

Best Practice template

1. General information	
Title of the practice	Vehicle to Grid scheme for fleet
Does this practice come from an Interreg Europe Project	No

Please select the project acronym	DREEV
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Specific objective	Using private and professional vehicles to store energy and supply energy to infrastructures, districts, etc.	
Main institution involved	EDF and NUVVE corporation	
Location of the practice	Country	France
	NUTS 1	FR1
	NUTS 2	FR10
	NUTS 3	FR101

2. Detailed description	
Detailed information on the practice	<ul style="list-style-type: none"> - What is the problem addressed and the context which triggered the introduction of the practice? - How does the practice reach its objectives and how it is implemented? - Who are the main stakeholders and beneficiaries of the practice? <p>DREEV is a joint venture created between EDF Pulse Croissance and the Californian start-up NUVVE, the principle of which was announced at the launch of EDF's Electric Mobility Plan in October 2018. This Plan aims to make the EDF Group a leader in electric mobility, particularly in the field of "smart charging", in its four major markets in Europe: France, the UK, Italy and Belgium.</p> <p>The core business of the new subsidiary, DREEV, is the development of "Vehicle-to-Grid" (V2G) solutions, which is the most innovative and promising aspect of smart charging. The technology proposed by DREEV has been developed by the start-up NUVVE and has already proven itself worldwide. DREEV is aimed at corporate fleets and local authorities, the two best vectors for large-scale development.</p> <p>Dreev will offer electric vehicle owners the opportunity to harness the electricity contained in the battery when they are not using it. Indeed, thanks to V2G technologies, the energy stored in the batteries of electric vehicles can also be used to re-power a building, a neighbourhood or the electrical system when they need it. From then on, the vehicle becomes an active link in the electrical system: it</p>

	<p>contributes to its balance. It also contributes to the development of renewable energies, because the kWh produced in this way, and not "consumed" immediately, can be stored.</p> <p>Benefiting from the expertise of the EDF Group and NUVVE, DREEV is involved in several areas:</p> <ul style="list-style-type: none"> - Intelligent management of vehicle charging and discharging, particularly according to the signals sent by the electrical system. - The implementation of energy flexibility services made available through storage, to help balance supply and demand. The value thus created is then shared with the customer. - A customer experience that allows the user to guarantee his mobility needs and thus benefit from an optimal remuneration in return for the use of his vehicle when it is not in use. <p>DREEV already has several achievements to its credit:</p> <ul style="list-style-type: none"> - The installation of first V2G terminals in the Hotravail company located in the Bordeaux area, which allows the company to collect up to 20 euros of V2G earnings per vehicle and per month, and thus to cover the electricity bill associated with its mobility needs. - The installation of V2G terminals at the Civaux nuclear production site. This site is particularly active in the field of low-carbon mobility and illustrates EDF's desire to deploy DREEV's technology on its own facilities. <p>Yannick Duport, EDF Group's Director of Electric Mobility, said: "V2G is a trifecta: economical for the customer, low-carbon for the planet and optimal for the electricity system. For EDF, electric mobility is everywhere and for everyone."</p> <p>It is a good way to exploit resources that citizens have on hand. An electric vehicle remains static for 96% of the time, which offers a wide range of time to exploit the electricity contained in the battery. The second main advantage lies in the financial savings for the customer: he will be paid for the energy he makes available to EDF. Of course, the amounts may not be huge, but this could allow vehicle owners to avoid paying for their power, or even to earn some money.</p> <p>Offer to individuals by 2022 will also be developed.</p>
Resources needed	<i>Not relevant</i>
Timescale (start/end date)	2020 – ongoing
Evidence of success (results achieved)	<p>This practice is considered as good since it involves the energy actors/suppliers but also the final consumer in the energy optimisation and makes them participate in the sustainable development.</p> <p>In addition to being environmentally friendly, this initiative also allows for greater social inclusion by reducing the cost of owning electric vehicles, which will eventually allow citizens from all social classes to invest in less polluting electric vehicles.</p> <p>On the commercial side, EDF teams will gradually step up their marketing campaign to businesses and local authorities. The range of services is not only aimed at large entities. On the contrary, very agile SMEs can be attracted by the solution, which not only offers them an economic gain but also allows them to be part of the ecological transition. For example, battery recharging can take place at a time when renewable energies are producing massively.</p> <p><i>[500 characters] Why is this practice considered as good? Please provide factual evidence that demonstrates its success or failure (e.g. measurable outputs/results).</i></p>

Difficulties encountered/ lessons learned	Dreev is relying on a proven technical solution, but from now on it is a matter of removing obstacles to a commercial scale-up. More information could be given afterwards.
Potential for learning or transfer	<p>This best practice could be interesting for other regions of the Alpine Space because it is easily replicable: the technology developed by Nuvve exists, EDF's counterparts in the Alpine countries can also develop the same project.</p> <p><i>[1000 characters] Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)</i></p> <p><i>[Technical: A good practice be edited throughout a project life time (e.g. to add information on the transfers that have occurred)]</i></p>
Further information	Link to where further information on the good practice can be found: https://www.dreev.com/fr/#decouvrir
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