

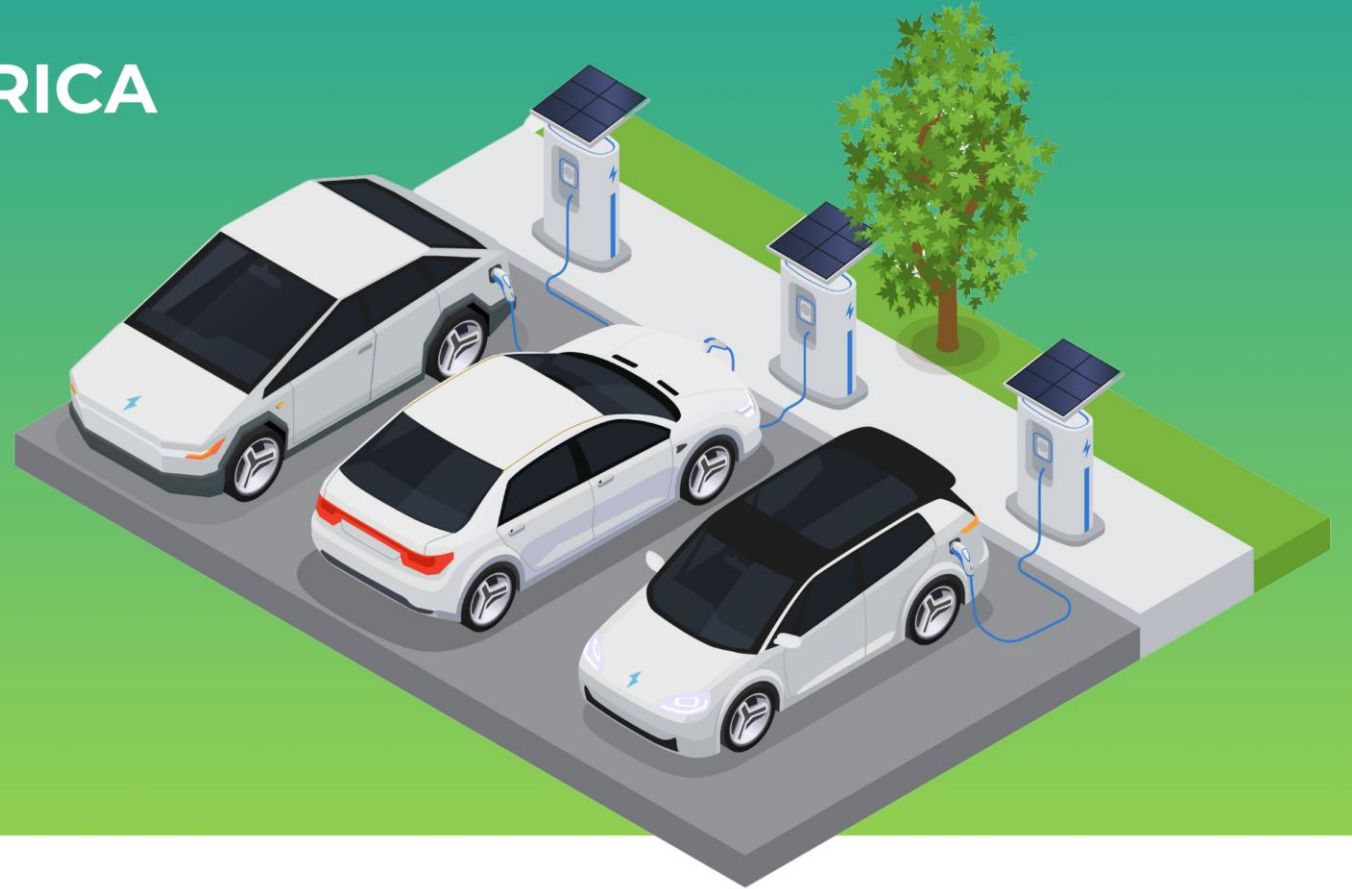


Gruppo E-Mobility ANIE

L'INFRASTRUTTURA DI RICARICA E IL SUO ECOSISTEMA

7 maggio 2024
ore 11.30

Bologna Fiere
