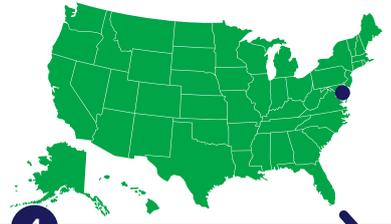


Use case 2.

Company vehicle, shared company car housed at company

THE BRIGHT LIGHT PHARMACEUTICAL COMPANY

Headquartered in New York.



TYPE OF COMPANY:

Pharmaceutical company with 1,000 employees

Story narrative from the perspective of the procurement manager

2 As the popularity of this service grows, the company wants to add 30 new vehicles.

1 The Bright Light Pharmaceutical company owns 50 vehicles. The company provide its employees with mobility perks and has **shared cars available that employees can use for their work and personal life.**

3 Erik, the procurement officer, wants to evaluate if these new vehicles can be battery electric vehicles.

4 Half of their employees make use of this perk. **All vehicles are used every day and drive 50km per day and use 6 l/km (140g CO2/km).**

8 He knows from research that in New York, the company can **get rebates for battery electric vehicle purchases and installations** of AC Level 2 workplace chargers, both from the state as well as some local utilities.

7 Erik has a background in solar and storage technologies and is interested to explore how these **technologies can be combined with an EV fleet to help decarbonize the company.**

6 Bright Light is interested in decarbonizing their mobility-related emissions as well as their building emissions.

5 They currently use a booking system on excel to allow **employees to reserve the vehicles.**

9 The employee's key vehicle needs do not require cargo transportation which means passenger cars are sufficient.

10 Erik also knows that because the vehicles are generally housed on company facilities, they will implement on-site chargers.

11 The company requires 30 chargers. After talking to some of his contacts in the industry, Erik understands that the company must **use smart charging technologies and energy storage as upgrading the grid can be difficult, expensive and time consuming in downtown New York.**

13 His contacts explain how they have made their transition by scheduling charging sessions and using smart charging with stationary storage, so that the charging did not add to peak loads at charging sites.

12 Based on these discussions, Erik wants to **add "behind the meter" load-balancing technologies and sensors to prevent EV charging from increasing facility peak loads.** Erik also decides to procure solar and wind generated electricity through a local utility program.

14 An internal stakeholder group is formed, consisting of the site manager, fleet manager and human resources. An implementation strategy is designed consisting of:

- Infrastructure (chargers, storage)
- Platform management (vehicles/ energy)
- Employee training/education
- Vehicle procurement

15 After the vehicles were adopted, employee feedback was used to improve the scheme.

16 The implementation of this transition reduced company CO2 emissions by over 50 tonnes annually.