



AlpEnMAT Case study on event [Electric vehicles and charging stations in commercial and public environments]

[Bad Reichenhall, 19.09.2014]



Wirtschaftsförderung Berchtesgadener Land mbH

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1 The event structure

Title:	Electric vehicles and charging stations in commercial and public environments
Venue:	Landratsamt Berchtesgadener Land, Salzburger Str. 64, Bad Reichenhall (Bayern, Deutschland)
Date:	19. September 2014
No. of participants:	62 (including organizers)
Short description:	On the one hand we wanted to address with this event enterprises that produce and/or sell electric vehicles, charging stations and other corresponding innovative products, as well as organizations which have experience in using electric cars in their motor pool or with operating charging systems or renting out electric cars. On the other hand we invited organizations from the public and private sector who are interested in electric mobility and might benefit from a future use of electric vehicles and charging stations and are willing to inform themselves to support a potential investment with knowledge and proper contacts.

1.1 Agenda

until 10:00	Arrival and registration
10:00 – 10:30	Welcome and topic of the day „Electric mobility – Chances and possibilities“ (Dr.Thomas Birner, Manuel Münch)
10:30 – 11:30	Round of introductions for all participants (Jam 99 Seconds) „Who are you? What do you offer? What do you need?“
11:30 – 12:30	Opening of the first public charging station at Landratsamt Berchtesgadener Land by Landrat Georg Grabner followed by lunch
12:30 – 13:00	Presentation of „Showcase Bavaria - Saxony Electric mobility links together“ (Bayern Innovativ)
13:00 – 14:15	Parallel networking, collection of information and experiences „Experience Electric mobility“ – presentation of models and chance for short test drives parallel Jam Marketplace – marketplace for information material and exhibits of attending companies parallel Jam 1:1 – bilateral meetings reserved in advance - 5 tables á 5 time slots á 15 minutes parallel Jam Café – coffee break and open networking
14:15 – 14:45	Introductory speeches on the discussion topics Electric mobility – Chancen und Möglichkeiten für den eigenen Fuhrpark (Martin Scheifler) & Ladeinfrastruktur – Solarroute Salzburg (Mag. Roland Haslauer, GFB & Partner)
14:45 – 15:30	Discussion 1: Chances and prospects for the companies' car pool parallel Discussion 2: Operation of public charging systems by communities and companies

15:30 – 15:50	Presentation of the discussions' results
15:50 – 16:00	What happens next? – Preview on further activities
16:00 – 17:00	Jam Café – Get-together and networking parallel Additional chances for test drives

2 The event story (eBook)concept

The e-book was prepared in German and English language. Below a text excerpt from the original English e-book can be found.

2.1 Conference Session

INTRODUCTION

Manuel Münch, Klimaschutzmanager Landkreis Berchtesgadener Land

In the year 2013 – similar as in many other regions within the Alpine Space – a climate protection concept was decided upon in the district of Berchtesgaden Land to foster measures to reduce CO₂ emissions. The main fields of action which were identified are “Energy for buildings”, “Renewable energy”, “Energy management for companies” and “Traffic”. Within the field of traffic the most important topics to be addressed to reach the set climate protection goals were identified as “Bicycle traffic”, “Public transport” and “Electromobility”.

To reach the set goal for electric cars, namely 9200 within the district until 2030, some awareness training is necessary as well as overcoming obstacles and prejudices such as low range, no charging infrastructure, lacking cost effectiveness and no contribution to reaching the climate protection goals.

The last prejudice though can be easily overcome if you grant a close look on the ecological balance of electric cars in comparison to gasoline driven cars. Due to the better energy efficiency (80% versus 20%) the ecological balance of the electric car outperforms the fossil fuel car with a demand of 6 liters after 15100km already.

The Jam Bite event strives to take on the open questions concerning cost effectiveness and sufficient range for company use and possibilities to install charging stations. The following discussions are meant to provide better clarity and launch initiatives to overcome existing obstacles.

