



Currently-Charge

Business Canvas Team STROMDAO
IAA Mobilitython 2022





Executive Summary

Climate change and environmental degradation endangers Germany, Europe, and the world. To address these challenges, the European Green New agreement will reshape the EU into a cutting-edge, resource-efficient, and competitive economy, ensuring no greenhouse gas emissions by 2050; Economic development decoupled from asset use and no individual or place be left behind.

Numerous distinctive sorts of electric vehicle (EV) charging innovations are depicted in writing and executed in viable applications. However, this proposal presents an EV charging Technology using Corrently Charge in terms of GHG emission and charging control methodologies and more. An outline of the business model is displayed as well.

The objective is highlighted and holding tall charging efficiency regarding the GHG emission. Charge contains the most significant perspectives on charging innovations and procedures with respect to GHG emission.

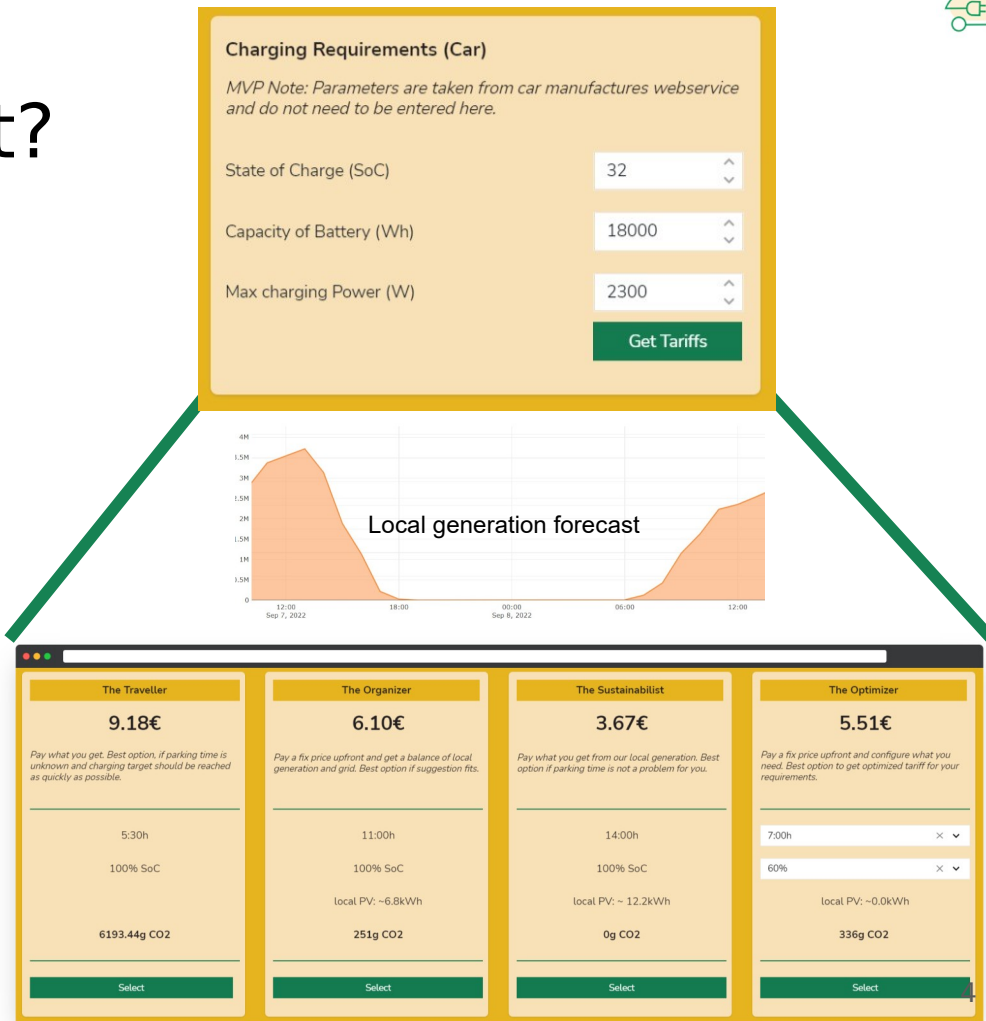


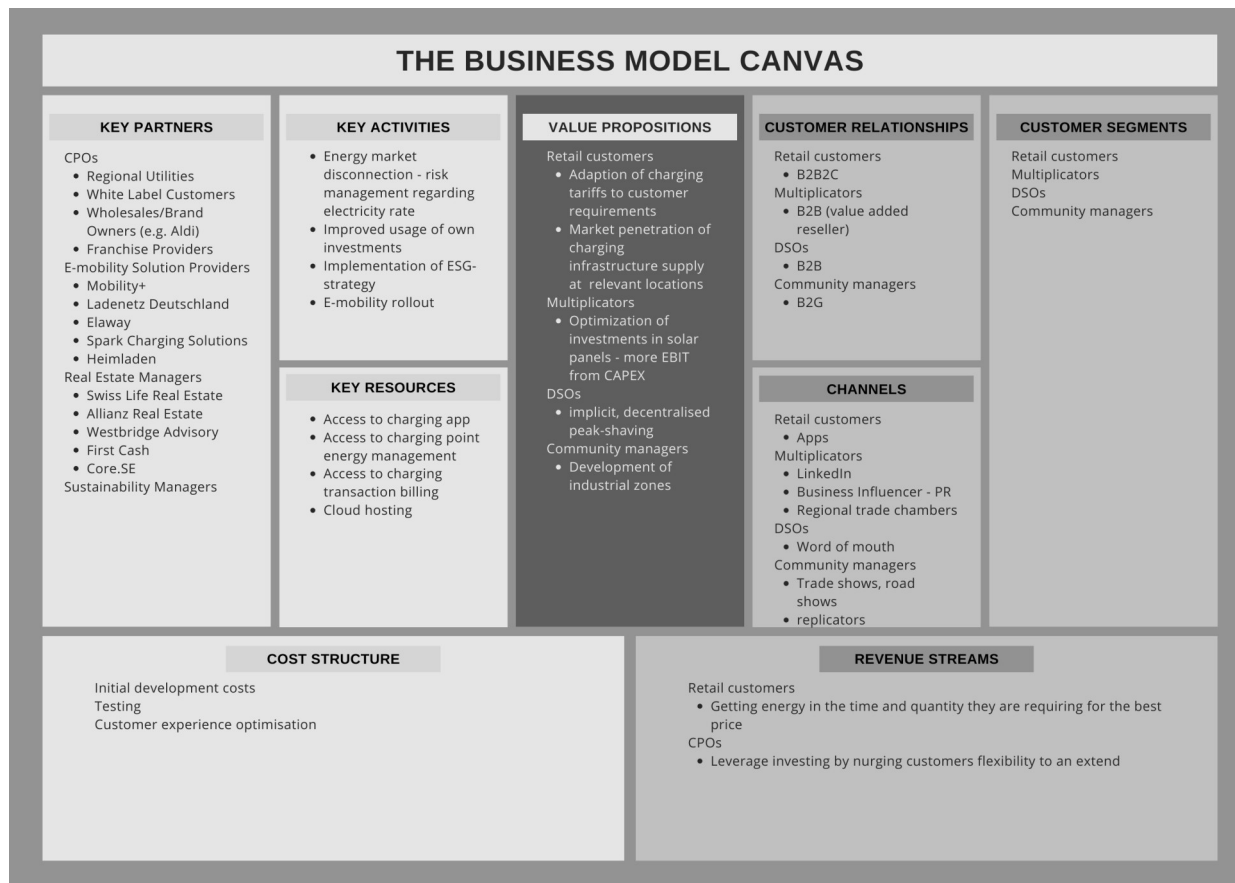
What is our idea about?

Currently Charge allows ChargePointOperators to offer ad-hoc tariffs for drivers, taking drivers charging requirements into account while optimizing the usage of local power generation.

Currently Charge is a tariff builder focused on using available information to the actors in a charging event to optimize overall marginal return.

The builder optimizes based on local forecast, time/duration of parking, GHG emission, and grid mains electricity costs.







Value propositions of currently-charge

Prototype delivers value

- To Drivers: By allowing them to specify charging requirements
- To CPOs: By optimizing use of local green energy usage – increasing marginal return
- To DSOs: By implicitly peak shaving.

It solves the problem by creating a joined goal closing an information gap between driver and CPO.

Currently-charge bundles a snap-in tariff selector for drivers and connects it to a tariff builder of the CPO via microservices and APIs.

If we bring drivers self-efficacy by giving them options, we create a Win-Win situation for themselves, CPOs and DSOs – boosting marginal return for green energy investments.



