connection costs
- No common value added services

### 4. Central IT Clearing House
- Real time data
- No joint service level – customer experience based on the “weakest part of the chain”

### 5. Harmonized Business Framework
- Harmonized Business Framework leads to common service levels -> B2C customer exp. the same experience on each charge point

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**Support for Business Model**

- B2B perspective
- EROAMING MATURITY MODEL
AIMS AND BACKGROUND PAN-EUROPEAN EROAMING INITIATIVE

1. interconnecting five major eRoaming platforms across Europe
2. simplifying charging of electric vehicles on a cross-operator and cross-border level
3. reducing existing barriers and provide a European interoperable charging infrastructure
4. following a path that is desired by policymakers (e.g. EU directive CPT)
5. being open to other entities operating in the field of emobility
SEAMLESS EV CHARGING FOR EVERYONE. EVERYWHERE.
Thank you for your Attention