TODAYS SPECIAL

Dr. Johann Schwenk, Bayern Innovativ GmbH

During the past 2-3 years several initiatives started triggering the dynamics in the field of electric mobility which can also be seen in increasing licenses of electric cars and charging stations in Germany and Bavaria. In the year 2008 the initiative to secure the future of electric mobility was launched to strengthen Bavaria as industrial and technological site. The strategy includes improving research capacities, the establishment of model regions, integration of electric mobility into the cluster strategy, improved conditions for market launch and support of flagship projects.

For the first initiatives test results and experiences concerning the daily use of electric vehicles were in the center of attention. Research was done on the following topics: mobility behavior in rural regions, decentralized renewable energy production in combination with electric mobility and intermodal mobility approaches. The “Showcase electric mobility Bavaria-Saxony” fostered and initiated several projects in different fields and therefore deserves to be mentioned in particular. For long distance travelling fast charging stations have been

established alongside the expressways. Furthermore the possibilities to establish charging points in rural areas and the behavior of local users have been analyzed. Last but not least efforts were put into integrating electric mobility topics in the education system and into gaining international visibility for these national actions.

Electric mobility offers lots of opportunities, including the following: Reduction of CO₂ emissions and safety of energy supply, opportunities to provide new jobs and changes in people's mobility behavior. Though special challenges electric mobility has to face to gain a broader distribution are optimization of automotive engineering, reduction of costs, establishment of suitable infrastructure, generation of incentive schemes and integration of electric vehicles in public authorities' motor pools.

Examples for successful projects:

- E-NUE: Analysis of charging and use of electric vehicles by commuters and company car holders
- E-Plan: Analysis of private use of electric cars without a private parking space
- Model region Garmisch: use of electric vehicles in rural regions
- E-deliveries in Allgäu region: Electric cars for postal delivery

Consultant for electric mobility

Dr. Wolfgang Christl, HWK

In the field of further education several topics have to be addressed, such as:

- Guidance concerning electric mobility in general (car pool, cost effectiveness)
- Advice concerning vehicles (cars, trucks, bicycles)
- Technical background, grid integration and energy supply structure

For example cost effectiveness and eco balance can be investigated through mobility analyses and simulations. The grid integration of electric mobility can be visualized with special tools and also personal decisions can be supported through specialized applications e.g. the eM Analysis Tool

PRESENTATIONS

All participants stood up and presented themselves following the Jam99 concept answering the questions "what I do, what I am looking for here, what I expect from Jam Bite". Due to a higher number of participants than expected during the planning stage of the event the original 99 seconds were shortened to 66 seconds per participant which worked out very well. The concept of the elevator pitch and PowerPoint presentations were not used.

2.2 JAM Session

The topics of the two round tables were shortly introduced by the moderators to the whole group so those who did not come up with a decision which discussion to join would get a little support to do so. Additionally this was a chance to get some insight into both topics so one could take some information home from the even if the discussion on the topic was not attended.

SESSION 1:

Round table A: Chances and prospects for the companies' car pool

Moderator: Martin Scheifler, Carpenter and electromobility user

After a short introduction of different models of electric cars, an overview of the state of the art and a comparison between combustion and electric engine was given. Additionally a short view was granted on the possibilities that arise when the electricity for the car is also homemade. Then the discussion started.



After a general discussion on the neighboring topics charging stations, plug versions and technical details of different models concerning charging abilities, the discussion came back to the main issues of introducing electric cars to the companies' car pool. Some planning is necessary to create parking spaces which allow for charging electric cars and which are still suitable when the number of electric cars is increased in the future. Still there should be no overanalyzing in advance as theory and practice differ quite a lot when it comes to electric mobility. Most charging processes may still rely on common household sockets and the range of today's electric cars is suitable for most travels.

When introducing electric mobility in the car pool it is still advisable to start with 2 or 3 cars. This makes it possible to check for which travels and destinations those vehicles are actually suitable. Depending on the size of the car pool and requirements of daily usage the proper ratio between electric power and fuel based cars can be determined.

