

Electric Vehicles

MTAC

March 28, 2023



Overview



The Need For Vehicles



Benefits & Capabilities of New Electric Vehicles



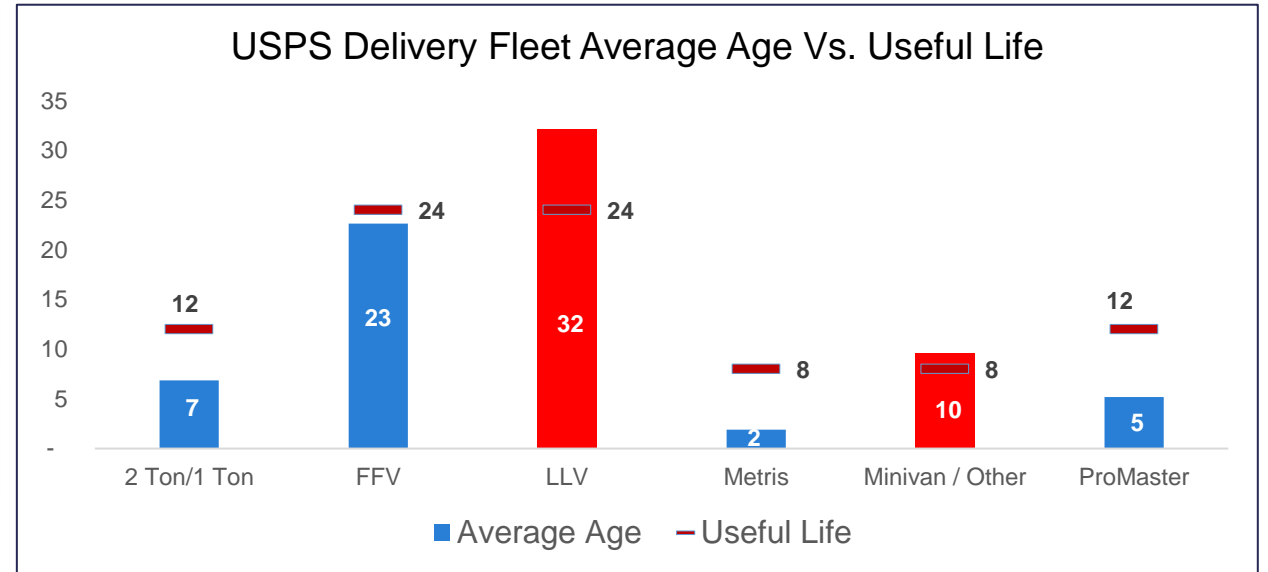
Acquisition & Deployment of BEVs



The Need for New Vehicles

Current USPS Delivery Fleet

USPS Delivery Fleet By Quantity

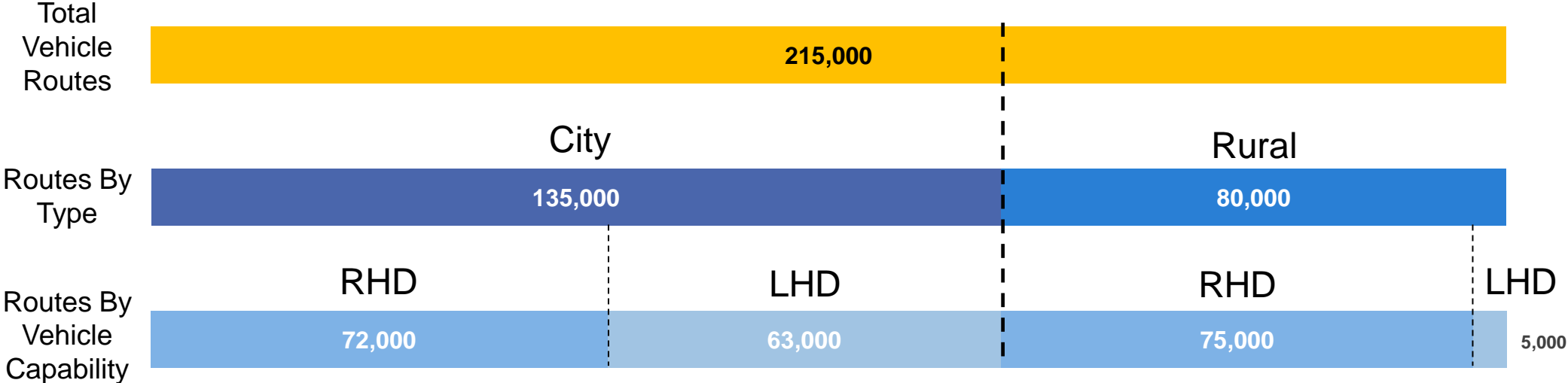


The USPS Delivery Fleet Is In Urgent Need Of Replacement

- LLVs continue to account for the majority of the USPS delivery fleet (130,000)
- Over 62% of vehicles have surpassed their useful life
 - Additional 9% will surpass useful life by FY25
- LLVs and FFVs have limited cargo space, declining reliability

Current USPS Delivery Routes

USPS Delivery Route Distribution



Vehicle Modernization Must Account for Route Characteristics

- Right Hand Drive routes are the predominant form of delivery within USPS
- Left Hand Drive routes comprise of routes with limited box to box delivery
- Opportunity to replace a limited number of Right Hand Drive vehicles on Left Hand Drive routes

*Counts rounded to nearest 1,000. Route data from March 2023 Golden Route Data (AMS + DOIS), excludes "foot" and "other" route types

