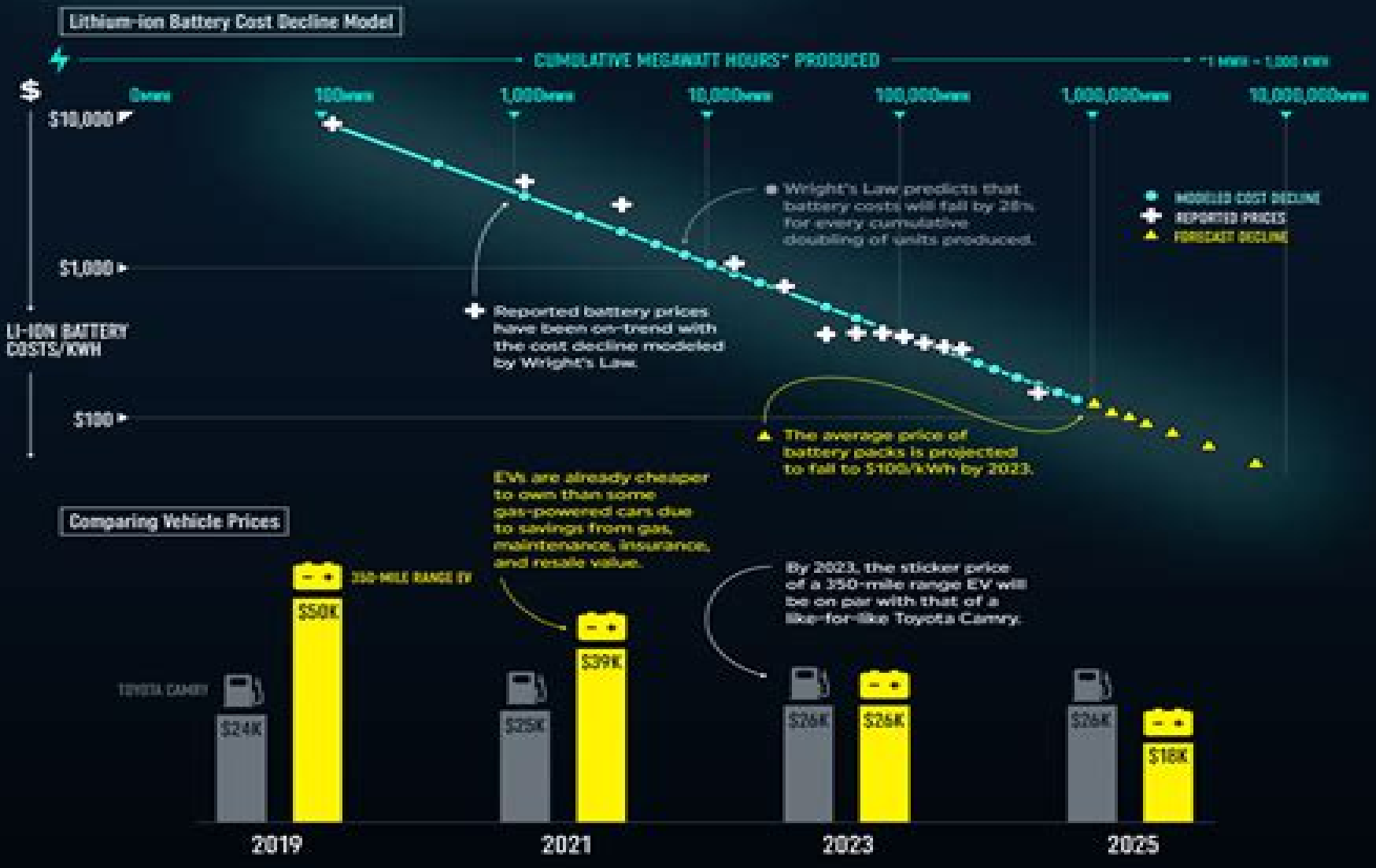
ELECTRIC VEHICLE PRICES FALL

as Battery Technology Improves

BATTERIES are the largest cost components of Electric Vehicles (EVs). As battery costs decline, retail EV prices are projected to be on par with gas-powered cars by 2023.



