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The foundation of an electric fleet future

Rohan Puri, CEO & Co-Founder
Obrie Hostetter, Head of Partnerships
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Electrifying 1 taxi saves as much CO₂ as electrifying 3 consumer cars

<0.5% of California’s EVs are in rideshare

~23% of energy on DFCS
Public charging stations won’t scale for urban fleets

1. Poorly located
   Predominantly near residential, work, and retail

2. No guarantee of availability
   Queueing and bad actors
Centralized Network Model

- Blue: Revenue Generating Car
- Red: Non-Revenue Generating Car
- Circle with "Charging Station"
- Circle with "Ring Size = # of Chargers"
Goals & Barriers

Goal

• Faster deployment: deploy the minimum number chargers
• Efficient infrastructure use: planning & sharing for higher utilization
• Less congestion: minimize vehicle downtime and deadheading

Barriers

• Overwhelmed public chargers: consumer queueing, fleet hesitancy
• Shared access model: guaranteed availability, high utilization, amenities
• Infrastructure cost & deployment speed: easier access to information (permits, zoning, utility) and simplified deployment processes
Thank You

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