Key partners for Minimum Viable Product

Key partners today

- STROMDAO (overall lead)
- OpenEMS (backend)
- Switchboard API (forecast/microservices)

Key suppliers for MVP

- All key partners of today
- Hotel Competency Center (Lighthouse installation)
- Heimladen, Elaway, Wirelane, Mobility+, Shell NewMotion, .. (EMT backend)
- UX Support via Core SE

Key resources acquired from MVP partners

- Access to existing install base
- Interoperability testing
- Existing CX knowledge
- Regulatory Compliance

Key activities performed by partners

- Access to existing Charging APPs
- Access to billing
- Access to Energy Management
- UX Development



Key Resources

Key resources required for value propositions for an
MVP within 100 days

- Developer Backend (30 days)
- Developer Connectivity/Interoperability (15 days)
- Developer Frontend UI/UX (15 days)
- Legal/Compliance advisory (10 days)
- IT-Ops / Cloud-Ops (10 days)
- Key accounts / partners Interviews (5 days)
- Lighthouse project success management (10 days)
- Project Management / Sprint planning (12 days)

Missing Data

- None

Missing Experts

- UX design (possible via shareholder Core SE)

Resource protection

- Liquidity for exclusive assignments

Status of partner relationships

- Existing / Established

Revenue Streams at MVP

- See Revenue Streams (MVP)



Key Activities

Project Month	TRL	Activity
1	6-7	Implementation of Prototype, Connectivity to EM and CPO/EMT Backend
2	7-8	Testing and documentation, Establish Lighthouse installation, Stresstest legal compliance
3	9	Rollout MVP and acceptance tests
4	10	Product design and distribution.

Distribution

Retail Customers (Apps), Multiplicators (Social-Media/PR), DSOs (Word-Of-Mouth), Community Managers (Trade shows, replicators)

Customer relationships

B2B, B2B2C

Revenue streams at MVP phase

Licensed usage – see revenue streams



Customer Relationships

Segment	Type	Established?	BM Integration / Role	Costs
Drivers	B2B2C	No	Acceptance of solution proposed. Critical for success.	High (UX, CX)
CPOs	B2B	Yes (=> extend)	Decides about usage and pays for solution	Medium (communication)
DSOs	B2B	Yes	None	None
Local Community Managers	B2B	No	Replicators for areals	TBD



Customer Segments / Value Proposition

Given: 8 hours of parking and required 60% SoC target at the end.

Driver

No Corrently-Charge

The Traveller

9.18€

Pay what you get. Best option, if parking time is unknown and charging target should be reached as quickly as possible.

5:30h

100% SoC

5202g CO2

Select



With Corrently-Charge

The Optimizer

2.34€

Pay a fix price upfront and configure what you need. Best option to get optimized tariff for your requirements.

8:00h × ▾

60% × ▾

local PV: ~7.0kWh

76g CO2

Select

CPOs with local generation

Revenue	9.18€
Costs	9.05€
Marginal Return	0.13€

Revenue	2.34€
Costs	0.22€
Marginal Return	2.12€



Communication Channels – Strategy MVP/POC

- Reaching out to CPOs using Mock-Up UIs/toolkits in Appstores driving awareness of currently-charge.
- Utilize word-of-mouth/influencers to create interest to get CPOs providing currently-charge.
- Use existing network (eq. OpenEMS, bwcon,...) to build reputation.
- Organized PR campaign to address all client segments.
-

A complete marketing-mix is suggested to accelerate adoption of currently-charge directly after the MVP/POC.



Communication Channels – GoToMarket

- Solution Launch Campaign:
 - 90s video
 - Advertorial
 - Press Releases / Media outreach
 - Development of branded media toolki

Potential partner: Proteco GmbH (~50.000€)



Cost structure MVP

If we get 128,300€, it is possible for team STROMDAO to bring currently-charge to an MVP running at the lighthouse customers in production gaining first revenue.

Ressource	Costs
People	93,300€
- Backend (30d)	21,000€
- Connectivity (15d)	10,500€
- UX/UI (15d)	10,500€
- Legal (10d)	10,000€
- IT-Ops (20d)	14,000€
- Key Account (5d)	5,000€
- Lighthouse (12d)	12,000€
- Project (12d)	10,300€
Organization / Technology	35,000€
- Cloud / Infrastructure	10,000€
- Marketing / PR / Communication	10,000€
- Other (travel, rental, capex, license ...)	15,000€
Total MVP	128.300€



Timeline (for the next 100 days to MVP)

Organized in 10 sprints with 10 days.

Ressource	S0	S1	S2	S3	S4	S5	S6	S7	S8	S9
- Backend (30d)										
- Connectivity (15d)										
- UX/UI (15d)										
- Legal (10d)										
- IT-Ops (10d)										
- Key Account (5d)										
- Lighthouse (10d)										
- Project (12d)										

Milestone 0
Fine-Tunes
Prototype.
Sign LOIs

Milestone 1 (POC)
First Charging
at one lighthouse
project.