Figures represent the Manufacturer Suggested Retail Price (MSRP)

Source: Ark Investment Management, Big Ideas 2021

Electric Vehicle Prices

Xiang Xie

Electric Vehicle Prices:

Electric vehicles roll-out in Europe Friðrik Már Baldursson,Ewa Lazarczyk Carlson,Nils-Henrik M. von der Fehr,2019-10-16 This report provides a timely contribution to the search for concrete responses on how to successfully complete and manage the roll out of electric vehicles in Europe For this purpose the report presents case studies of three countries Norway and the Netherlands where market penetration of electric vehicles is already comparatively high as well as Luxembourg which is an interesting case from a regulatory perspective The Three Case Studies Norway has some unique characteristics that are important for the study of how electric vehicles affect the electricity system On the one hand the penetration of electric vehicles is higher in Norway than anywhere else in Europe On the other hand thanks to the availability of cheap hydropower the Norwegian electricity system has been designed to support electric space heating in a cold climate Hence it has been able to accommodate high levels of electric vehicle penetration even with relatively light handed regulation on location and capacity of charging infrastructure The unique characteristics of Norway make it difficult to generalise its experience Nevertheless it does suggest that electric vehicles can be accommodated by electricity systems given reasonable levels of penetration and sufficient time to respond to the resulting demand for electricity The Netherlands already has a well developed network of charging points The base for charging is provided by private charging points either at home or at work Semi public chargers with limited access are also an important category that is growing quickly Public chargers are often deployed through a demand driven approach and this method of providing charging infrastructure where there is not enough private parking and therefore a lack of private charging is an option used particularly in cities The Grand Duchy of Luxembourg is a small still developing system in terms of the number of electric vehicles Luxembourg has organised the development of its charging infrastructure centrally and the main public charging network is owned by distribution companies Due to its location the Duchy cooperates with the Netherlands and Belgium to facilitate the usage of electric vehicles in the region so that users of electric vehicles can charge their cars in any station belonging to the three networks Looking at the three cases Luxembourg has taken a somewhat different approach to creating a charging infrastructure for electric vehicles than the other two countries studied There responsibility for ensuring the deployment of the necessary infrastructure has been vested with electricity network companies who have produced a comprehensive national scheme based on public tenders to ensure a timely rollout Given the relatively low numbers of both electric vehicles and charging points in the country to date it is however not yet clear how well this approach is working especially compared to the alternative pursued in the Netherlands and Norway Both the Netherlands and Norway have adopted more decentralised approaches to charging infrastructure However in both countries such infrastructure has developed in line with the fleet of electric vehicles and charging facilities do not seem to be an obstacle to further growth of the fleet The Norwegian experience is perhaps of particular interest given the unusually high penetration of electric vehicles there The

fact that distribution networks are guaranteed financing of necessary upgrades from users has clearly played a part in facilitating the connection of charging points The Netherlands has developed more of a bottom up approach to account for the fact that a large proportion of people live in multi home dwellings without access to a garage or a private parking space Policy implications For the rise of electric vehicles to go smoothly it is crucial that the right incentives and market structures be in place One of the challenges for distribution system operators is to ensure that charging mostly takes place during off peak hours Time of use pricing is a possible option for shifting general demand for charging at or near homes from peak to off peak hours However this may not suffice to solve the localised problems in distribution networks A change in regulation rather than a change in the tariff and pricing structure could be more appropriate in certain cases Electric vehicles or rather their batteries could also potentially provide important storage and flexibility in a decarbonised energy system based in large part on renewable energy sources While time of use tariffs and pricing or command and control regulation would be the appropriate tools to shift charging demand to off peak hours they will not be sufficient to exploit the full potential of electric vehicles as storage One challenge in this regard is simply having enough charging or de charging points for parked vehicles

