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## Mail at KU now delivered by electric car

**The most recent addition to the KU fleet of vehicles is an electric car. From now on, employees at the KU mail room will deliver letters and parcels with a Renault “Kangoo Maxi Z.E.”. The former mail delivery vehicle had to be replaced because it was too old. On the KU campus, the latest acquisition is now the second e-car on duty. The security and locking service commissioned by the KU also uses an e-smart car for their tours in the evenings and at night.**



Rosmarie Regler, employee at the KU mail room, with the new electric mail delivery car. (Photo: Klenk/Press Office)

The KU is expanding on e-mobility with its new mail delivery car. Two electric filling stations on the Eichstätt campus are already in use. At these stations, employees and students can recharge their e-cars free of charge. A third electric filling station at the KU's Ingolstadt location is currently being planned.

Before purchasing the new mail delivery car, the Facility Management team calculated how climate-friendly this means of transport actually is. The predecessor of the e-car had a gasoline engine which had a calculated energy need of approx. 11,000 kWh per year. For the same driving performance, the new e-car is expected to need approx. 3,000 kWh. This results in annual savings of approx. 3.3 tons of carbon dioxide. In this context it is important to mention that the University is exclusively supplied with green energy. An argument that has to be held against these CO<sub>2</sub> savings are emissions produced during manufacturing of the battery. According to the Heidelberg-based 'ifeu-institut' which works for the German Federal Environment Agency, approx. 140 kilograms of CO<sub>2</sub> equivalents per kilowatt hour of battery storage capacity are emitted. The KU mail delivery car has a battery with a storage capacity of 33 kWh, which means that for its production, 4.6 tons of CO<sub>2</sub> were emitted. This means that after 16 months in use, the emissions caused during battery production will be compensated for. After this, the KU will reduce its CO<sub>2</sub> emissions by more than three tons every year.