

# Zero Zero

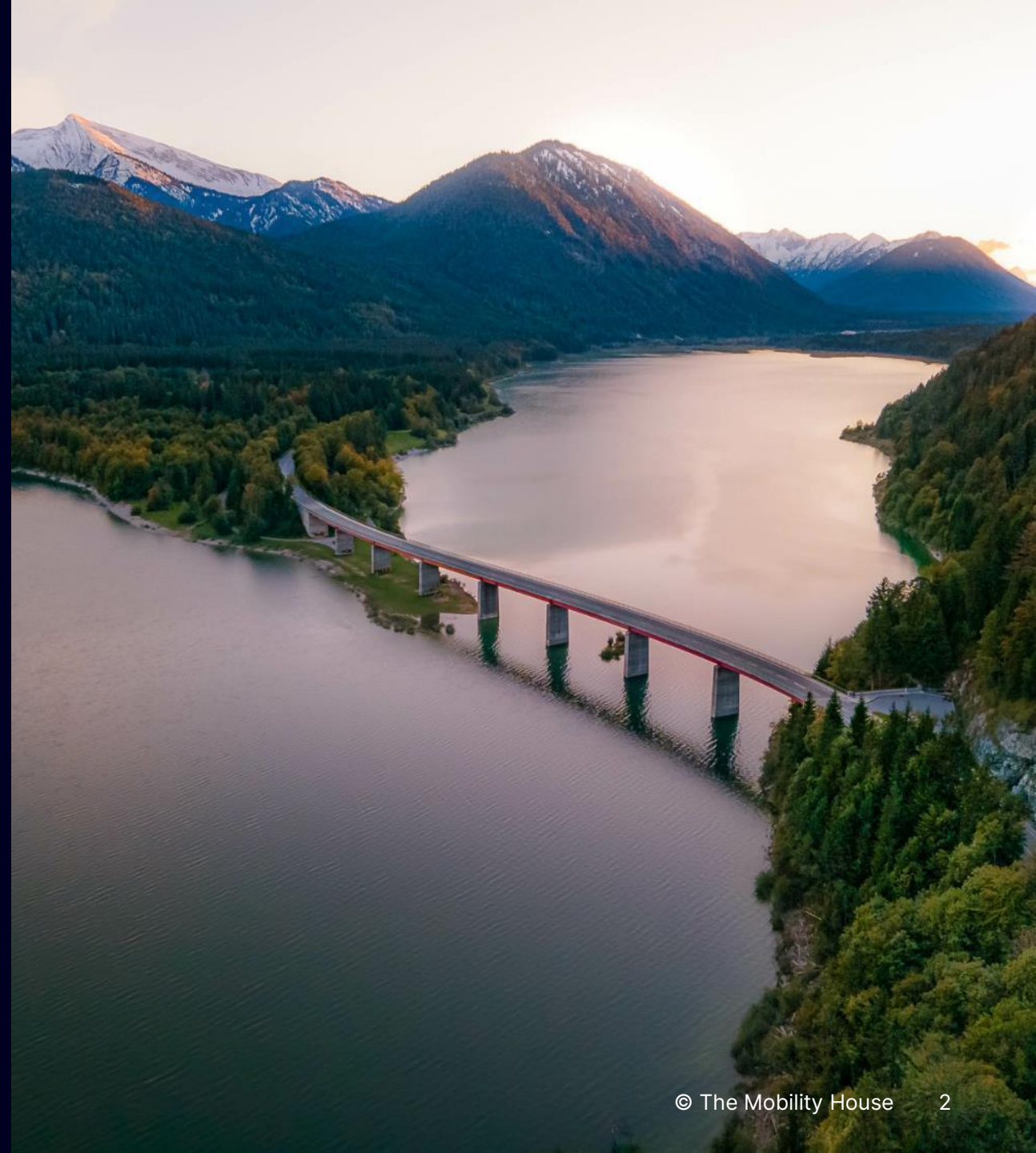
Enabling zero-emission & zero-cost charging