The Need for a Purpose Built RHD Delivery Vehicle



RHD requirement



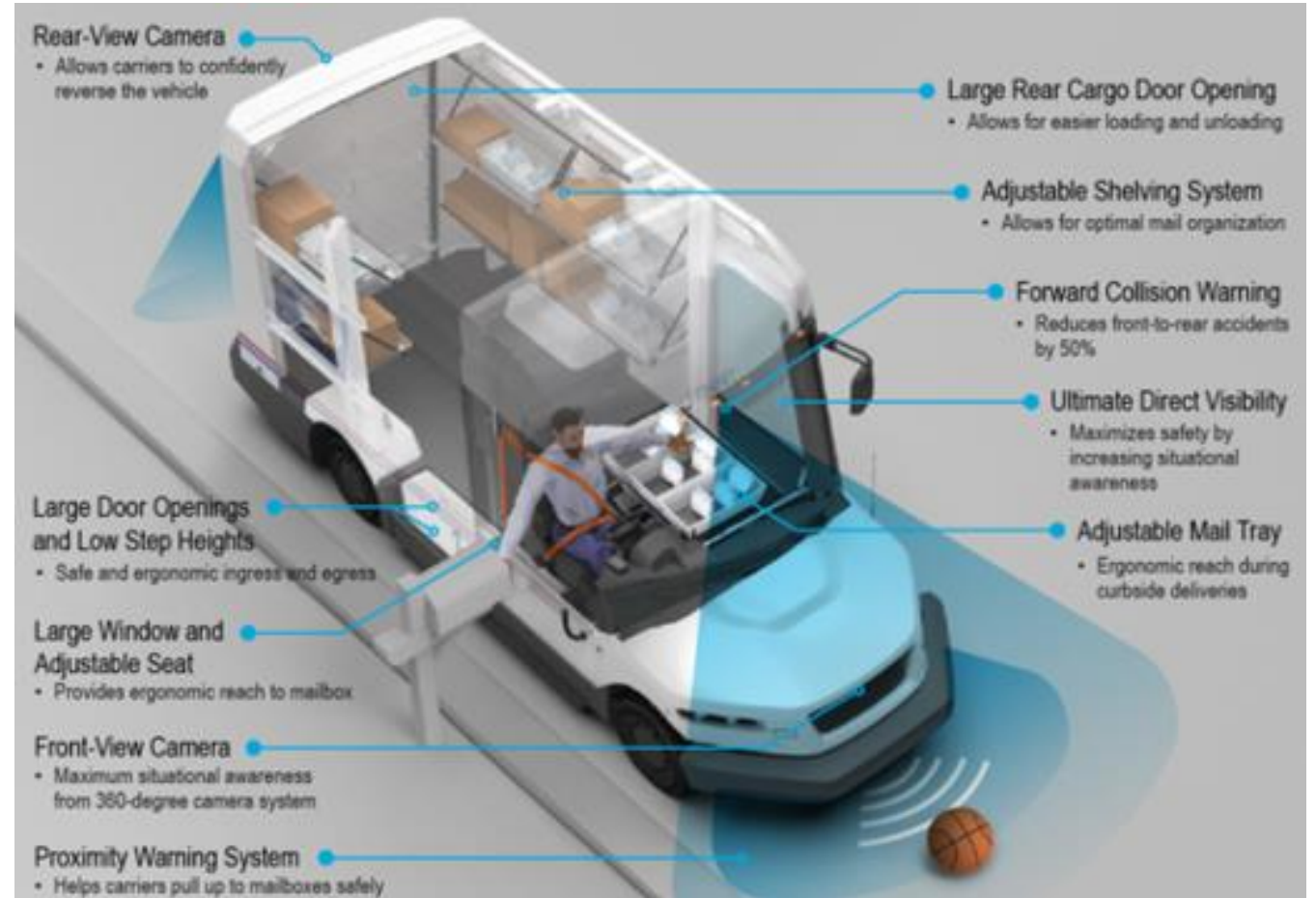
Unique ergonomics for curbside delivery



Durability to enable 20 years of service



Limited COTS availability



Electric Vehicle Benefits and Capabilities

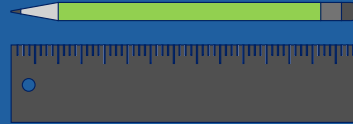
Benefits of Battery Electric Vehicles



Greening the Fleet

Reducing fuel consumption, greenhouse gas emissions, and overall carbon footprint

Leading the charge on green initiatives through electrification of the world's largest civilian fleet



Up-Time & Maintenance

Improved vehicle up-time due to reduced mechanical complexity

Further improvements in up time thanks to insight from telematics



Achieving the USPS Mission

Provides safer, more efficient, and more capable vehicles for Carriers

Enabling continued delivery to 163 million addresses six days per week

Ford E-Transit: Overview



Type: LHD COTS



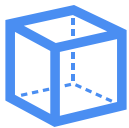
Quantity: 9,250 Ordered



Cargo Capacity: 357 ft³
(LLV = 136 ft³)



Payload: 3,750 lbs.



