

DOCKETED

Docket Number:	20-TRAN-04
Project Title:	Electric Vehicle Infrastructure Project Funding
TN #:	239927
Document Title:	Nissan North America Comments - Nissan Response
Description:	N/A
Filer:	System
Organization:	Nissan North America
Submitter Role:	Public
Submission Date:	10/1/2021 1:10:32 PM
Docketed Date:	10/1/2021

Comment Received From: Nissan North America
Submitted On: 10/1/2021
Docket Number: 20-TRAN-04

Nissan Response to Docket item 20-TRAN-04

I have attached a comment from Nissan North America related to the CEC pre-solicitation workshop where CEC proposed to make CHAdeMO connectors optional for infrastructure installed under the planned rural and multi-unit dwelling residences charging infrastructure funding program.

Additional submitted attachment is included below.

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October 1st, 2021

California Energy Commission
Re: Docket No. 20-TRAN-04
1516 Ninth Street
Sacramento, CA 95814-5512

Re: Docket number 20-TRAN-04, EV Infrastructure Project Funding for Rural and Multi-Unit Dwelling Residents

Nissan North America, Inc., on behalf of itself and its parent company, Nissan Motor Company (collectively "Nissan") submits these comments and information in support of California Energy Commission (CEC) decision making for the Light-Duty Electric Vehicle Infrastructure Projects for Rural and Multi-Unit Dwelling Residents Funding and other relevant charging infrastructure programs.

Nissan is a global automobile manufacturer offering a full line of light-duty vehicles in the United States and throughout the world, with U.S. sales of nearly 900,000 vehicles in CY2020 and CA sales of nearly 92,000 vehicles. Nissan directly employs more than 19,000 employees throughout the United States and creates tens of thousands of additional jobs at Nissan/Infiniti dealerships in the U.S.

Nissan supports the transformational change to vehicle electrification in the U.S. and globally and has sold over 500,000 battery electric LEAF's worldwide¹. However, Nissan's commitment to cleaner transportation technology goes well beyond vehicle sales including investments in EV charging infrastructure and the markets they support. Nissan believes that our long history with mass market EVs and the infrastructure to support them gives us insight and a perspective of value to CEC's EV infrastructure development funding activities.

Proposed Equipment Technical Requirements:

Nissan requests the CEC continue supporting underserved and low income Californian's adoption of used and value focused new electric vehicles throug installation of CHAdeMO DC fast charge connectors.

¹ <https://global.nissannews.com/en/releases/release-48622ba0e8b2c6bcc2594c385103d4ee-nissan-celebrates-500000-leaf-production>

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The size of the existing fleet of CHAdeMO enabled electric vehicles in California is well over 30,000 vehicles with new vehicles being sold in California every day. As one of most accessible² electric vehicles available, the Nissan LEAF equipped with CHAdeMO will continue to be one of the bestselling new and used EVs for consumers who have historically not purchased new vehicles. In CARB's recent assessment they concluded that underserved and low-income communities are more likely to purchase used vehicles³. Additionally, CARB's assessment indicates that underserved and low-income communities are more likely to be in rural areas and reside in multi-unit dwellings. It seems reasonable to encourage continued installation of CHAdeMO infrastructure in those communities so they might fully benefit from the stock of used electric vehicles. Nissan therefore supports ChargePoint's position that CHAdeMO connectors should continue to be installed on DC fast chargers⁴, which is supported by their data showing a significant use at nearly 25% for CHAdeMO connectors.

In addition, Nissan would like to update CEC's indicated charging capability for CHAdeMO to its current 210 kilowatt (kW) from the 62.5 kW shown in the glossary on page 107 of CEC's recent AB 2127 Electric Vehicle Charging Infrastructure Assessment report.

Sincerely



Tracy Woodard
Director
Government Affairs

² <https://usa.nissannews.com/en-US/releases/2022-nissan-leaf-goes-on-sale-with-additional-standard-features-and-new-starting-msrp-of-27400>

³ <https://ww2.arb.ca.gov/sites/default/files/2021-08/ACC%2011%20August%202021%20Workshop%20Presentation.pdf>

⁴ <https://efiling.energy.ca.gov/GetDocument.aspx?tn=238842&DocumentContentId=72248>