

ELECTRIC ROAD

PÅL PREEDE REVHEIM



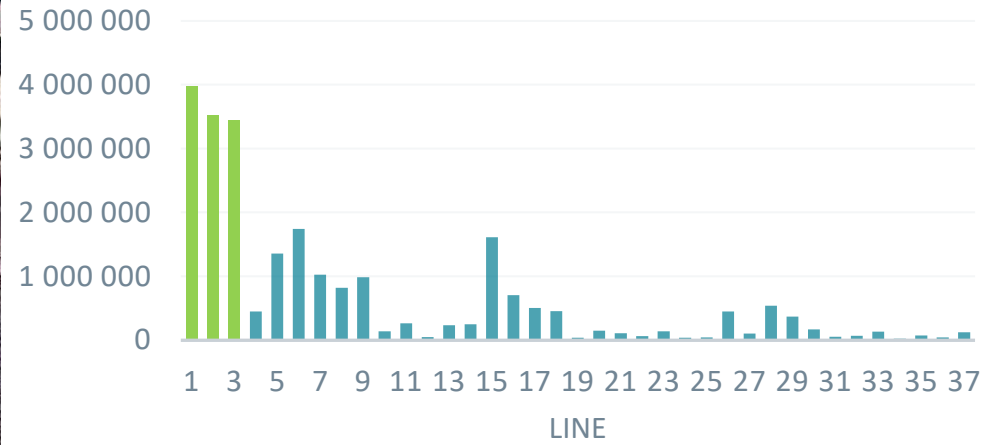
From January 1st 2025, all new city buses in Norway must be emission-free

(Regulations on energy and environmental requirements for public procurement of vehicles for road transport, § 4)