March 20<sup>th</sup>, 2025 – Marcus Fendt



# Agenda

- 01 Potential
- 02 Real Life Example
- 03 Values
- 04 Technology





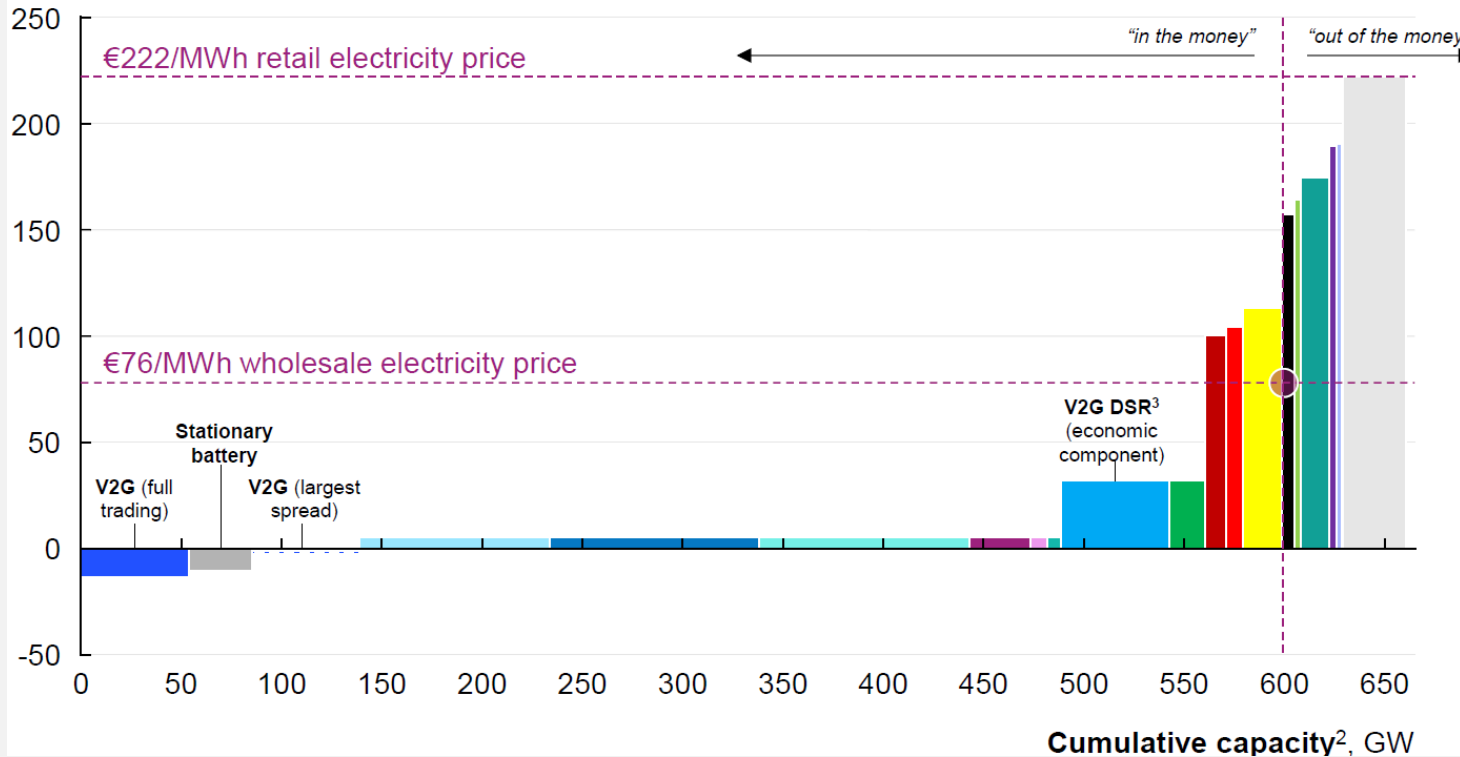


# V2G as most competitive flexibility in terms of marginal cost

## Short-Run Marginal Cost – Use Case Intraday



SRMC<sup>1</sup>, EUR/MWh, for the year of 2035



### Comments

- V2G (largest spread):** This describes leveraging V2G technology but **“only” trading once** the largest spreads per day (vs. multiple times)
- V2G (full trading):** This describes leveraging V2G and **trading the asset multiple times**
- V2G DSR (economic component):** This describes managing demand with BEV-stored electricity charged at low price
- V2G vs. stationary battery: SRMC for V2G (full trading) is slightly more competitive** than for stationary battery as the **benefit of a higher C-rate outweighs** the disadvantage of **shorter availability** (time car is connected to charger and grid)



# Renault & The Mobility House launched V2G in November 2024 in France



Renault 5 E-TECH  
with integrated  
bidirectional AC charging



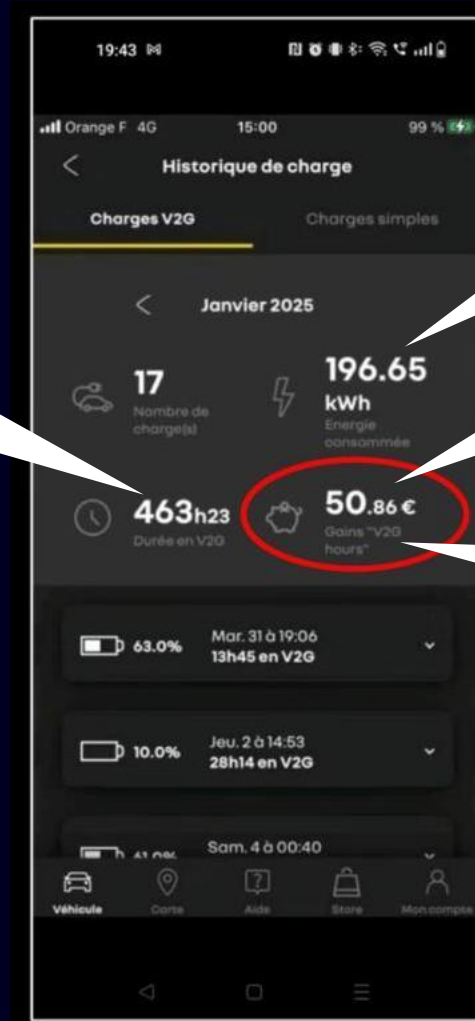
Bidirectional  
AC charging station  
PowerBox Verso



