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Moreover, there are few analyses which examine the unique structure and mission of rural electric cooperatives. The purpose of this book, prepared by Public Utilities Reports, is to examine the operation, structure, development, and challenges of rural electric power.

The history of the Zuffenhausen site began eighty years ago when the company known as Dr. Porsche KG moved from the center of Stuttgart to the northern district. The company wrote automotive history right from the start: From the first sports cars of the Porsche brand were made on the factory grounds—starting with the legendary and followed by the in A factory within the factory is being built for Taycan production. From the sports-car maker will manufacture not only its current two-door vehicles but also its first standard-series car with a fully electric drive. More than 1, new jobs are being created. Tens of thousands of metric tons of steel have gone into making the new body shop, paint shop, and conveyor bridge as well as the halls for assembly and logistics, electric drive, and axle production. Some twenty-eight thousand truckloads of earth have been excavated at the site. And , cubic meters of concrete have been delivered. The deliveries include concrete columns that can weigh up to one hundred metric tons. Series production continues—without any interruptions or delays—right next to the buildings under construction. The timetable alone is ambitious. In late Porsche made the decision to produce the Taycan at its headquarters. The clock has been ticking ever since, with series production scheduled to start in It directly adjoins residential areas, property owned by other companies, train tracks, and streets. For example, a major four-lane street separates the assembly line from the new paint shop and the Taycan body shop. These close quarters call for ingenuity. When adding new facilities to the site in the past, Porsche built vertically—and is doing the same thing now. Production of the new electric Porsche will take place on four levels of the new assembly and logistics hall and the body shop. The assembly process will proceed from top to bottom, moving down to the ground floor where the new sports cars will roll from the hall following their final inspections. The technical systems that control all of the production processes are housed in the cellar. The result is a logistical masterpiece nearly unprecedented in the automotive sector. The megaproject will make the company headquarters better equipped for the future. Plans call for forty-two thousand square meters of green roof cover and for trees to be planted around the new factory halls. At the same time, older buildings that are inefficient and less environmentally friendly will disappear. People who visit or simply drive past the headquarters in the future should immediately recognize that Porsche places a premium on sustainability and climate protection. New structures are being added to the old, and the red-brick building—the nucleus of the site—is surrounded by steel and glass facades that herald a new era for a company rich in tradition. In addition to classic sports cars, the first Porsches with a fully electric drive will be made here starting in late The conveyor bridge, one of the longest in the world, will transport drive system components and painted e-car bodies from the paint shop to the assembly line—at a height of twenty meters above a four-lane main road in Stuttgart that divides the headquarters in half.

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