



NISSAN NORTH AMERICA, INC.

One Nissan Way
Franklin, TN 37067
Telephone: 615.725.1000

October 19, 2016

VIA REGULAR MAIL AND EMAIL

The Honorable Gina McCarthy
Administrator of the Environmental Protection Agency
Washington, DC 20460

The Honorable Mary Nichols
Chairwoman of the California Air Resources Board
Sacramento, CA 95812

Mr. John Cruden
Assistant Attorney General Environment and Natural Resources Division
U.S. Department of Justice
Washington DC 20044

Mr. Joshua Van Eaton and Ms. Bethany Engel
Trial Attorneys Environmental Enforcement Section
U.S. Department of Justice
Washington DC 20044

RE: Nissan North America Support and Guidance on the VW ZEV Investment Commitment

I am writing to provide Nissan North America's support for the proposed Zero Emission Investment Commitment in exhibit C under the Partial Consent Decree, requiring Volkswagen (VW) to invest \$2 billion over the next 10 years in the United States to support ZEV infrastructure, education and awareness.

Nissan has invested over \$50M in electric vehicle (EV) 'Infrastructure for All' over the past 5 years to promote the growth of EV adoption for a range of automotive manufacturers. This includes funding, facilitating and supporting the scale-up of almost 2,000 DC Fast Chargers nationally, a workplace charging program that has invested in charging stations for hundreds of companies across the country, and a dedicated field team tasked with growing EV fleets through infrastructure support. In fact, Nissan has been one of the largest funders of 'open standard' fast charging equipment in the US, deploying more than half of the 50kW dual CHAdeMO and CCS equipment available in the market today.

The proposed ZEV commitment by VW has the potential to bring much needed funding to a nascent EV infrastructure industry that has not benefited from the levels of funding needed to make significant progress in providing ubiquitous range confidence for potential EV drivers. We believe that this funding, including \$800M in California and \$1.2B nationally, could be instrumental in supporting a continued 'Infrastructure for All' approach that benefits all automotive OEMs and importantly, increases the pace of EV adoption.

However, given Nissan's history and experience in supporting the deployment EV infrastructure, we believe to be effective, fair, inclusive and open, the VW ZEV Investment Commitment must follow 7 guiding principles:

1. Funding should be allocated to projects that are **led, organized and managed at a national level** to avoid a patchwork of initiatives driven by individual states or local entities that are not

holistic and/or coordinated. VW's management of the funds should be inclusive of ongoing feedback and guidance from other automotive OEMs to ensure all efforts lead to the overarching objective of EV sales growth.

2. Funding that supports Fast Charging must include **multi-standard/open-standard equipment** (including CHAdeMO) to charge all fast-charge capable EVs and create equity for those, such as Nissan, that have invested significantly in multi-standard Fast Charging to date.
3. Funding should be allocated towards areas of the ZEV industry that suffer the largest market failures due to limited short-term ROI leading to a lack of private-sector investment. **Public DC Fast Charging should be prioritized** over other efforts, such as workplace charging or the installation of L2 charging that have been successfully supported by the private sector and utilities.
4. Similarly, funding must address the market gap for a **National High-Speed Fast Charging Network along interstates**. Excluding High-Speed interstate charging from the investment plan could have negative consequences for the industry including; a) reducing the effectiveness, scope and benefit of the ZEV Investment Plan, b) creating a competing closed charging network outside of regulatory oversight and c) potentially marginalizing hundreds of thousands of existing drivers including Nissan, Mitsubishi, Kia and Tesla if CHAdeMO is purposefully excluded from such a separate project.
5. All networked equipment funded under the ZEV Investment Commitment should **support the Open Charge Point Protocol (OPCC)** to allow choice between network providers, irrespective of equipment brands. Similarly all networked equipment should allow for **open credit card payment methods** (EMV and mobile payments) without requiring drivers to sign-up for proprietary network memberships that benefit network providers and not driver ease-of-use.
6. Funding should not preclude further investment from utilities. Utilities should continue to invest in pro-EV policies and programs given the sector will be one of the largest beneficiaries of the growth of electric refueling.
7. Funding for hydrogen refueling may dilute capital available to make significant progress on EV infrastructure expansion due to the resource intensiveness of hydrogen refueling.

Finally, Nissan disagrees with certain industry positions that inaccurately speculate that settlement funds will be used to reduce market competition in the EV Charging space. We believe that the ZEV Investment Commitment will provide a much needed boost to available funding in the industry, helping to spur increased competition, new product innovation, entrepreneurship and job creation.

Given Nissan's leadership and experience in ZEV sales and investments globally, we would like to extend our support, including expertise, to help shape the VW ZEV Investment Commitment in a way that is beneficial for the entire industry and collaborate with VW, EPA and CARB to ensure successful allocation and execution of the plans in California and nationally.



Brian Maragno

Director, EV Marketing & Sales Strategy

Nissan North America, Inc.

One Nissan Way

Franklin, TN 37067

Phone: 615.725.5836

Email: brian.maragno@nissan-usa.com



VIA REGULAR MAIL AND EMAIL

July 14, 2017

The Honorable Mary Nichols
Chairwoman of the California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Re: Electrify America's Supplement to the California ZEV Investment Plan – Cycle 1

Dear Ms. Nichols:

Nissan appreciates the opportunity to provide comments regarding Electrify America's Supplement to the Cycle 1 California ZEV Investment Plan issued June 29, 2017. Nissan fully supports California's neutral approach to vehicle electrification, which includes the continued deployment of both CHAdeMO and CCS high-powered electric vehicle (EV) charging equipment.

Nissan is the largest supplier of battery electric vehicles (BEV) to date, as well as the largest investor in EV infrastructure, and understands the infrastructure challenges related to introducing new technology. Nissan has invested over \$50M in EV 'Infrastructure for All' over the past 5 years to promote the growth of EV adoption for a range of automotive manufacturers. Nissan believes the proposed ZEV investment by Electrify America, including the changes outlined in the Supplement to the Cycle 1 California ZEV investment plan, has the potential to bring much needed funding to a nascent EV infrastructure industry.

Given that alternative fuel vehicles sold in the US are currently disproportionately represented by BEV, we feel that it's prudent to have Cycle 1 focus on expanding the accessibility of high-powered EV charging for both urban and interstate transportation systems. Nissan agrees that disadvantaged areas and underserved markets do need support and believes the EA plan (including expansion into the Fresno market area) aligns with that goal.

Please see the attached letter to the Environmental Protection Agency, California Air Resources Board, and the U.S. Department of Justice dated October 19, 2016. In the letter, Nissan outlined 7 guiding principles that the VW ZEV Investment Commitment must follow to be effective, fair, inclusive and open. Nissan believes the EA supplement to the Cycle 1 investment plan remains consistent with these principles.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Maragno". The signature is fluid and cursive, written over a horizontal line.

Brian Maragno
Director, EV Marketing & Sales Strategy
Nissan North America, Inc.
One Nissan Way
Franklin, TN 37067
Phone: 615.725.5836
Email: brian.maragno@nissan-usa.com

Enclosure