Even when it turns out that in the long term no costs can be saved because the mileage is too low, marketing and environment protection may be good reasons to move forward to using electric cars anyhow.

The chamber of crafts will offer further education courses as of the year 2016 which gives professionals the necessary knowledge to give advice to people who are willing to introduce electric mobility in their car pools. Information and contacts can be provided already today which makes starting one's way into electric mobility possible as of today.

SESSION 2:

Round table B: Operation of public charging systems by communities

Moderator: Mag. Roland Haslauer, GFB & Partner

Mr. Haslauer first gives a little insight into his experiences and background. Starting with a PV installation on the roof in 2008, a solution was searched for using the excess power that was being produced. This led to the conversion of cars and motor scooters of the company from fuel-based to electric driven. Excited due to the internal success of the project, other companies were convinced to follow the example resulting in a total of 6000m² PV modules and at about 100 electric vehicles as well as a high awareness for the topic within the region.

The vision, which was thenceforth followed, was to spread free solar mobility. A first step to reach this goal was the opening of the first solar route in Salzburg with 14 electric charging stations powered with free solar power provided by regional companies without the necessity of payment, notification or registration during the usage. An expansion of the route is already planned.

The discussion which followed this introduction dealt with different topics. First the question arose on how the production of renewable energy can be guaranteed throughout the year as this is a key aspect of the whole idea of a free solar route. The answer was as simple as that the PV generation was supported with water power and storage capacity to buffer differences in supply and demand.

One possibility to build such storage is the usage of second-hand batteries which cannot be used in vehicles anymore due to capacity losses. Additionally the electric cars function as mobile storage devices. In general a sustainable use of lithium batteries is 5 years in a vehicle and 15 years as stationary storage. This ensures resource efficiency through material savings and recycling.

The discussion also treated charging technologies. For the system used in the free solar route, Schuko plugs are used which can be used by any vehicle with the according adapter. Additionally individual systems with different sockets can be assembled. The costs for charging stations range from 3500 € for basic fitting to 4500€ for fast charging and up to 16000€ for custom products.

The idea behind the whole set-up is not to buy a car but mobility. Thus vehicles, charging devices and the according service form a package.



After getting this insight in one possible solution to establish an electric charging system the debaters agreed to form a working group to discuss which concepts to consider and which further steps to take for the establishment of a charging system preferably for a greater region and across borders.

2.3 Networking and marketplace

Only a small number of participants was interested in the Jam1:1, so only 3 tables and 3 time slots were necessary to manage the dialogues. Most participants preferred the more informal chat at the Jam Café or asking very concrete questions at the market place.

The market place was frequented a lot and offered a huge number of electric cars which could also be test-driven by the participants. Being kicked-off by the opening of an electric charging station at the event's location, the networking was taken outside before lunch and continued with great success in the afternoon.

2.4 Grand final

In the end the discussions' essences were presented to the complete audience and with an outlook on future activities, the formal program for the day was closed. After asking a final verbal feedback round which gave the event overall good credit, only few people stayed behind for another short chat, as most of the people had used the many opportunities for networking during the day.

3 Event evaluation

Compliance with the Jam Bite concept, tested components and deviations

3.1 Participants registration

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE)	Deviations (if "MODIFIED" or "NOT APPLICABLE")
Description	At the beginning of each event participants should receive an instruction on how to complete their badge with the information on their company; participants receive the badge, the stickers and the agenda of the day	FOLLOWED	
Timing	Max 30 to 45 minutes	MODIFIED	No fix time slot but a registration until slot was included in the agenda. The first participants started to show half an hour before the official start, but several participants also came in late.
Tools	Badges (booklets),	FOLLOWED	
	stickers,	FOLLOWED	
	pens	FOLLOWED	
Human resources	2 to 3 persons	FOLLOWED	
Materials	Participants list,	FOLLOWED	



	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if "MODIFIED" or "NOT APPLICABLE")	Deviations
	agenda	FOLLOWED	
NOTES:	The space for registration could have been a bit larger, but still it worked out fine.		

