

Hawaii Energy Policy Forum

Hawai'i Energy Policy Forum - Act 254 Working Group Meeting

- October 31, 2008 - 10:00 am to 1:30 pm - Pacific Club

Summary Notes

In Attendance:

Pete Cooper (Better Place), James Burke, Mike Hamnett, Gordon Lum, Clyde Omija, David Rolf, Gareth Sakakida, Gary Slovin, Robert Tam, Ken Tatsuguchi, Maria Tome, Sharon Miyashiro

Resources/Staff: Makena Coffman, Peter Flachsbart, Chelsea Phlegar, Kim Suman, Susan Char

Presentation by Pete Cooper (Better Place)

The presentation is posted on the HEPF website.

Q: What makes the model work, i.e. # charging stations and # of vehicles to start?

A: Better Place is a relatively scaleable entity; adoption rates will dictate infrastructure rolled out. Business model works without policy support but this would speed adoption. Company can be cash flow positive in 3-5 years.

Q: What kind of market/model is needed to sustain your effort in the long run?

A: 36,000 vehicles by 2015 would require acceptance by automakers but would sustain the market under current conditions. Standardizing battery sizes is needed.

Q: Do you think plug-in hybrid electric vehicles (PIHEV) will be big competition?

A: PIHEV are more expensive in total cost of ownership – the price is high – so Better Place will be well positioned.

Q: If you had total control to implement the entire program in ten years, what would you do to make this happen?

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A: A short-term federal rebate environment (not a tax credit) allows a broader demographic to take advantage. A night time EV tariff to promote EV PIHEV to help drive adoption and minimize the cost of adoption

Q: A lot of your work is with countries and not states, is there a particular one that you wish to work with in Hawaii?

A: Rental car fleets and other public fleets; high mileage people (consume ~ 66% of the fuel).

Q: Can infrastructure be used in conjunction with PIHEV?

A: PIHEV can be integrated with Better Place – standardizing plugs or an interface/adaptor can be used. This helps to create a billing/charging infrastructure.

Q: How would a large EV fleet affect the power grid?

A: Better Place partners very closely w/ RE companies to make sure that we are not just shifting our emissions from cars to power plants. 400MW wind production on NI combined with undersea cables in the HCEI are important so we are using RE to charge the car batteries. All HCEI plans for RE are important in order to move forward with the Better Place model, the rate that Better Place grows needs to follow the rate of RE growth in Hawaii. In Denmark, RE comes mostly from wind. In Israel, RE mostly comes from solar.

Q: How about buses, pickups, SUVs?

A: Powering larger vehicles this way should come after the 5 passenger vehicles. For larger vehicles, hybrids may work better than batteries only.

Q: What happens to the old battery?

A: When a battery gets down to only 80% capacity, we can move it to a market where consumers drive less. 2000 full battery cycles translates to 200,000 miles (at 100 miles per charge). The battery may ultimately get sold to the utility and then recycled (no heavy metals).

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Q: Is the range impeded with AC and radio on?

A: Air con uses less than 10% of the battery capacity per hour driving. 1500 watt AC conditioners use 25,000 watt batteries (~less than 10% of capacity of battery is used). Regenerative braking helps but it is not net zero. However, there is a battery improvement curve of 4% per year.

Hawaii Clean Energy Initiative Update (Maria Tome)

Notes:

43% clean energy by 2030 is the estimate but the transportation sector is much harder.

1. Need incentives for vehicles
2. Need to work with fleets
3. Need statements of goals to make automakers aware of Hawaii's direction
4. By mid-December we will be more aware of how to move forward

Makena Coffman/Peter Flachsbart Presentations

Notes:

- Trying to get the OMPO policy committee to approve the study in late Nov. mtg. so Jan. 2009 start is very doable.
- May want to identify the sponsor(s) as DOT/OMPO so people have confidence that the survey is not a "scam"
- Need to integrate survey w/ other public info programs of OMPO and State DOT
- How to get the response rate up – "HEPF is doing a # of response papers shortly" – this will help get the response rate up, hopefully (will be a reference to the survey placed near the editorial).
- Need to come up with a neutral term in the survey instead of "urban sprawl/American dream".

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- The prediction is 8 years of economic downturn in car sales/tax revenue/economy.

Call for Papers

- Makena and Peter will be writing the “Transportation Paradise” paper
- We can announce the survey in a “What can you do?” type of box at the end of the editorial