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FREE ASE WEBINAR SERIES #2

Tuesday 9 June 2020 15.00 – 17.00 hrs. (GMT+7 Bangkok) Language English

“IMPACT OF COVID-19 OUTBREAK ON ELECTRIC VEHICLE MARKET IN ASIA”

Organized by: IEMT, Information Markets, Supported by: INTERMOCH, EV, BloombergNEF, AMITA, EVRII

Post Webinar Q&A:	
1	Q The change from Internal Combustion Engine (ICE) to Electric Vehicle (EV) may have an impact on the disappearance of several of ICE supporting component industries, which have varying levels of investment and involve large numbers of workers. How does the Thai government manage this transition?
	A <i>The change to EV production has negative and positive impact, I think it's time to upskill of workers ready for high technology development, if we can improve efficiency of affected workers, it can help improving productivity of industry and competitiveness of nation. So planning for productivity improvement might be the option at the early stage of change.</i>
2	Q is it possible to customize a bev/ phev of a double cab pick up for utility application? what is the typical turn around time for this requirement as well as the delivery lead time for the finished product?
	A <i>It depends on how fast of the technology development, the government always supports what benefits to national economy and society.</i>
3	Q Can BOI privileges be awarded where SKD assembly is performed in Thailand from imported EV components and subassemblies?
	A <i>To consider to promote the project, BOI has clear criteria for promotion, the criteria will cover other areas such as value added of the project, technology, financial status, etc., not only whether it's SKD. The whole picture of the project is needed.</i>

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4	Q How does Thailand BOI strategy to ensure investment during COVID-19 pandemic situation where investment most likely declining?
	A <i>To ensure the investment during Covid-19, BOI announced many measures which we consider being able to assist existing promoted companies to maintain its capability and competitiveness while welcome new investors, for example, we waive and relax some conditions of promoted projects and extend the deadline to comply with promoted condition like machinery importation, start operation. In addition, we added new measures with additional incentives to promote medical devices and supplies production in order to respond to the trend and need of consumers and industrial status change. Besides granting incentives, BOI provides E-Submission of various BOI applications to facilitate the investors during Covid-19 as well. All we have done is to ensure that we are ready to facilitate their investment and do our best to support investment every time. Confidence of investors make more investment, we believe.</i>
5	Q What do you think about EV passengar cars adoption in Thailand ?
	A <i>The Thai government has recently announced a policy to create Thailand as a regional hub of electric vehicles in 5 years. With this announcement, strategies have to be put in place for all parties to make Thailand an electric vehicle production base within the given time frame. The relevant industries, i.e. The Ministry of Industry, the Energy Ministry and the Transport Ministry, will have to implement their strategies with relevant parties. By 2025, the government plans that the country would have at least 250,000 electric cars, 3,000 electric buses and 53,000 electric motorcycles. With the announced target, we expect to see quite a number of support measures to drive towards the targeted figures.</i>

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Post Webinar Q&A:	
6	<p>Q what about the electronics market opportunity when the covid pandemic. what policies need to be taken by a country related to electronics?</p> <p>A <i>The pandemic remains a present danger to the automotive industry in general. The expected rates of decline, stabilization and recovery varies from markets to markets, reflecting variations in containment strategies and policy responsiveness. Car manufacturers are expected to increasingly compete on pricing as they attempt to reduce inventory. This will eat into margins and earnings thus it is likely to hold back any new investments on electric vehicle production at the moment. With this, the government may look into various types of support measures to help boosting market interest for electric vehicles, specially in terms of users' subsidies.</i></p>
7	<p>Q This session is very insightful and I'm glad to have an opportunity to listen to all honorable guest speakers here. My question is not specific to any guest speaker. What does the government plan to support EV at the moment? There was an appointment of National EV Policy Committee (คณะกรรมการนโยบายยานยนต์ไฟฟ้าแห่งชาติ) earlier this year. Can you share with us what what is the support they are planning to boost the production and usage of EV in Thailand so far?</p> <p>A <i>The committee has commissioned the Board of Investment (BOI) and related agencies to consider offering investment packages to attract investors, especially parts and battery manufacturers. The committee also agreed that further promotion among the public, government agencies and motorcycle users is necessary to encourage users to switch to electric vehicles. Some of these promotions may include tax benefits, exemption of fees and the construction of more charging stations across the country. The construction of more charging stations is expected to be managed by the Electricity Generating Authority of Thailand and PTT.</i></p>