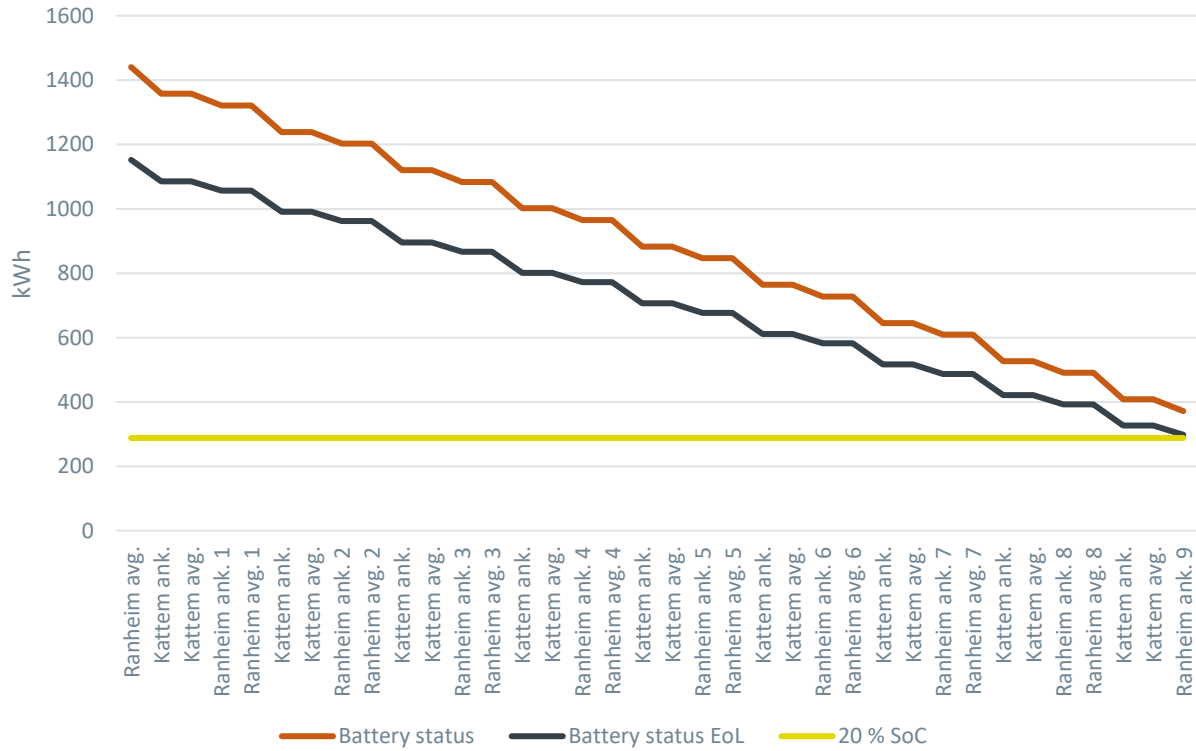




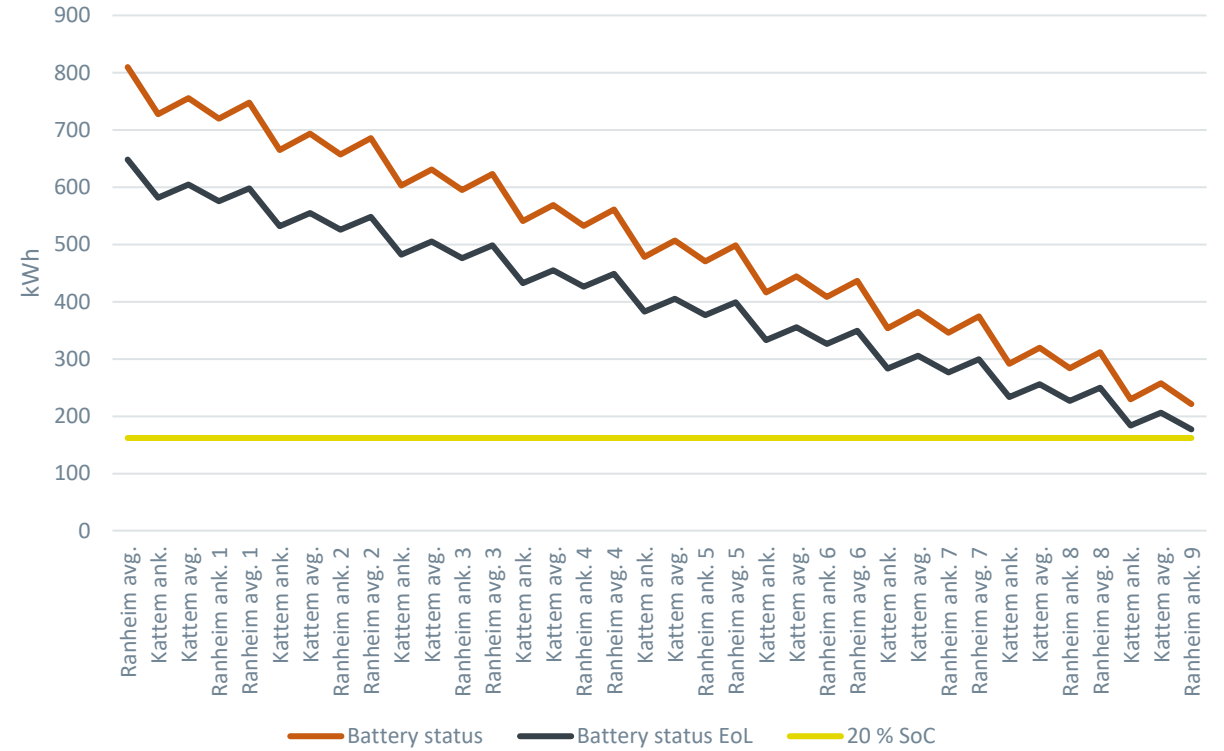
Boardings 2021



Depot charging



Depot- and end-stop charging





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Strindheim
via Brundalen

Project aim

- To enable Trøndelag county and AtB to assess whether electric roads are a feasible alternative for buses in Trondheim from 2029
- To spread knowledge about the technology among bus operators, bus manufacturers, public authorities and other possible users