Andrè-Marie Ampère Conference Room
E Hall 16



E⁺CHARGE

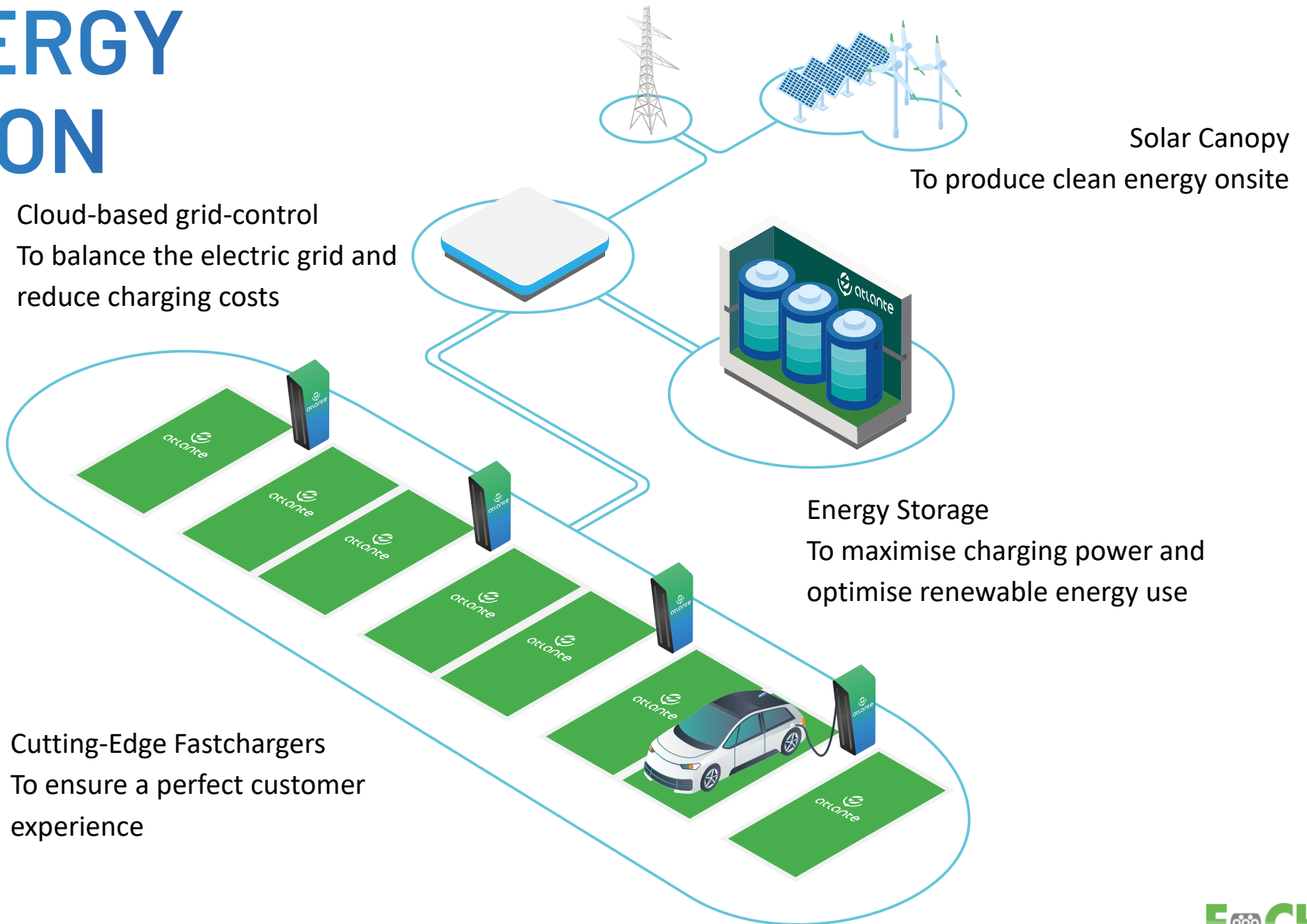


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L'INTEGRAZIONE DELLE IdR CON I BES

