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19.2.18

Ytterligere informasjon i søknad og tilleggs søknad.

Vi viser til søknad av 9.10.2017, samt tilleggs søknad.

Taxi 1 har søkt om å få endret vilkåret på en del løyver fra 10 til 9 passasjerer. Søknaden av 9.10.2017 m.m. beskriver årsaken til Taxi 1 sitt behov.

Hordaland fylkeskommune har den 12.2.2018 bedt om nytt innspill i saken med svarfrist 19.2.2018 hvor Taxi 1 er bedt om å klargjøre 3 punkt i søknaden som vil innvilges på kumulative vilkår.

1. Taxi 1 har søkt om følgende midlertidig dispensasjon, det hitsettes fra søknaden:

Dette er å anse som en søknad om midlertidig dispensasjon for å fylle opp løyveporteføljen med totalt 10 rullestolbiler i påvente av faktisk og fysisk levering av elektriske kjøretøy som kan frakte rullestol for det tilfelle en ikke vil svare ut eller ferdigbehandle allerede innlevert søknad.

Taxi 1 fastholder søknaden, men vil opplyse om at selskapet har 2 (ikke 3) rullestolbiler i trafikk pr i dag, hvilket dekker selskapets etterspørsel med god margin.

2. Det er bedt om stadfesting av følgende, det hitsettes:

Dei elektriske minibussene som er i bestilling kan transportera rullestol.

Taxi 1 fastholder søknaden men presiserer at ordlyden må være 10 stk rullestolbiler (ikke rullestolbusser). Vesentlighetskriteriet er åpenbart om det kan fraktes rullestol.

Taxi 1 forsikrer om at kjøretøyene er bestilt slik at de skal kunne frakte minimum 1 rullestol. Taxi 1 presiseres at det i søknad av 9.10.2017 er søkt om endrede vilkår, slik at kjøretøyene har 8 passasjerplasser og ikke 9.

Dette har liten eller ingen praktisk betydning, men har stor betydning rent teknisk da

det forenkler og fremskynder tilgangen til å få tak i godkjente elektriske rullestolkjøretøy, i tillegg til at det letter driften av bilparken i motsetning til bussdrift, hva gjelder sertifikater og tilgang på kvalifisert og faglig taxipersonell.

3. Hordaland fylkeskommune ber om stadfesting av følgende, det hitsettes:

Søknad om midlertidige dispensasjonen gjeld ut 2019 og ikke lenger.

Taxi 1 setter sin lit til at bilprodusentene innen kort tid klarer å levere eklektiske rullestolbiler og tar til etterretning kravet fra Hordaland fylkeskommune om at den midlertidige dispensasjonen ikke gis lenger enn ut 2019. Alle eksisterende rullestolbiler er bygget opp fra varebil som grunnmodell, derav påpekning fra Volkswagen Møller Bil jf under.

Som ytterligere dokumentasjon i saken vil Taxi 1 få gi noen korte kommentarer.

Taxi 1 har i saken anledning bedt om uttalelse fra leverandør Bertel O Steen, og fått oversendt nylig utsendt pressemelding fra Mercedes Tyskland. Det opplyses at Sprinterutgaven vil bli levert som e-bil i 2019.

Det vises til pressemeldingen i sin helhet, se vedlegg.

Som beskrevet tidligere er Mercedes dessverre forsinket med sin leveranse og Taxi 1 har for sikkerhets skyld satt i bestilling 11 stk elektriske E-crafter kjøretøy fra Volkswagen for å komme enda tidligere på banen med elektriske rullestol-taxier.


Størrelsen på kjøretøyet er som dagens minibusser og Taxi 1 ønsker dem levert som 8 + 1 med tillegg plass til rullestol iht søknad av 9.10.2107.

Det vises til bekreftelse fra Volkswagen Møller bil av 19.2.2018.

Med disse forsikringer og påpekninger legger vi til grunn at søknad fra Taxi 1 innvilges med det aller første slik at selskapet kan få ro rundt driften.

Mvh

Taxi1 as



Robert Aasmul

Daglig leder



Mercedes-Benz



Press information

February 6, 2018

World premiere of new Sprinter: Mercedes-Benz Vans launches first fully connected van

- **Mercedes-Benz Vans' new Sprinter puts first tailored integral system solution for a wide range of industries on the road**
- **New edition of global bestseller from Mercedes-Benz Vans is now available for order – European market launch in June 2018**
- **New benchmarks in terms of connectivity, safety and diversity – also with **electric drive as of 2019****
- **Mercedes PRO connect links fleet managers with vehicles and drivers – new MBUX multimedia system with touch and voice control**
- **Investment of approximately 2.5 billion euros**
- **Volker Mornhinweg: “Our new Sprinter is the first van of a new type – a fully connected integral system solution. We have made it even better with regard to its traditional strengths and have supplemented it with intelligent products and services.”**

Duisburg/Stuttgart – Mercedes-Benz today celebrated the world premiere of the latest generation of its successful Sprinter model. With the new edition of the bestseller, Mercedes-Benz Vans now marks the start of the digital age in this vehicle segment. As the first fully connected integral system solution, the third generation of the Sprinter demonstrates the development of the division from purely a vehicle manufacturer into a provider of complete transport and mobility solutions. With new connectivity services, **electric drive** and individual hardware solutions for the cargo space, the large van will make customers' business in a connected world significantly more efficient.