Milestone 2 (MVP)
Transition to Go-To-
Market phase



Revenue Stream / Pricing

- One-Time: Setup/Integration costs (not for Lighthouse/MVP projects)
- Recuring: 20% of marginal return
- Pure sucessbased pricing

Driver

The Optimizer

2.34€

Pay a fix price upfront and configure what you need. Best option to get optimized tariff for your requirements.

8:00h × ▾

60% × ▾

local PV: ~7,0kWh

76g CO2

Select

CPO

Revenue	2.34€
Costs	0.22€
Marginal Return	2.12€

20%

Revenue



0.42€

- Might replace existing subsription costs of EMT/Networks
- Might disrupt existing payment/billing fees



What is missing?

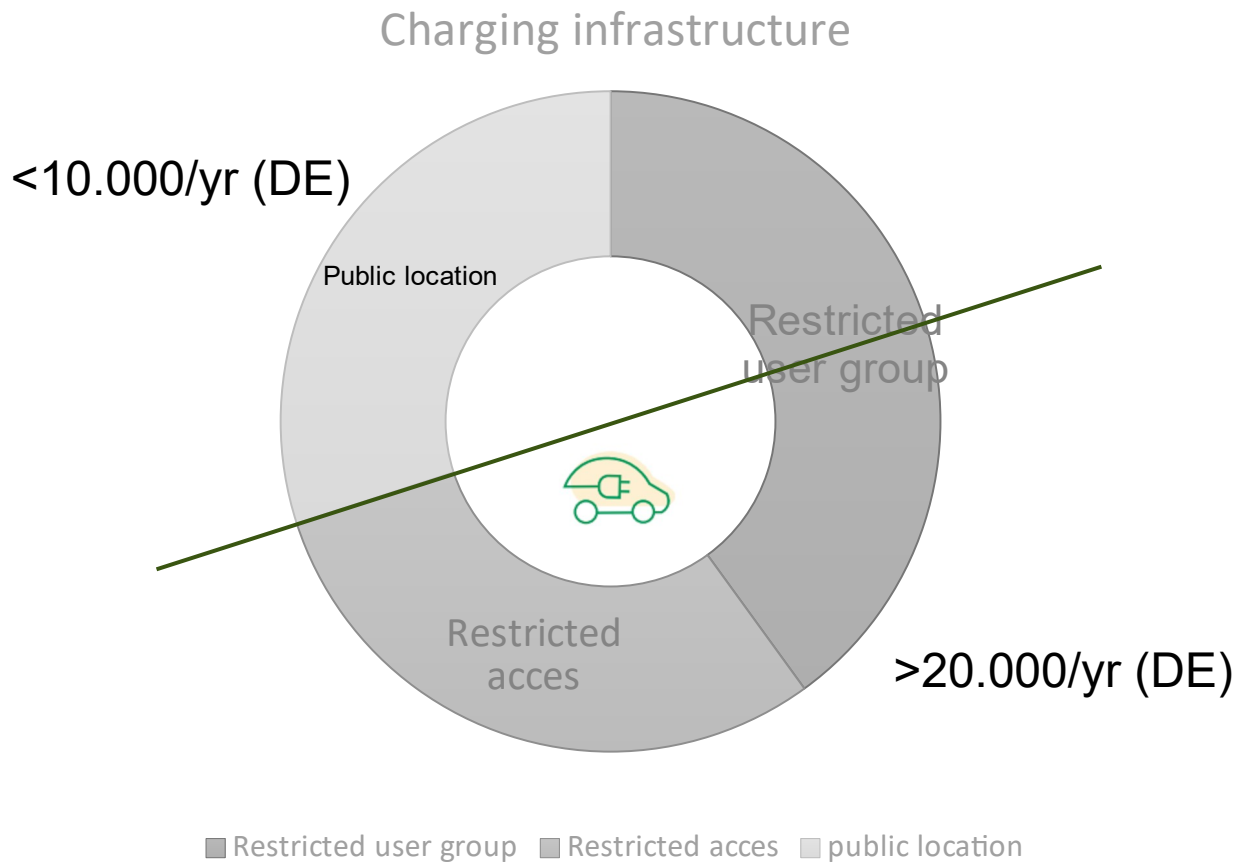
- Liquidity Plan / Cash-Flow for 3years
- Stresstest of partners required for fulfillment
- API integration to existing/established charging apps
- LOIs of 2-3 lighthouse projects
- Indepth legal due diligence of joined venture / development
- Evaluation of ISMS/ISO 27001 impact
- I18N concept
- Check of possible public funding/grants.
- Sustainability audit of project/MVP