Project owner Trøndelag county

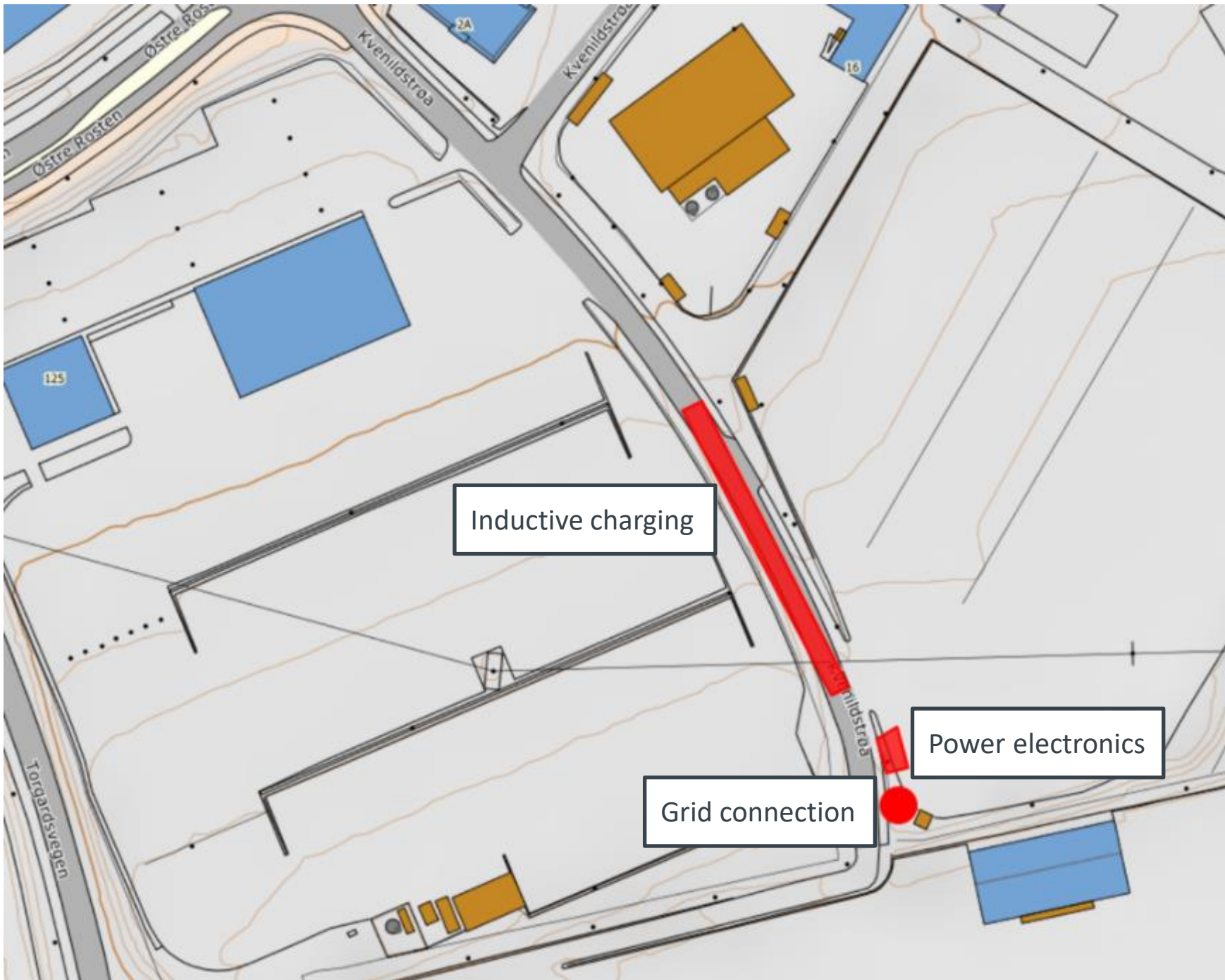
Project manager AtB

Other involved parties SINTEF, Norwegian Public Roads Administration, Trondheim municipality, bussoperators etc.