3.2 Introduction

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if “MODIFIED” or “NOT APPLICABLE”)	Deviations
Description	Emotional Video describing AlpEnMAT / Jam Bite;	NOT APPLICABLE	The video did not seem fit for a large portion of the participants to actually communicate the specialty of the event concept due to the participants backgrounds but also due language barriers (the video is in English)
	Short welcome and explanation of the agenda. (Presentation provided by UC explaining AlpEnMAT and the Jam Bite concept...)	FOLLOWED	
Timing	Max 10 minutes	MODIFIED	An additional presentation and official greetings by representatives of the host location were included therefore a total introduction time of 30 minutes was assessed.
Tools	Video	NOT APPLICABLE	See reason stated above.
	Presentation template (provided by UC)	FOLLOWED	
Human resources	Presenter from the partner who hosts the event	MODIFIED	Not one person but three people shared the introduction as the event was also supported by the regional authorities.
Materials	Beamer; microphone	FOLLOWED	
NOTES:	The enhanced introduction gave a good overview on the relevance of the event’s topic within the region where the event was hosted.		

3.3 Today's special

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if "MODIFIED" or "NOT APPLICABLE")	Deviations
Description	Brilliant keynote speaker, a sort of Guru rather than technical/academic experts, bringing a «vision», with good communication skills.	MODIFIED	The Keynote was given by the member of another organization supporting and co-organizing the event. Although the presentation was very good, to call it the speech of a Guru would go too far. Furthermore another person got the chance to talk to give an additional perspective.
Timing	20 minutes	MODIFIED	The actual keynote was 20 minutes long, but another 10 minute presentation was added to establish a connection between the overall insights and the more regional activities connected to the greater initiative.
Tools	Ppt with few slides with very little text, motivational	MODIFIED	The PPT was sent in late, so recommendations for changes to reduce the content a bit could not be considered anymore.
Human resources	Guru	MODIFIED	2 people, one from the academic, one from the technical side
Materials	Beamer; microphone	FOLLOWED	
Other	Briefing	FOLLOWED	



	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if "MODIFIED" or "NOT APPLICABLE")	Deviations
NOTES:			

3.1 Further presentations

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if “MODIFIED” or “NOT APPLICABLE”)	Deviations
Description	Enhancements of the introduction and today’s special (details described above) Opening of the market place through presentation of a new installation of a charging spot. (1 presentation) Introduction to the Jam Sessions (2 presentation)	FOLLOWED	
Timing	Max. 10 min. each	MODIFIED	15 minutes each
Tools	Ppt template with few slides with very little text	MODIFIED	The presentation of the charging spot did not need a PPT. The first introduction to the Jam Sessions fit the specification very good, the second could have had less text.
Human resources	Key stakeholders, experts	FOLLOWED	
Materials	Beamer; microphone	FOLLOWED	
Other	Briefing	FOLLOWED	
NOTES:	The additional presentations were added to ensure a high attendance of public authorities who were often hard to address in the events before.		

3.2 JAM 99

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE)	Deviations (if "MODIFIED" or "NOT APPLICABLE")
Description	Each participant explains in 99 seconds what he/she does, what he she offers and what he / she is looking for	FOLLOWED	
Timing	99 sec for each presentation	MODIFIED	Each person was given only 66 seconds due to the higher number of participants than originally expected
	max. 30 presentations	MODIFIED	All participants were given the opportunity to introduce themselves which exceeded the number of 30 by far.
Tools	timer	FOLLOWED	
Human resources	One participant for each company present	MODIFIED	There were only few organizations represented by more than one person. Still no one was hindered to introduce him- or herself.
Materials	Microphone	FOLLOWED	
NOTES:	This part was considered to be the most important one, to let everyone know who was there and with which intentions. That is why everyone was asked to use the chance even as it meant to deviate from the original concept		