MyRenault customer  
App for individual control

# 1100 km for 10 EUR by just plugging in for 15 hours a day

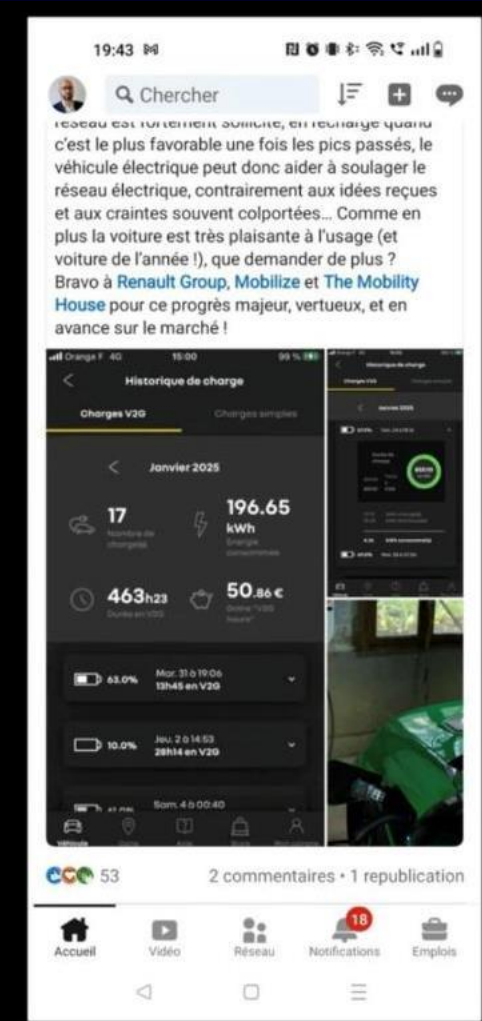
Plugged in  
in 62% of the  
month  
(15h/day)