Interior Cargo Height: 72 in



Battery: 68 kWh
Range: 75 miles*

**Based on manufacturer estimate with degradation to account for battery warranty tolerance*



Ford E-Transit: Safety & Technology



Auto Emergency Braking



Forward Collision Warning



Lane Keep Assist



Telematics Compatibility

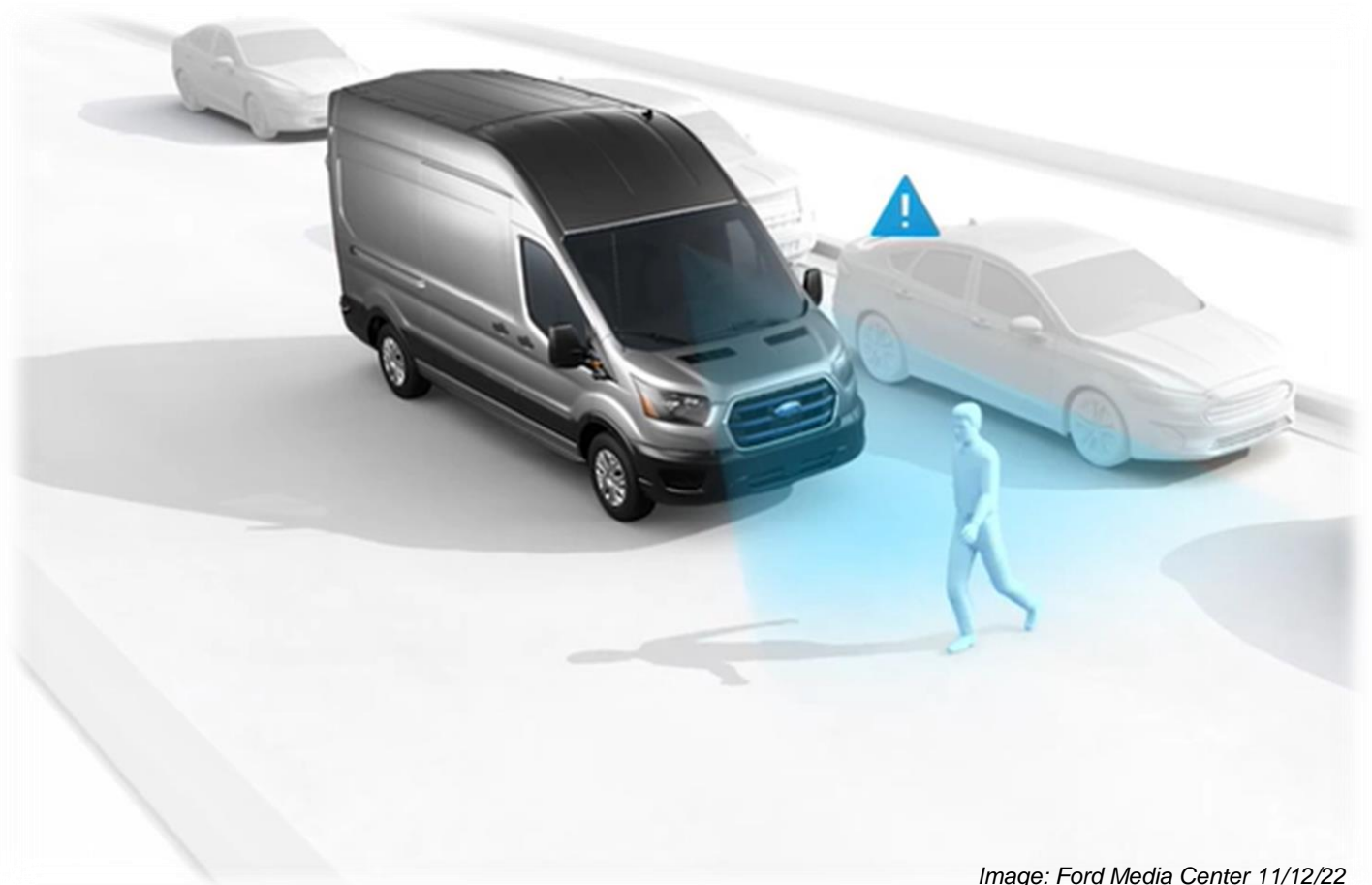


Image: Ford Media Center 11/12/22

Next Generation Delivery Vehicle (NGDV): Overview



Type: RHD Purpose Build



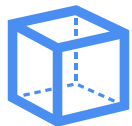
Quantity: 60,000 minimum
45,000 (75%) BEV



Cargo Capacity: 263 ft³
(LLV = 136 ft³)



Payload: 2,000 lbs



Interior Cargo Height: 76 in



Battery: 94 kWh
Range: 70 miles (at 10 years)