First fully connected integral system solution

Volker Mornhinweg: "As a world van, the Sprinter is on the roads in over 130 countries and has now been sold more than 3.4 million times. It has also fully lived up to its reputation as a bestseller in its last year of the current model: In total, we sold about 200,500 Sprinter vans worldwide in 2017 – more than ever before."

"Our new Sprinter is the first van of a new type – a fully connected integral system solution. We have made it even better with regard to its traditional strengths and have supplemented it with intelligent products and services. This makes the Sprinter an integral part of the value chain. So we are unlocking a new dimension in terms of efficiency, flexibility, connectivity and profitability for our customers. And we are doing it precisely tailored to each particular industry," Mornhinweg added.

Numerous additional variants serve every new customer's needs

The Sprinter is already used in a diverse range of industries today: in classic courier services on the last delivery mile, and there increasingly to deliver fresh foods ("e-grocery"), in private and public passenger transport, as a camper van, as a mobile workshop in various trades, as well as in construction transport, but also as a rolling parts warehouse for service technicians.

Social and economic developments, especially urbanization and the growth of online retailing, are rapidly changing the needs of van customers. Growing transportation needs will have to be met even faster and more efficiently in the future and, above all, **in an environmentally**

friendly way. Mercedes-Benz Vans is responding to these new requirements in many ways. For example, the service sector is one of the comparatively traditional industries where pressure to change has now also arrived. Connectivity solutions in particular are creating opportunities for optimization or are even positively influencing the business case. One example in this regard is so-called “in-van delivery”, which allows service providers to restock the vehicle overnight with parts ordered directly from within the vehicle.

The new Sprinter therefore offers customers in a diverse range of industries more specific possible applications than ever before. It comes in more than 1,700 variants – depending on body type, drive system, cab design, body length, payload, cargo-space height and equipment versions. The variety of seats offered ranges from two individual seats in the cab of a commercially used vehicle to up to 20 seats for 19 passengers plus driver. Maximum cargo volume is 17 cubic meters, with payloads of up to 5.5 metric tons.

Electrification of the commercial fleet: eSprinter to follow in 2019

In addition to the systematic further development of its highly efficient diesel engines, Mercedes-Benz Vans will in the future also offer locally emission-free electric drive in all segments and will push forward with the electrification of the commercial fleet. A start has been made with the eVito, with deliveries starting in the second half of 2018. The eVito will be followed by the eSprinter in 2019. In dialogue between customers and the experts of Mercedes-Benz Vans, operator concepts are individually tailored to industry requirements, fleet size, driving profile to the architectural conditions for establishing a proprietary charging infrastructure on a company’s premises, thus creating a comprehensive ecosystem. In addition, basic electric vehicles can be precisely adapted to the particular intended purpose in terms of range or payload. With regard to operating costs, the electric vans are on par with comparable models powered by a diesel engine. The electric models are primarily designed for operations in city centers.

Mercedes PRO connect links fleet managers with vehicles and drivers

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Two combined digital systems make the new Sprinter fit for every conceivable logistics and transport requirement in a connected world.

On the one hand, the new Sprinter is equipped with Mercedes PRO connect, a connectivity system for fleet customers from micro-enterprises to key account customers. The web-based service links fleet managers with all vehicles and drivers in the fleet via the Vehicle Management Tool. At the market launch of Mercedes PRO connect as an ex-factory solution, eight packages will be introduced with central fleet, vehicle, driver and location-based services. These will include for example Vehicle Supervision, Vehicle Operations, Fleet Communication, Maintenance and Repair Management and a digital Driver's Logbook. Vehicle Supervision displays all relevant vehicle data as well as the usage of the vehicle over a defined period. Vehicle Operations includes accessing the location of vehicles almost in real time or providing information about when a vehicle enters or leaves a defined area (geofencing). Sending messages, addresses or contact details between the Vehicle Management Tool and the Mercedes PRO connect app improves fleet communication, while information about upcoming vehicle servicing facilitates maintenance management. Moreover, dynamic route guidance ensures significant advantages over static route planning in advance of a delivery tour.

MBUX multimedia system with touchscreen and voice control

Furthermore, the new MBUX multimedia system (Mercedes-Benz User Experience) is available in the new Sprinter. It was presented at the Consumer Electronics Show (CES) in Las Vegas in early January. The system also provides the access to Mercedes PRO connect. Thanks to artificial intelligence, the system is capable of learning, has a 10.25-inch display with HD resolution, and is controlled either with touch-enabled steering wheel controls, the touchscreen, or an all-new voice control system. It offers the driver maximum convenience to allow him to focus on his actual task.

