

5G base station construction and charging piles





Overview

Should battery swapping stations be co-constructed with charging piles?

The development of battery swapping stations (BSS) offers a significant opportunity to address infrastructure deficiencies and alleviate range anxiety, issues commonly associated with current charging piles. Therefore, understanding the requirements for the co-construction of BSS and charging piles is essential.

How many charging piles will be built by 2030?

In the Idle Speed scenario, guided by S2R3 demand, the focus will be on constructing 18.02 million charging piles and 54.4 thousand BSS units by 2030. In the Competition scenario, guided by S3R3 demand, the projected construction will amount to 13.86 million charging piles and 62.44 thousand BSS units by 2030.

Does co-construction of BSS and charging piles save land?

Demand for co-construction of BSS and charging piles. Reducing the number of charging and battery swapping infrastructures can save valuable land, especially in highly urbanized areas with limited land resources. However, it is important to note that such evaluation criteria may reduce the accessibility of CSI services.

Should charging piles be integrated with BSS?

Although some studies have explored the co-construction of charging piles and BSS, their scope and integration remain limited. For instance, Lai and Li (2024) argue that a multimodal charging network, which integrates both charging piles and BSS, can enhance fleet utilization and reduce operational costs.



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