The Role of the Electric Vehicle in the Energy Transition Angel Arcos-Vargas,2020-09-23 This book explores the part that electric vehicles can play in reducing carbon dioxide emissions Further it explains the impact of public support technological advances lower costs and better battery performance in making electric vehicles a viable alternative The book begins by analyzing the international context of electric vehicles and how they are being developed in different countries and by offering a forecast of the electricity demand they may create It then discusses technological innovations in electric vehicle recharging systems The book is concerned not only with the economic potential of electric vehicles but also with environmental aspects consequently it examines the raw materials supply chain and performs a lifecycle assessment The book concludes with a chapter on alternative energies in transport which may also help to facilitate the energy transition Given its scope the book offers a valuable resource for researchers graduate students policymakers and industry professionals interested in the energy transition and transport Thermal Management of Electric Vehicle Battery Systems Ibrahim Din¿er,Halil S. Hamut,Nader Javani,2017-03-20 Thermal Management of Electric Vehicle Battery Systems provides a thorough examination of various conventional and cutting edge electric vehicle EV battery thermal management systems including phase change material that are currently used in the industry as well as being proposed for future EV batteries It covers how to select the right thermal management design configuration and parameters for the users battery chemistry applications and operating conditions and provides guidance on the setup instrumentation and operation of their thermal management systems TMS in the most efficient and effective manner This book provides the reader with the necessary information to develop a capable battery TMS that can keep the cells operating within the ideal operating temperature ranges and uniformities while minimizing the associated energy consumption cost and environmental impact The procedures

used are explained step by step and generic and widely used parameters are utilized as much as possible to enable the reader to incorporate the conducted analyses to the systems they are working on Also included are comprehensive thermodynamic modelling and analyses of TMSs as well as databanks of component costs and environmental impacts which can be useful for providing new ideas on improving vehicle designs Key features Discusses traditional and cutting edge technologies as well as research directions Covers thermal management systems and their selection for different vehicles and applications Includes case studies and practical examples from the industry Covers thermodynamic analyses and assessment methods including those based on energy and exergy as well as exergoeconomic exergoenvironmental and enviroeconomic techniques Accompanied by a website hosting codes models and economic and environmental databases as well as various related information Thermal Management of Electric Vehicle Battery Systems is a unique book on electric vehicle thermal management systems for researchers and practitioners in industry and is also a suitable textbook for senior level undergraduate and graduate courses **Overcoming Barriers to Electric-Vehicle Deployment** National Research Council,Transportation Research Board,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on Overcoming Barriers to Electric-Vehicle Deployment,2013-06-18 The electric vehicle offers many promises increasing U S energy security by reducing petroleum dependence contributing to climate change initiatives by decreasing greenhouse gas GHG emissions stimulating long term economic growth through the development of new technologies and industries and improving public health by improving local air quality There are however substantial technical social and economic barriers to widespread adoption of electric vehicles including vehicle cost small driving range long charging times and the need for a charging infrastructure In addition people are unfamiliar with electric vehicles are uncertain about their costs and benefits and have diverse needs that current electric vehicles might not meet Although a person might derive some personal benefits from ownership the costs of achieving the social benefits such as reduced GHG emissions are borne largely by the people who purchase the vehicles Given the recognized barriers to electric vehicle adoption Congress asked the Department of Energy DOE to commission a study by the National Academies to address market barriers that are slowing the purchase of electric vehicles and hindering the deployment of supporting infrastructure As a result of the request the National Research Council NRC a part of the National Academies appointed the Committee on Overcoming Barriers to Electric Vehicle Deployment This committee documented their findings in two reports a short interim report focused on near term options and a final comprehensive report Overcoming Barriers to Electric Vehicle Deployment fulfills the request for the short interim report that addresses specifically the following issues infrastructure needs for electric vehicles barriers to deploying the infrastructure and possible roles of the federal government in overcoming the barriers This report also includes an initial discussion of the pros and cons of the possible roles This interim report does not address the committee s full statement of task and does not offer any recommendations because the committee is still in its