NGDV: Safety Features



360-Degree Camera and Monitoring

Forward Collision Warning with Automatic Emergency Braking

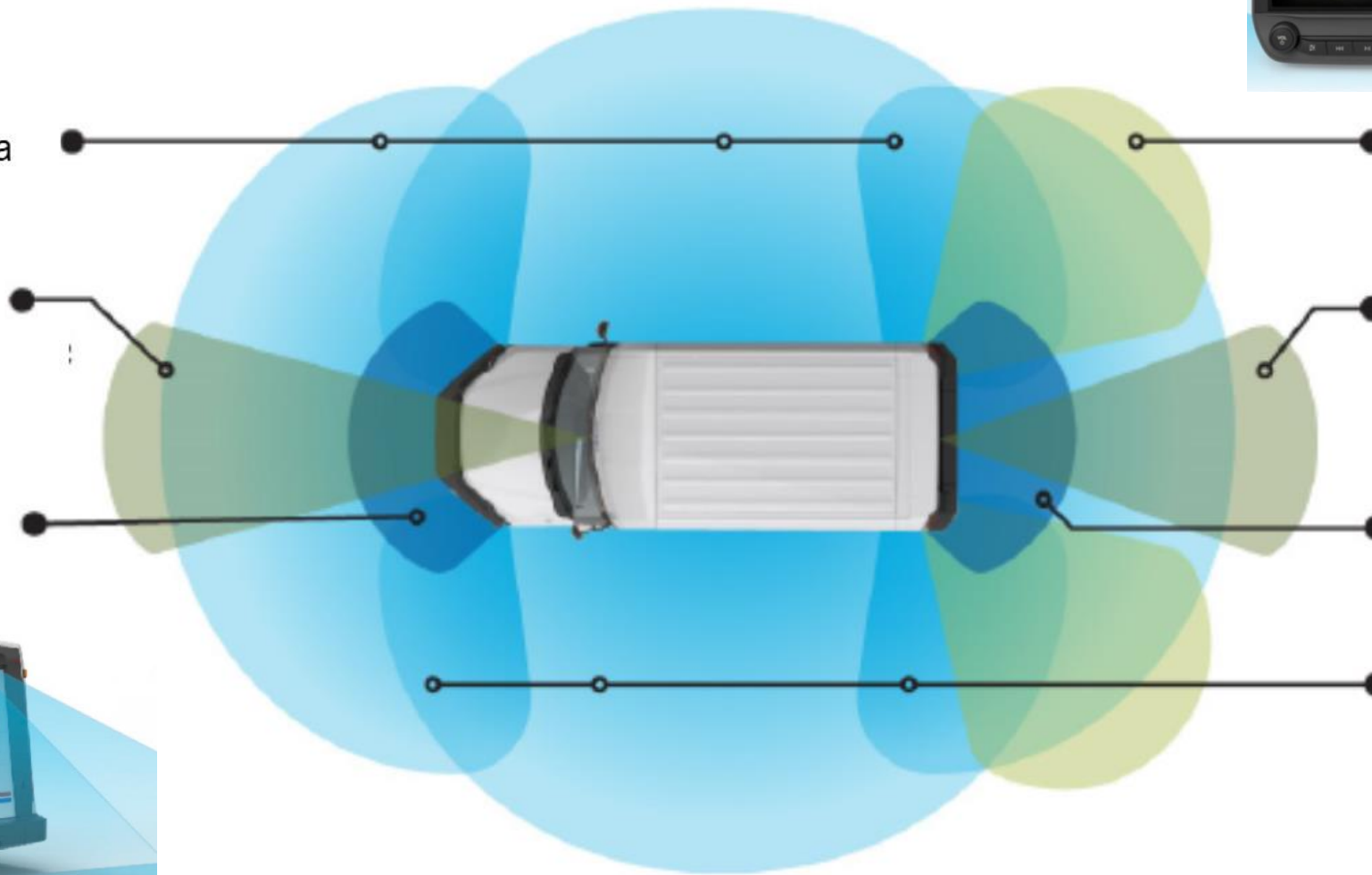
Forward Proximity Warning

Blind Spot Warning

Rear Automatic Emergency Braking

Rear Proximity Warning

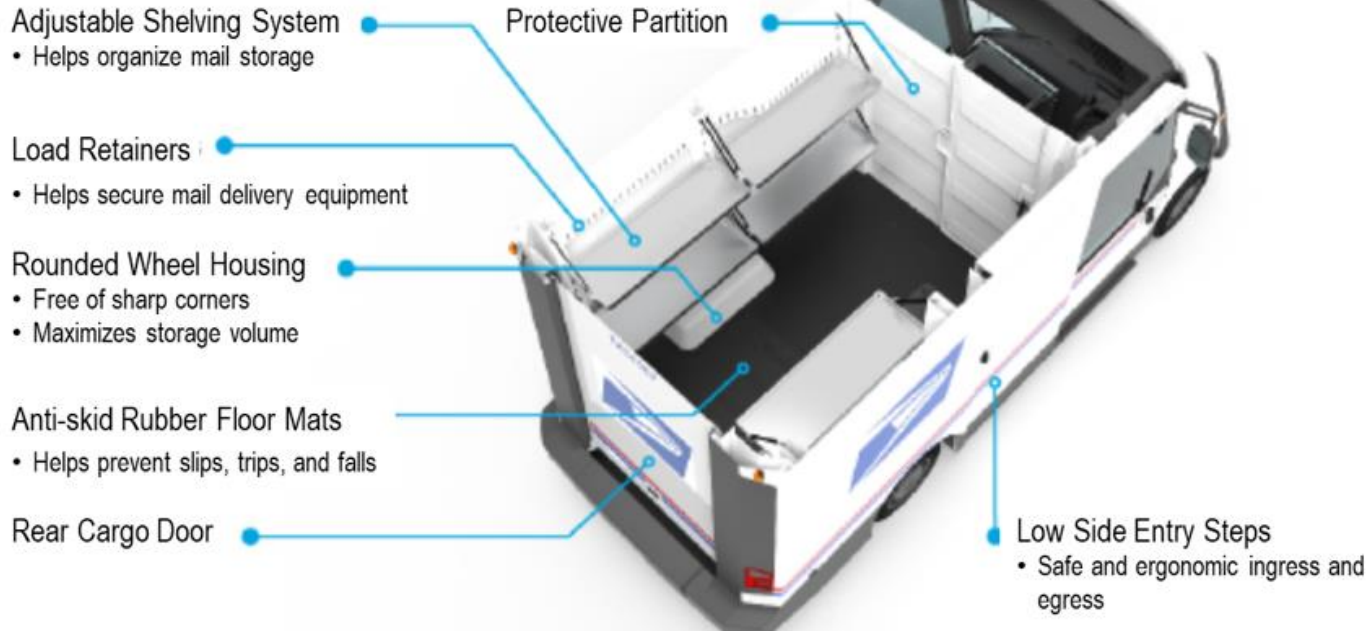
360-Degree Camera and Monitoring



NGDV Cargo Area & Ergonomics

Large cargo capacity designed to meet future package growth

- Configurable cargo shelves with adjustable shelving and load retainers
- Accommodates 95th percentile male standing height of 6'1" (73")



Images Represent Pre-Production Design

Acquisitions & Deployment

Vehicle Acquisition Plan Through 2028

Plans to deploy over 66,000 BEVs by 2028, Making One of the Largest EV Fleets in the Nation

- Minimum of 60,000 NGDVs (at least 45,000 BEVs) by 2028
- 21,000 additional BEVs through 2028
 - Includes 9,250 E-Transits
 - 66,000 total BEVs
- Feasibility of achieving 100% electrification for the overall Postal Service delivery vehicle fleet will continue to be explored
- Total investment expected to reach \$9.6 billion including \$3 billion from Inflation Reduction Act funds



Deployment at Network Modernization Facilities

BEV acquisitions are enabled by, and align with, network modernization initiative

- Deployment of BEVs will complement roll-out of Sorting and Delivery Centers (S&DCs) nationwide
- Accompanying the modernization of delivery operations with modernization of the delivery fleet
- S&DCs are more likely to support the power and infrastructure needs required by an electric fleet
 - less infrastructure upgrades required to deploy
- Allows for economies of scale in infrastructure and deployment logistics vs. deploying to myriad small locations



Deploying FY2024