1.100 km with  
18kWh/100km

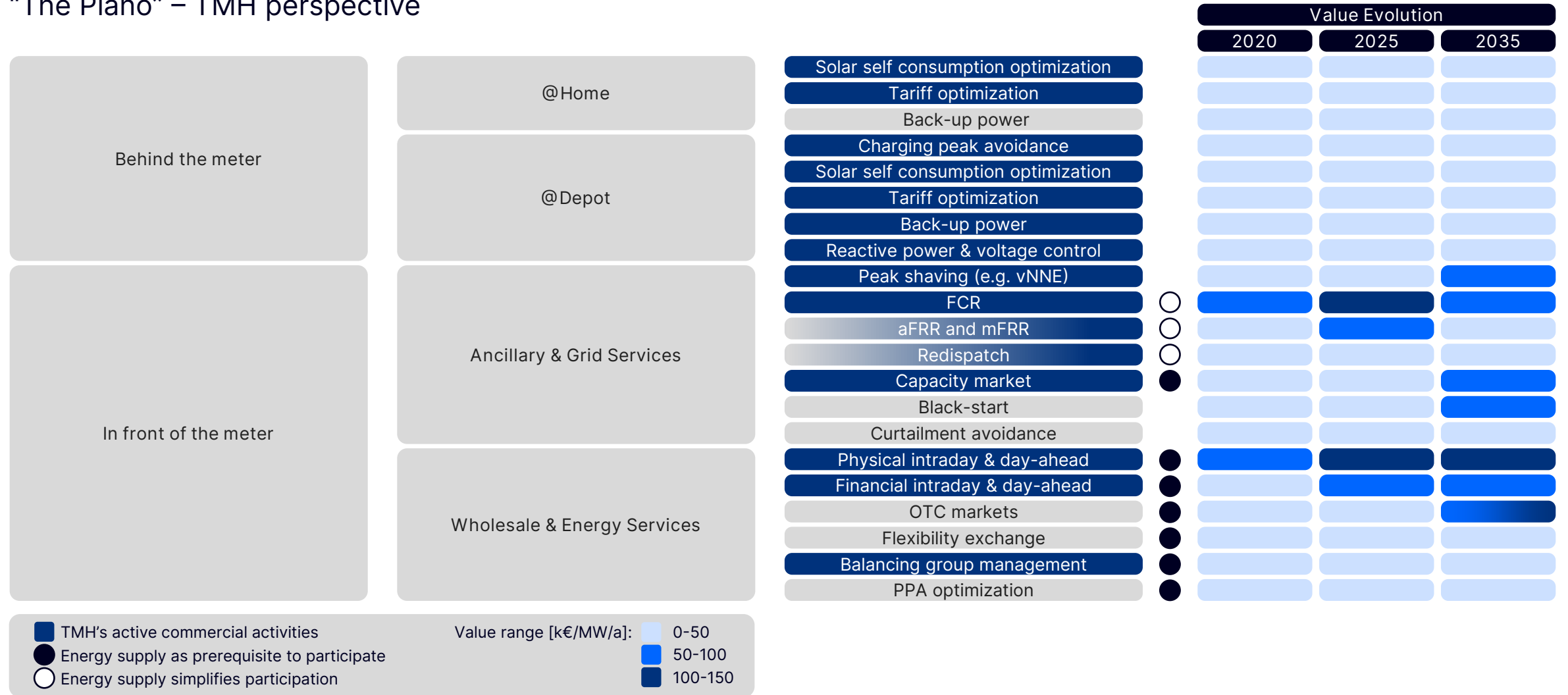
11ct/h refund  
from V2G  
trading

Energy costs  
59 Euro



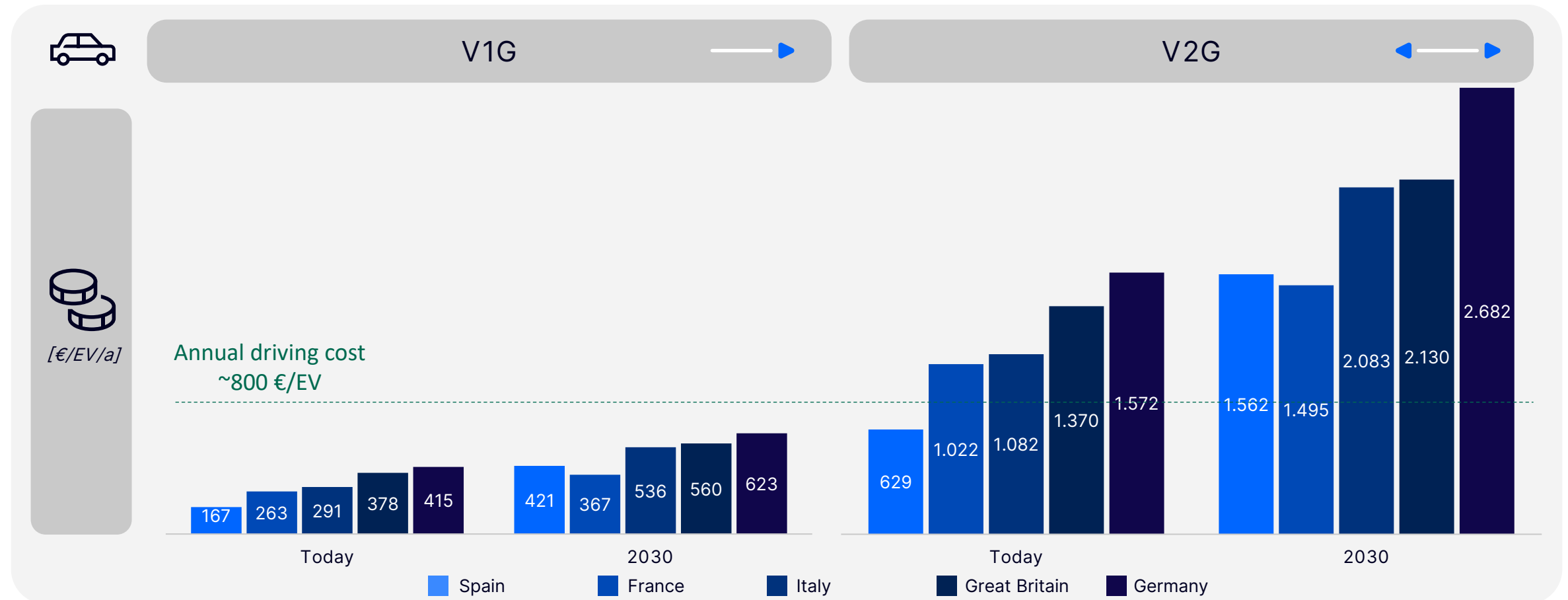
# Values are generated in multiple flexibility services

“The Piano” – TMH perspective



# V2G realizes high & growing monetary value, which allows ZeroZero and in addition reduces emissions

VGI Value





# Three principle technology layers are needed to commercialize EVs, fleets and stationary storages