Despite their relatively large dimensions, commercially used vehicles must remain controllable even in critical situations. With the new Sprinter, many optional safety and assistance systems are now available from Mercedes-Benz Vans that were previously the preserve of the passenger car series. These include the radar-based distance control system DISTRONIC, Active Brake Assist, Active Lane Keeping Assist and ATTENTION ASSIST. The optional Parking package with 360-degree camera makes another important contribution to relieving driver workload. If the optional Blind Spot Assist is on board in addition to the Parking package, this recognizes traffic and pedestrians crossing behind the vehicle and can also brake autonomously in an emergency. Crosswind Assist is of course also on board as standard, as it makes van journeys considerably safer, especially at higher speeds and on motorways for example. Traffic Sign Assist draws additional attention to speed limits, no-entry and no-overtaking restrictions and their cancellation.

Comfort and ergonomics at the driver's workplace

Driver and co-driver must be able to perform their duties efficiently and consistently. As an optional extra, there is no need to search for the key when entering the new Sprinter, as the vehicle can be started with the start/stop button. Optimized climate control systems ensure pleasant interior temperatures. Newly designed seats can be adapted precisely to the driver's individual requirements and thereby allow an ergonomically favorable posture also on longer journeys.

New Sprinter embodies the adVANce future initiative

The new Sprinter embodies the adVANce future initiative of Mercedes-Benz Vans. It reflects the strategic realignment from a pure vehicle manufacturer into a provider of complete mobility solutions. The key elements to cater for customers' diverse needs in the commercial transport sector are tailored solutions that help to increase efficiency and productivity throughout the value chain. The new Sprinter is the first Mercedes-Benz vehicle to make adVANce solutions tangible in practice. The van division concentrates on five areas of innovation that will be crucial for future success in the transport and logistical sector: In the area of connectivity and Internet of Things (IoT) applications, the goal is

optimum integration of a wide range of digital technologies into the vehicles of Mercedes-Benz Vans (**DIGITAL@VANS**). The aim of innovative hardware solutions (**SOLUTIONS@VANS**) is continuous improvement of cargo space and logistics, and adaptation to changing expectations in the transport sector. Mercedes-Benz Van Rental is the first time a brand has concentrated solely on renting out vans (**RENTAL@VANS**). One initial example of the development of innovative sharing services is the joint venture with the US start-up Via (**SHARING@VANS**). The **eDRIVE@VANS** innovation field is about the electrification of the powertrain.

High investment in German and worldwide production locations

In preparation for the new Sprinter generation, Mercedes-Benz Vans has made significant investments in its worldwide production network. A total of 450 million euros is being invested in the lead plant of worldwide Sprinter production in Düsseldorf and in the Sprinter plant in Ludwigsfelde, Brandenburg. This makes Mercedes-Benz Vans the only manufacturer in the segment of large vans that continues to produce also in Germany. Worldwide start of production of the new Sprinter will be in Germany in early July.

Mercedes-Benz will build an electric version of its next-generation Sprinter van at a factory in Germany. The Düsseldorf factory, which has been building Sprinters since 1995, is gearing up for production of the upcoming electric version, Mercedes said in a press release. It's the latest move by Mercedes to electrify commercial vehicles as well as passenger cars. Mercedes said it plans to spend around 150 million euros (\$171 million) over the next few years to **electrify both the Sprinter and the smaller Vito**. As part of an upcoming redesign that will incorporate the electric powertrain option, Mercedes will also spend 300 million euros (\$343 million) on factory upgrades. Mercedes may target its home market at first. It already has a deal with shipping company Hermes Germany to supply 1,500 electric delivery vans. It's an application that admittedly seems well-suited to electric vehicles, since it keeps vans on short, set routes that never take them far from charging stations.

More information on Mercedes-Benz is available online at www.media.daimler.com and www.mercedes-benz.com.

ledelse@taxi1.no - Robert Aasmul

Emne: VS: Bestilling 11 stk e-crafter

Fra: Rune Brunstøl [<mailto:rune.brunstol@moller.no>]

Sendt: 19. februar 2018 17:20

Til: ledelse@taxi1.no - Robert Aasmul

Kopi: Kjetil Stigen

Emne: SV: Bestilling 11 stk e-crafter

Hei Robert

Bekrefter herved at vi har mottatt bestilling på 11 e-Crafter.

På det nåværende tidspunkt er det ikke mulig å si noe om leveringstid eller når denne blir tilgjengelig som 8+ fører med plass til rullestol.

Den første som blir bygget blir som varebil.

Kjetil holder deg løpende orientert når vi vet noe om bestilling/kontraktering og leveringstid.

Med vennlig hilsen

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