Budget ~ 25 mNOK

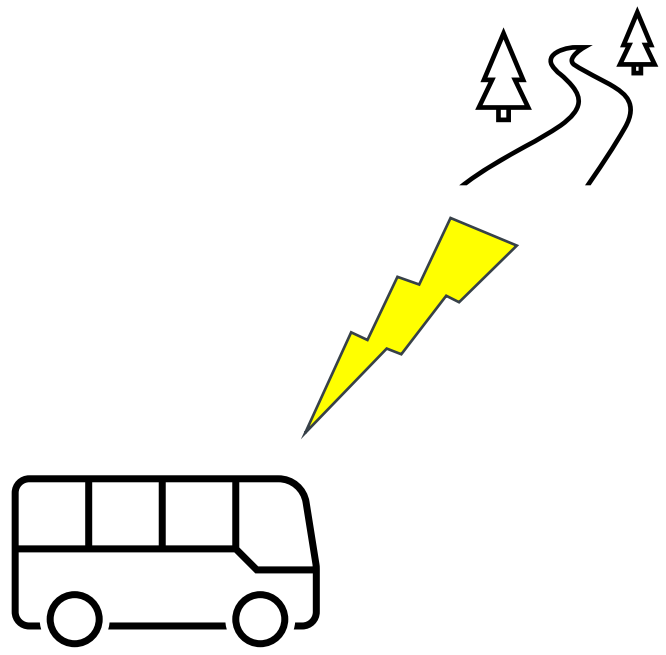
Project period 2022 - 2025

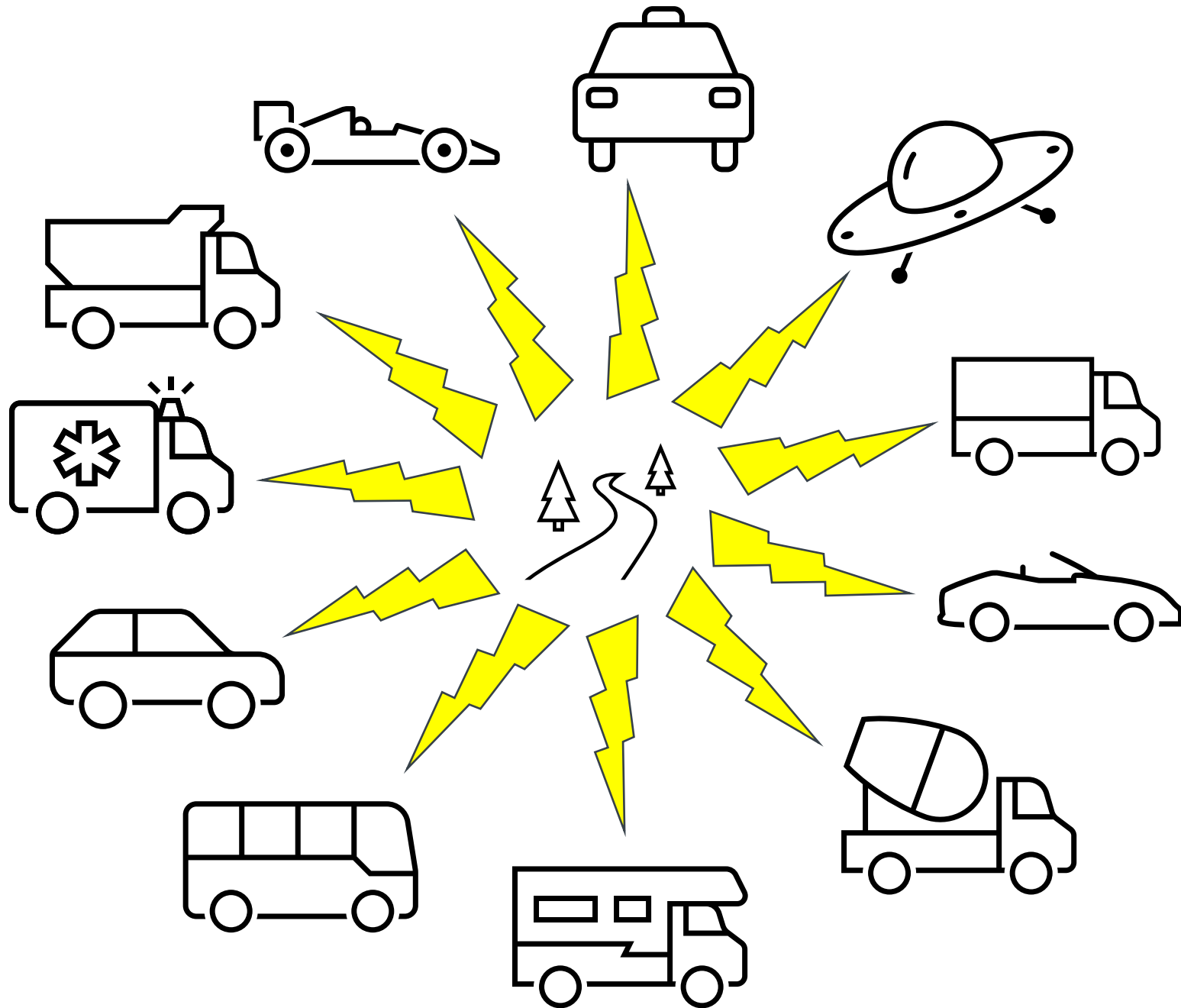




	2023				2024				2025			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Procurment												
Delivery time												
Construction and commissioning												
Piloting												
Evaluation												







- How will an electric road be received by “the common people”?
- How can we succeed in attracting more types of users than buses?
- Which business and ownership models are suitable for electric roads with multiple types of users?
- How can an electric road supplement the establishment of ordinary charging infrastructure for EVs?
- What opportunities can electric roads provide in a future with autonomous vehicles?





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