**Gruppo E-Mobility ANIE
Clio Ceccotti, ATLANTE SRL**

GREEN ENERGY INTEGRATION

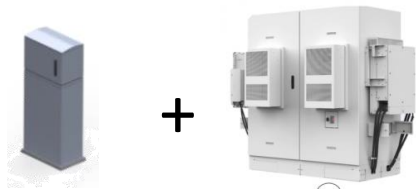


Storage as sustainable solution to provide fast-charging services

BEHIND-THE-METER SERVICES OPEX OPTIMIZATION

Reducing operative costs for the site operator – ATLANTE – by **optimizing the energy management** behind-the-meter thanks to energy shifting, peak shaving & price arbitrage

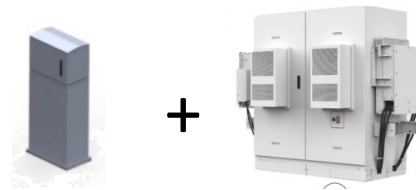
LOW VOLTAGE



ROLL-OUT OPTIMIZATION FAST TRACK & SOLVE GRID CONSTRAINTS

Reduce the installation time for new sites - in case MV substation works are complicated or there are no possibility to have high power on the site

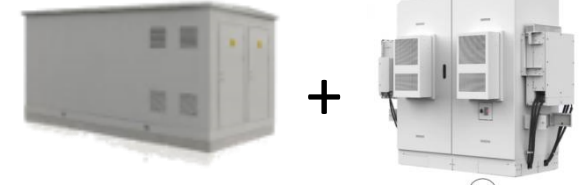
LOW VOLTAGE



FRONT-OF-THE-METER SERVICES OPEX OPTIMIZATION

Adding a **revenue stream** thanks to services provide to DSO (& TSO)

MEDIUM VOLTAGE



Storage as enabler of fast charging = massive value creation potential both for Atlante and the EV driver!

ADDED VALUE for CPO

Reduce operating costs for Charging Point Operators, mostly through the optimization of energy sourcing

Reduce deployment time of charging stations, making them more future-proof

Adding revenues streams to the business opportunity, fully stackable with the charging service

ADDED VALUE for the EV DRIVER

Reduce the final cost of FAST CHARGING Services

More Charging Points available in critical areas and in a shorter time

Energy services will allow to be more competitive thanks to storage

		Energy service	Functioning description
Front - of the meter	Revenue creation	Real time balancing	<p>Energy stored within the Charging Station's battery is introduced in the grid when energy supply is low</p>
	Behind - the meter	Off-peak charging	<p>Energy is stored in the Charging Station's battery when its price is lower (e.g., during the night), and then used to charge EVs when energy price is higher</p>
Peak-shaving		<p>Energy stored within the Charging Station's battery is used to level out peaks in electricity use, lowering energy expense</p>	
Arbitrage		<p>Energy is stored in the Charging Station's battery when its price is lower and then dynamically sold to the grid when the price is higher</p>	

Open points to scale-up storage installations with chargers in Italy



Simplify Certifications and shorten time needed for installation

Simplify Certifications and process path to install a storage with chargers in ITALY –

CEI 0-16 or CEI 0-21* does not have a comparable path in EUROPE, resulting in Italian bottlenecks:

- few battery storage C&I products certified
- 6-9 months to complete an “active user” request (experienced by Atlante)



Clearly Defined Market rules and timeline

FtM services DSO - with small scale storage still under testing (both market and technical features):

- eDistribuzione – pilot areas (EDGE)
- A.Reti – Roma
- UNARETI - Milano (TBC)

How TIDE will change rules?

How Grid Tariffs will evolve?

MACSE

- Remuneration and no accessibility for BESS + Charger**
- Only Utility Scale
- Harder to integrate BESS in the business case

While in France

3 months to open 2 sites with Storage

18 months and the Italian site is not ready. 12 months certification process and 6 months already not to have a working «Active user» connection in Milan

- ✓ Easier to get Market Access
- ✓ Cheaper devices needed for monitoring assets on FTM services
- ✓ FTM Remuneration is higher
- ✓ Distributed BESS can be aggregated more easily (many new startups)

What is the space for Distributed Storage in the Italian regulation?

*Needed also without power injection (in reality only BtM), inverter certification must be re-pursued in case the battery product is changed/modified

** Storage and Chargers cannot coexist behind the same POD



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GRAZIE PER L'ATTENZIONE

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