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Post Webinar Q&A:	
8	Q If the oil price is decreasing, will that disturb the number of EV adoption?
	A <i>From the EVAT's point of view, we believe that EV offers, as long as it can be made attractive, will grow much faster in the coming periods. The topics of personal mobility will still be strong, and the long-term problems on pollution will continue thus EVs have highly positive tendency to grow.</i>
9	Q How do BOI/EVAT see Govt. target of 30@30? (e.g. realistic, too challenging?) And to achieve this, which policy you have in mind to support the populisation of electrification in TH?
	A <i>The Thai government has set a target of 250,000 electrified vehicles, 3,000 electric buses and 53,000 electric motorcycles by 2025. In principle, we've seen a number of EV production applications to invest in the country, but the COVID-19 has temporarily caused a stoppage to all new investments in order to secure liquidity issues of most manufacturers. In EVAT's viewpoint, we could see some delays in achieving these targets, but we are still optimistic that EVs will grow in the coming period.</i>
10	Q What about non-Chinese sourced OEM EV. It has taken Nissan 3 years to get the Leaf into Thailand. Why cant ASEAN adopt a common taxation policy whatever the source country?
	A <i>In EVAT's viewpoints, we support the offers for clean & sustainable technologies to everyone, but the FTA depends on bilateral agreements with so many other commodities that each country can benefit from the free trade in addition to the BEVs.</i>

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11	<p>Q Most of the development in Thailand is about EV manufacturing. What kind of incentives and outlook for EV adoption in Thailand?</p> <p>A <i>In EVAT's point of view, we encourage the government to consider offering BEV users' incentives to drive the demand amid the current situation. There're best practices we could use from various countries around the world, i.e. Chian with the the incentive programs to reward longer-range EVs that travel 400 kilometers on a charge with subsidies worth around \$7,900 along with a regulation that 10% of each automaker's production must be EVs by 2019, and 12% by 2020, as well as EVs exempt from registration lottery in some localities. In Norway, EV drivers are given exemptions from purchasing taxes, no charges on toll roads, free parking, access to public bus lanes and free charging for example. These are some of the samples which could be considered for Thailand as well.</i></p>
12	<p>Q Why is there a different import and excise tax policy for differnet EV. Particularlrly BEV?</p> <p>A <i>For the import duty, it depends on the countries with Free Trade Agreement that Thailand and such countries have with each other, i.e. FTA for China and Thailand with 0% import duty if we bring in BEV from China. This agreement exists since the past many years. For the excise tax, Thai government would like to push for lower emission vehicles, thus excise tax is based on the CO2 level. As a result, PHEV and BEV receives more benefits than ICE cars.</i></p>



Post Webinar Q&A:	
13	Q Most Asian countries have long-term subsidies on ICE fuels, particularly diesel. Do you see any possibility that such governments will use the improved air quality to reduce/eliminate such subsidies, and when?
	A <i>Fuel is used in a lot of industries other than just the transport sector. In most emerging markets, fuel subsidies are used to ensure affordable access to energy for consumers and industries, and also sometimes to cushion the impact of fluctuations in global oil prices on the retail fuel prices. It would be hard for many governments to quickly eliminate these subsidies.</i>
14	Q Before the Covid-19 pandemic occurred, mass public transport is encouraged. Now, vehicle ridership of mass transport may be affected by the social distancing to minimize the spread of the virus. What is your opinion on this?
	A <i>In many cities in China, we do see that peak hour congestion is above historic levels. This is mostly because a lot more people have started using their private vehicles to commute to their workplaces than before the pandemic broke out. Therefore, in the short-term, or until a vaccine is widely available, we do expect people to prefer private transportation over public transport if it is affordable and accessible.</i>
15	Q What incentives and purchasing options do you see as being offered to those wishing to acquire a new vehicle - gas, diesel or EV? How sustainable can these grants and low-cost financing options go on for.
	A <i>The incentives available for vehicles will vary by market and therefore it is difficult to comment on how sustainable it is.</i>

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16	Q I hear that in ASEAN there are some battery fabricator company being build (some country has the mine to produce battery), as the COGS of fossil energy will be improved in future years furthermore the fossil reserve getting low, why it doesn't stimulate the use of EV by ASEAN people in the near period?
	A <i>Electric vehicles (EV) are still more expensive when compared to internal combustion engine (ICE) vehicles. It would take a few more years for battery prices to fall to levels where EVs can start competing with more mass-market ICE vehicles.</i>
17	Q What is Amita Target cost of 3C/4C LiB using NMC811 per kWh?
	A <i>It's under development now, therefore we have no any target price at this moment.</i>
18	Q Fast charging is fine for those drivers who can afford the time to stop. For commercial EV operators if you stop longer than a few minutes, passengers will not use this EV type. Even partial charging will dissuade the traveller to use a stop/start travel operation. Battery swapping hardware is expensive but ideal for 2 & 3 wheelers. What other battery management systems can you recommend for larger Public transport and commercial EV to guarantee that they can cover the daily range required.
	A <i>Besides battery swap, which is idea for 2 or 3 wheelers especially in metropolitan area, and fast charging, I can't see any other way of battery management system for public transport and commercial EV to cover the daily range required.</i>
19	Q Will there be a significant reduction in the price of battery with in the next few years? Thank you.
	A <i>The price of lithium battery is on the trend of reduction annually. This price reduction primarily depends on the improvement of specific energy, Wh/kg, of lithium battery. There is no any sign of significant price reduction in the next few years.</i>