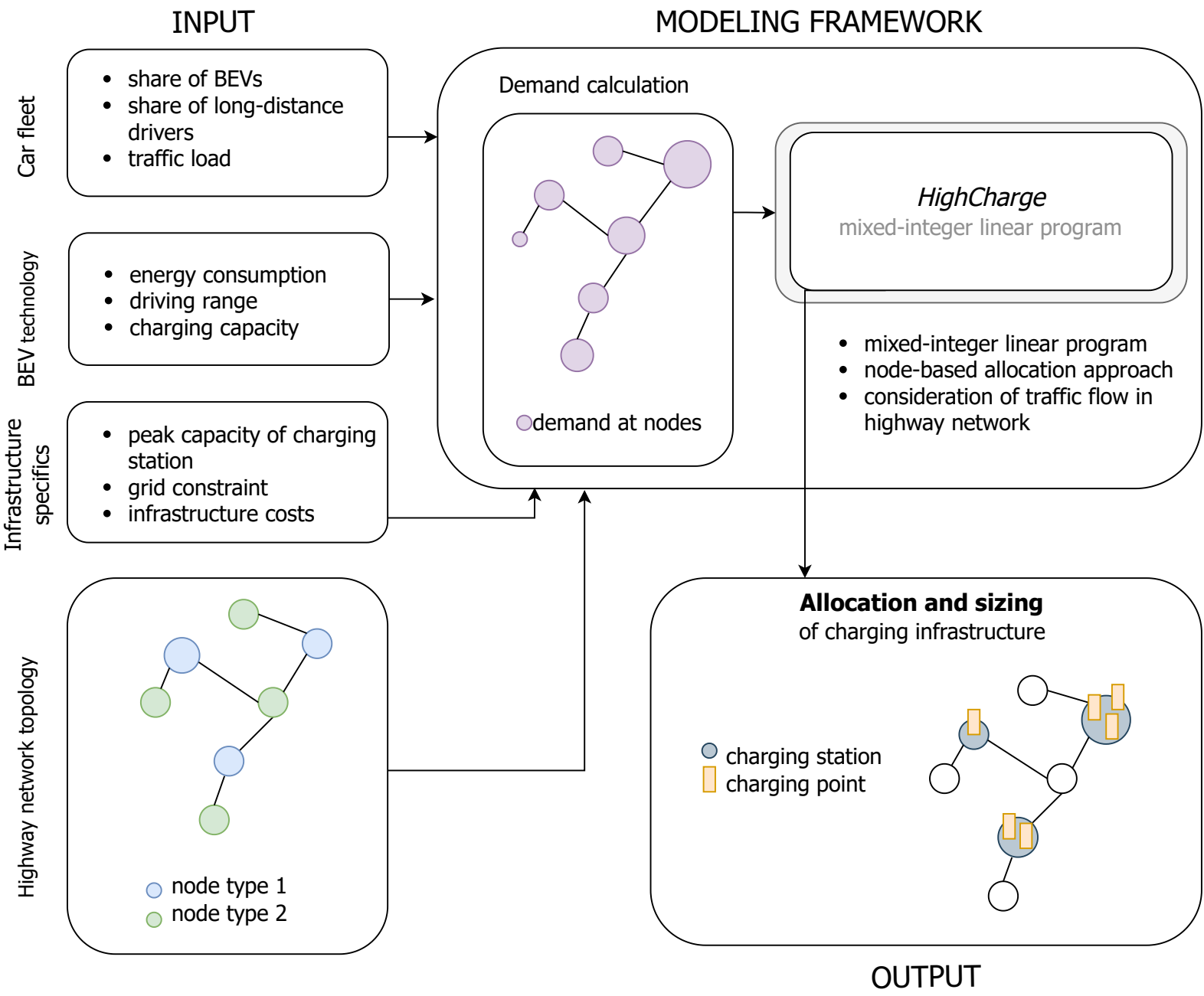
INPUT
MODELING FRAMEWORK
Car fleet
share of BEVs
share of long-distance drivers
traffic load
BEV technology
energy consumption
driving range
charging capacity
Infrastructure specifics
peak capacity of charging station
grid constraint
infrastructure costs
Highway network topology
node type 1
node type 2
Demand calculation
demand at nodes
HighCharge
mixed-integer linear program
mixed-integer linear program
node-based allocation approach
consideration of traffic flow in highway network
Allocation and sizing
of charging infrastructure
charging station
charging point
OUTPUT