3.3 JAM 1:1

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE)	Deviations (if "MODIFIED" or "NOT APPLICABLE")
Description	Bilateral meetings organized by : Advanced subscription during the registration to the event;	FOLLOWED	
	Additional subscription during the event	FOLLOWED	
Timing	Max 90 minutes total	FOLLOWED	
	15 minutes for each meeting	FOLLOWED	
	5 minutes to change tables	MODIFIED	No extra time for table changes was planned. No necessity due to the number of meetings and participants.
Tools	Bell to announce the end of each meeting round	MODIFIED	No necessity due to the number of meetings and participants.
Human sources	re- One person checking the time	MODIFIED	No necessity due to the number of meetings and participants.
Materials	Small desks/tables	FOLLOWED	
NOTES:	The organized Jam 1:1 was not accepted well at this event. People preferred to organize their own bilateral meetings spontaneously at the Jam Café and Marketplace.		

3.4 JAM Session

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if "MODIFIED" or "NOT APPLICABLE")	Deviations (if "MODIFIED" or "NOT APPLICABLE")
Description	Round tables - According to the main theme and list of participants 3 to 4 sub-themes;	MODIFIED	Only 2 topics were planned as only 30-35 participants were expected during the planning phase.
	max. 12 to 15 participants per group	MODIFIED	Due to the higher number of participants, one of the groups was significantly bigger than 15 participants, though some of the participants had already left at that time. A potential split up of the group was discussed but not executed as a general consensus for further actions was hoped for at the end of the discussion.
Timing	45 to 90 minutes	FOLLOWED	
Tools	Live twitting, taking notes, Pin board, Flipchart, papers, pencils	FOLLOWED	
Human resources	1 facilitator, communication skills rather than technical knowledge; fostering participation, motivating the group; facilitating rather than leading the discussion;	MODIFIED	Although the people were instructed accordingly, they were no professional facilitators. The dynamics within the groups were rather strong making facilitating the discussion rather difficult at times.

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if “MODIFIED” or “NOT APPLICABLE”)	Deviations
	1 «secretary» chosen within the group of attendees, summarizing the discussion; very essential (not minutes), focus on the topics discussed; telling the «story» of what is happening.	FOLLOWED	
	1 live twitting person, from the staff.	FOLLOWED	
Materials	Template for the story of the discussion	MODIFIED	The template was provided but not used.
	Round tables or circles with chairs; a smartphone or tablet or pc	MODIFIED	Only one of the rooms provided a real round table. The other one had to be managed with rows of chairs also due to the high number of participants.
Others	Briefing of the facilitator	FOLLOWED	
NOTES:			

3.5 JAM Cafè

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE)	Deviations (if "MODIFIED" or "NOT APPLICABLE")
Description	The JAM Cafe where people who are not involved in the activities can meet end talk	FOLLOWED	
Timing	all day	MODIFIED	The Jam café time was reduced to two official time slots in the agenda (13:00 - 14:15 and 16:00 – 17:00) to keep people active in the other offered activities. Still the Jam café was announced to be open the whole afternoon during the course of the event.
Tools	Coffee, tea and other beverages, snacks	FOLLOWED	
Human resources	1-2 catering people	FOLLOWED	
Materials	Small desks/tables	FOLLOWED	
NOTES:	It proved to be unnecessary to keep the Jam café open after the grand final as most participants left immediately after the wrap up of the day.		

3.6 JAM Market place

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if “MODIFIED” or “NOT APPLICABLE”)	Deviations
Description	A place where participants can provide and find information (on products and services of etc.);	MODIFIED	There were actually two places foreseen, one indoors for flyers and one outdoors for the big items and electric vehicles.
	Exhibition and demonstration of products	FOLLOWED	
	posters session (template provided by UC)	NOT APPLICABLE	There was no need expressed by participants to have a specific poster session. People mainly advertised their products with roll-ups and banners next to their products.
Timing	All day	MODIFIED	To keep the market place manageable due to the possibility of test-driving electric vehicles fixed time slots (13:00 - 14:15 and 16:00 – 17:00) were scheduled.
Tools	information for the possibility of distribution of promotion materials	FOLLOWED	
	Template for posters,	NOT APPLICABLE	No poster session was included during the event.
Human resources	One person showing the platform and helping people who want to subscribe	NOT APPLICABLE	Due to technical problems the platform could not be shown during the event.