early stages of data gathering The committee will continue to gather and review information and conduct analyses through late spring 2014 and will issue its final report in late summer 2014 Overcoming Barriers to Electric Vehicle Deployment focuses on the light duty vehicle sector in the United States and restricts its discussion of electric vehicles to plug in electric vehicles PEVs which include battery electric vehicles BEVs and plug in hybrid electric vehicles PHEVs The common feature of these vehicles is that their batteries are charged by being plugged into the electric grid BEVs differ from PHEVs because they operate solely on electricity stored in a battery that is there is no other power source PHEVs have internal combustion engines that can supplement the electric power train Although this report considers PEVs generally the committee recognizes that there are fundamental differences between PHEVs and BEVs **Electric Vehicles : Economic Costs, Environmental Benefits** Garth Renne,Canadian Energy Research Institute,1994 **The Potential Cost to Purchase and Use an Electric Vehicle** Abacus Technology Corporation,1994 **Proceedings of the ... International Electric Vehicle Symposium** ,1971 Electric Vehicle Progress ,2002 **Electric Vehicles** ,1993 **Projected Electric Vehicle Hourly Loads for the 2017 California Energy Demand Forecast** Jonathan Coignard,Lawrence Berkeley National Laboratory,2018 The Bhutan Electric Vehicle Initiative Da Zhu,Dominic Pasquale Patella,Roland Steinmetz,Pajnapa Peamsilpakulchorn,2016-04-06 As the country that inspires the world with gross national happiness development philosophy Bhutan is striving to pursue its economic growth while committing to its core values of inclusive and green development Even with robust economic growth rates Bhutan s dependence on imports and hydropower revenues drives the country to search for self reliant option to fuel the economy while further decarbonizing the economy Electric vehicle is being explored as one of the key policies to introduce green mobility reduce fossil fuel imports and put the country firmly on a green growth path Globally electric vehicles market and technology are still in the nascent stage but are developing rapidly The automotive industry has adopted electrification as a pillar of future drive train technology EV uptake is expected to increase significantly with ongoing improvements in technology and resulting cost decreases in the global market This report aims to help Bhutan think through various technical and policy issues of introducing electric vehicles in its own context It analyses a variety of factors that will impact adoption of electric vehicles from technical market and financial feasibility to consumer awareness and stakeholders capacity It also addresses several policy questions which are at the heart of public debate such as affordability of the government to undertake the program economic costs and benefits distributional impact fiscal and macroeconomic implications Drawing from vast international experiences the report examines in great technical details how global cutting edge technology like electric vehicles could be pursued in the context of developing economies with different socio economic characteristics and constraints compared to advanced economies It will help readers better grasp the technical financial economic and social challenges as well as opportunities in initiating electric vehicles program and provide practical recommendations that will be useful for policy makers in designing their own EV initiative *Electric Vehicle*

Developments ,1979 *Overcoming Barriers to Deployment of Plug-in Electric Vehicles* National Research Council,Transportation Research Board,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on Overcoming Barriers to Electric-Vehicle Deployment,2015-06-26 In the past few years interest in plug in electric vehicles PEVs has grown Advances in battery and other technologies new federal standards for carbon dioxide emissions and fuel economy state zero emission vehicle requirements and the current administration s goal of putting millions of alternative fuel vehicles on the road have all highlighted PEVs as a transportation alternative Consumers are also beginning to recognize the advantages of PEVs over conventional vehicles such as lower operating costs smoother operation and better acceleration the ability to fuel up at home and zero tailpipe emissions when the vehicle operates solely on its battery There are however barriers to PEV deployment including the vehicle cost the short all electric driving range the long battery charging time uncertainties about battery life the few choices of vehicle models and the need for a charging infrastructure to support PEVs What should industry do to improve the performance of PEVs and make them more attractive to consumers At the request of Congress Overcoming Barriers to Deployment of Plug in Electric Vehicles identifies barriers to the introduction of electric vehicles and recommends ways to mitigate these barriers This report examines the characteristics and capabilities of electric vehicle technologies such as cost performance range safety and durability and assesses how these factors might create barriers to widespread deployment Overcoming Barriers to Deployment of Plug in Electric Vehicles provides an overview of the current status of PEVs and makes recommendations to spur the industry and increase the attractiveness of this promising technology for consumers Through consideration of consumer behaviors tax incentives business models incentive programs and infrastructure needs this book studies the state of the industry and makes recommendations to further its development and acceptance *Household Markets for Neighborhood Electric Vehicles in California* ,1995 **Electric Vehicles** Australia. National Energy Advisory Committee,1978 Evaluation of Hypothetical Early Market Segments' Response to Electric Vehicles Kenneth S. Kurani,1993 The Urban Electric Vehicle Organisation for Economic Co-operation and Development,International Energy Agency,1992 Informational Hearing on Electric Vehicles California. Legislature. Senate. Committee on Energy and Public Utilities,1993 Tuesday March 23 1993 room 112 State Capitol Sacramento California **Resources for Electric Vehicles and Their Infrastructure** ,1980 AB 234 Report ,1989

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Electric Vehicle Prices Introduction

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