Backup Slides

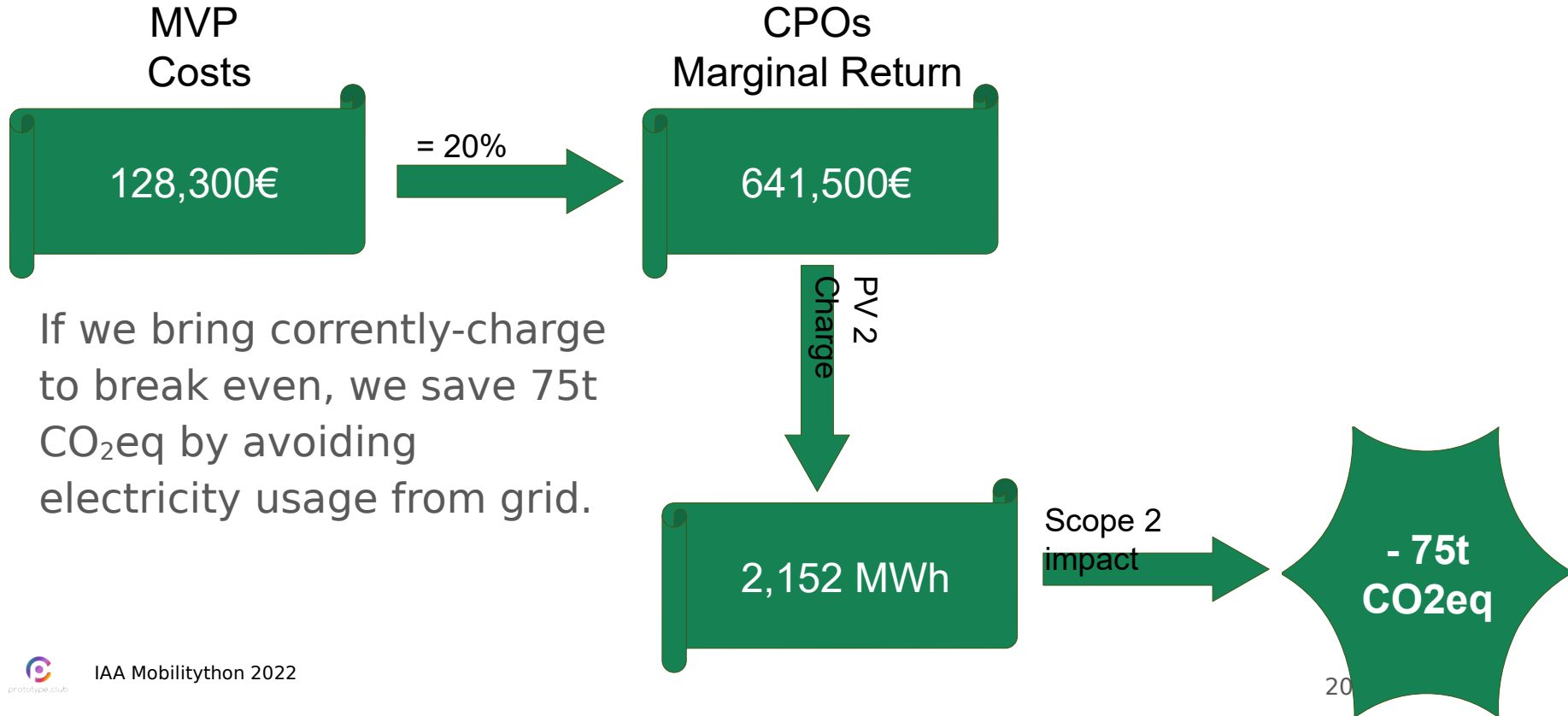


Market Analysis





MVP Sustainability





Personas



- Works at a medium-sized company who offers their employees EV charging on-site
- Goal that at the end of the working day (8 hrs) EV is at least 80% charged
- Benefits from most physically available green energy in the grid → good conscience
- Benefits from low charging price as this price is lower than the average electricity tariff



- Company has solar panels installed on company site
- Becomes a more attractive employer in times of skill shortage with offering reasonable EV charging tariffs
- Higher revenue through directly selling EV electricity to employees instead of feed-in compensation



Most optimised load profile and least outputted carbon emissions EV charging possible