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if "MODIFIED" or "NOT APPLICABLE")	Deviations
Materials	One pc to show the Jam Bite platform	NOT APPLICABLE	Due to technical problems the platform could not be shown during the event.
	tables for participants flyers	FOLLOWED	
	wall for posters	NOT APPLICABLE	No poster session was included during the event.
NOTES:	The possibility to present small flyers was only sparsely used at this event, but lots of actual products (mainly electric vehicles), demonstration objects and big banners were presented.		

3.7 Grand final

	Jam Bite concept draft	Event (FOLLOWED/ MODIFIED/ NOT APPLICABLE) (if "MODIFIED" or "NOT APPLICABLE")	Deviations
Description	Short wrap up of the day;	FOLLOWED	
	Summary of the JAM Session: one person per discussion round;	FOLLOWED	
	Outlook and feedback round [what's new, chances of collaboration, hints for follow ups and further Jam Bite events?];	FOLLOWED	
	WHAT'S NEXT (just one slide with next events)	FOLLOWED	
Timing	Max. 30 min.	FOLLOWED	
Tools	NA		
Human resources	Presenter from the partner who hosts the event	FOLLOWED	
Materials	Microphone, (beamer)	FOLLOWED	
NOTES:	The grand final consisted of two items on the agenda. First the "presentation of discussion results" to summarize the Jam sessions and giving first hints on potential collaborations and follow up actions. Second the agenda item "what happens next" which gave an overview of the next events, a short wrap-up of the day from the organizer's perspective and included the insights in the participants view of the day through verbal feedback.		



3.8 General impression and Conclusions

WHAT WORKED WELL?

The Jam99 even as it was performed as Jam66 worked very well and was much appreciated. The same is true for the market place. Both agenda items were also prepared and carried out with appropriate effort compared to the benefits.

WHAT NEEDS TO BE IMPROVED?

The Jam 1:1 and the badges led to some confusion. Additionally compared to the outcomes the effort for preparing and executing those parts of the concept accordingly was unreasonably high. The way to communicate and animate people to participate needs improvement as well as the arrangement of meetings in advance which is not intuitive and easy enough.

CONCLUSIONS

The badges need to be producible with standard templates, to reduce preparation stress. As the booklets were hardly used for actual writing it needs to be considered whether they are really a benefit worth the effort.

As the preparation of the Jam 1:1 meetings is really a time-consuming task so far, at least if lots of people were interested, it needs to be taken into consideration to make use of a professional platform offering a service for the arrangement of such meetings. This might also increase the number of people interested in this item of the agenda.

In general the whole format involving people in various ways, making them take action, is a very good way to support effective networking. Especially the Jam 99 introduction round which is quite common to people involved in funded international projects proved to be very valuable and even sort of new to some. People from companies and authorities are more often used to frontal speeches. Furthermore the very specific questions added value to the introduction round as it really made people include information about them, which could be connected to the context of the event.

3.9 Statements of participants

The overall feedback was positive, including the following statements:

- A very interesting event, good way to get input and contacts
- The possibility to try out so many different electric cars was very good
- It was good to get a platform for electric cars to show them to companies and municipalities
- It was very interesting to see how many different people from different backgrounds are interested in the topic

One very clear negative feedback was that the badges were sort of unbearable. The person felt actually sort of ridiculed by them. And one person expressed dissatisfaction with the course and outcome of the discussion.

3.10 Evaluation questionnaire

Unfortunately no filled in questionnaires were returned for this event. So no officially structured written feedback is available.

Still 3 participants gave some feedback via email and expressed their gratitude for their participation. They said the event was well done, very interesting, with valuable conversations and stated also their interest in staying in touch with other participants asking for the final participants list with contact information. One participant also stressed how important it is to engage in such future technologies.

3.11 Participants list

Adjacent the final list of attendees is attached. From the original list several people were no shows but additionally some non-registered participants joined the event.

