

# [The japan as of march 2017 was](https://assignbuster.com/the-japan-as-of-march-2017-was/)

[Design](https://assignbuster.com/essay-subjects/design/)

The maximumsupport amount per HRS for the capacityof 50 to 100 Nm3/h is 0. 16 million USD 20.  The current number of hydrogen refuelingstations in Japan as of March 2017 is 111. Japan targets to increase thisnumber to 260 and 320 by 2020 and 2025, respectively 21.

Table2 shows the number of charging points in Japan. Table 2. Number of charging points in Japan (2014-2016) 19 Year 2014 2015 2016 Publicly accessible slow chargers1 8640                     16120 17260 Publicly accessible fast chargers2 2877                     5990 5990 Total 11517                  22110 23250  The number ofFCVs in Japan as of March 2017 was 1, 800. Table3shows the BEV and PHEV stock in Japan from 2012 to 2016. Table 3. BEV and PHEV stock in Japan(2012-2016) 19 Year Number of BEVs and PHEVs (thousands)   2012 40. 58  (73% BEV, 27% PHEV) 2013 69. 64 (64% BEV, 36% PHEV) 2014 101.

74 (60% BEV, 40% PHEV) 2015 126. 4 (56% BEV, 44% PHEV) 2016 151. 25 (57% BEV, 43% PHEV)  Japan’s EV cumulative sales target by 2020 and 2030 is 0. 6million and 1 million vehicles, respectively 22. Government is targeting to reach to 40, 000, 200, 000, and 800, 000 number of soldFCVS by 2020, 2025, and 2030 respectively 21. South KoreaThe SouthKorean government provides purchase subsidy up to 50% of price differential ofan ICEV and a FCV for FCV purchases. For instance, in 2015, 27.

5 million KRW3 was paidin purchase subsidy by the government considering the price of a FCV as 85 million KRW and the price of an ICEV as 30 millionKRW23. SouthKorea provides a purchase subsidy of KRW14 million for BEVs and KRW 5 million for PHEVs 19. Additionally, in Korea, there is also alocal purchase subsidy of KRW 3 million to KRW 12 million and tax reduction ofaround KRW 4 million for BEVs, KRW 2. 7 million for PHEVs 19. The government of South Korea also supports theconstruction of HRS with a subsidy of KRW1. 5 billion per station. Thegovernment provides a support of 6million KRW for stand and wall type slow chargers and 1 million KRW for mobiletype chargers 24.

In 2013, 2015 and 2017 there were 8, 10, and 11HRSs in Korea 2325. The reason for the low number of FCVs and HRSsin South Korea is the lowprofitability of the stations, lack of HRS infrastructure in the early stagesof development and weak financial support 23. Table4 shows the number of charging points in South Koreafrom 2012 to 2016. Table 4.

Number of charging points in South Korea(2012-2016) 19 Year 2012 2013 2014 2015 2016 Publicly accessible slow chargers 59 115 151 449 1075 Publicly accessible fast chargers 118 177 237 489 750 Total 177 292 388 938 1825    As of 2016, there were 100 FCVs in Korea 25. The number of FCVs was 5 and 42 in 2013 and2015, respectively 23. Table5shows the BEV and PHEV stock in South Kore from 2012 to 2016.  Table 5. BEV and PHEV stock in South Korea(2012-2016) 19 Year Number of BEVs and PHEVs (thousands)   2012 0. 85 (100% BEV) 2013 1. 45 (100% BEV) 2014 2. 76 (100% BEV) 2015 5. 95 (95% BEV, 5% PHEV) 2016 11. 21 )96% BEV, 4% PHEV)  1Slow chargers include AC Level 2 chargers (> 3. 7 kW and ? 22 kW) 192 Fast chargers include AC 43 kW chargers, DCchargers, Tesla Superchargers and inductive chargers 193Exchange rate for South Korean Won in December 6th, 2017 is 1 KRW ~ 0. 00091USD