NR.	NAME	FIRMA
1	Bachmaier, Eberhard	GFB & Partner
2	Beck, Stefanie	Kur-Apotheke
3	Benischke, Markus	Autohaus Benischke
4	Bittner, Hans-J.	BGL - Medien
5	Buchwinkler, Bernd	Autohaus Buchwinkler
6	Buchwinkler, Thomas	Autohaus Buchwinkler
7	Christl Dr., Wolfgang	HWK für München und Oberbayern
8	Danzl, Gerhard	Büro für Systematische Entwicklung GmbH
9	Eglseder, Manfred	Estec Energiespartechnik GmbH
10	Enzinger, Franz	Autohaus Färber
11	Fendt, Rudolf	2. Bürgermeister, Gemeinde Ramsau
12	Grabner, Georg	Landrat, Berchtesgadener Land
13	Gumpinger, Helmut	Autohaus Bachfriedler
14	Hagenauer, Elisabeth	Kreisrätin
15	Halmich, Franz	1. Bürgermeister, Marktgemeinde Marktschellenberg
16	Haslauer, Roland	GFB & Partner
17	Holstein, Lars	WFG BGL

18	Holzner, Hannes	1. Bürgermeister, Gemeinde Piding
19	Huber, Florian	Autohaus Huber
20	Iwan, Bernhard	Estec Energiespartetechnik GmbH
21	Kaniber, Michaela	CSU Büro Berchtesgadener Land
22	Kern, Bernhard	1. Bürgermeister, Gemeinde Saaldorf-Surheim
23	Köpnick, Herbert	B.A.U.M. e.V.
24	Krüger, Prof. Dr.-Ing, Klaus	Max Aicher GmbH & Co. KG
25	Lehmann, Anja	B.A.U.M. Consult GmbH
26	Lichtmanegger, Hannes	Berghotel Rehlegg AG
27	Maltan, Christian	Sparkasse Berchtesgadener Land
28	Mittner, Bartl	2. Bürgermeister, Markt Berchtesgaden
29	Müller, Kaspar	Architekt
30	Münch, Manuel	Landratsamt
31	Nerz, Oliver	IHK für München und Oberbayern
32	Niederbuchner, Toni	Hotel Gasthof Moosleitner
33	Nowak, Armin	Kreisrat
34	Obermaier, Christian	Autohaus Walch GmbH
35	Pannkoke, Kord	Bayern Innovativ
36	Poppe	Poppe
37	Rasp, Elisabeth	3. Bürgermeisterin, Gemeinde Schönau



38	Roda, Elena	Urban Creativo Srl
39	Sachs, Stefan	bc Sachs Coaching
40	Sauer, Wolfgang	SuS Elektronik Produkt GmbH
41	Scheidler, Sarah	EuRegio
42	Scheifler, Martin	M. Scheifler Schreinerei E.K.
43	Schiebel, Christian	Regierung von Oberbayern, Leiter Projektgruppe "Energie innovativ - regional"
44	Schmauks, Sabina	Schreinerei Scheifler
45	Schmitt, Jörg	Stadtwerke Bad Reichenhall
46	Schürenberg, Ulla	Regierung von Oberbayern
47	Schwabenhaus, Annette	eTourEurope
48	Schwenk, Johann	Bayern Innovativ
49	Seeholzer, Birgit	Landkreis Traunstein
50	Senger, Andreas	movelo GmbH
51	Siegert, Peter	Mitsubishi Motors
52	Simon, Wolfgang	1. Bürgermeister, Gemeinde Schneizlreuth
53	Stadler, Max	HWK für München und Oberbayern
54	Stute, Christiane	BGL - Medien
55	Terzi, Micaela	Urbano Creativo Srl
56	Finkbeiner	ABT Sportsline
58	Walch, Annamaria	Autohaus Walch

57	Weißmann, Guido	Bayern Innovativ GmbH
59	Wick, Johann	Landratsamt BGL
60	Winkler, Martin	2. Bürgermeister, Gemeinde Anger
61	Winkler, Wilhelm	Kreisrat
62	Zocher, Daniela	WFG BGL