## Electric Vehicle Strategy (draft for discussion)



## Million Cars and Old Cars

- "The total number of registered vehicles in Georgia almost doubled since 2007 to more than 1 million in 2015, about 90\% of which are 11 years and older."
- 45\%: 11-20 years old
- 45\% older than $\mathbf{2 0}$ years

- (400,000 cars more than $20+$ years)


## Problem?

In 2014:

- $80 \%$ vehicles were passenger cars and SUVs
- Almost $90 \%$ of all vehicles older than 11 years
- $2 \%$ were less than three years old.
- most common car brands:
- Mercedes Benz and Opel
- Nissan and Subaru vehicles (becoming common)


## Other data - vehicle registration

In 2013, 83,000 vehicles were registered:

- 71,000 left-hand drive (85\% )
- 12, 000 right-hand drive

In 2014: 101,000

- 67,515 left-hand drive (66\% )
- 34,000 right-hand drive

In 2015: 80,000

- 47,672 left-hand drive (58\% )
- 32,025 right-hand drive

PETROL
In 2015 "SOCAR Georgia Petroleum" LTD imported into Georgia 55557.187 tones of the following types of petrol.
On this diagram is shown the quantity of imported petrol by "SOCAR Georgia Petroleum" LTD in tones per months.


DIESEL FUEL

In 2015 "SOCAR Georgia Petroleum" LTD imported into Georgia 257700.701 tons of diesel fuel.
On this diagram is shown the quantity of imported diesel fuel by "SOCAR Georgia Petroleum" LTD in tones per months.


## Historical Data

| Transportation Means | $\underline{\mathbf{2 0 1 2}}$ | $\underline{\mathbf{2 0 1 3}}$ | $\underline{\mathbf{2 0 1 4}}$ | $\underline{\mathbf{2 0 1 5}}$ |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Vehicles | 389,752 | 428,028 | 476,086 | 523,451 |
| Trucks | 47,874 | 50,909 | 54,137 | 57,372 |
| Buses | 10,658 | 10,916 | 10,942 | 11,138 |
| Attachable | 4,704 | 5,370 | 5,978 | 6,629 |
| Agricultural | 4,173 | 5,092 | 5,795 | 6,547 |
| Motorcycles | 2,207 | 2,642 | 3,074 | 3,593 |
| Special Transport Equipment | 1,376 | 1,707 | 2,175 | 2,523 |
| Total | $\mathbf{4 6 0 , 7 4 4}$ | $\mathbf{5 0 4 , 6 6 4}$ | $\mathbf{5 5 8 , 1 8 7}$ | $\mathbf{6 1 1 , 2 5 3}$ |

## Simple Regression Forecast

Transportation Means
Vehicles
Trucks
Buses
Attachable
Agricultural
Motorcycles
Special Transport Equipment
Total

| $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 9}$ | $\mathbf{2 0 2 0}$ |
| ---: | ---: | ---: | ---: | ---: |
| $\mathbf{5 7 7 , 5 3 6}$ | 637,209 | 703,048 | $\mathbf{7 7 5 , 6 9 0}$ | 855,838 |
| 60,940 | 64,729 | 68,755 | 73,030 | 77,572 |
| $\mathbf{1 1 , 3 0 3}$ | 11,471 | 11,641 | 11,814 | 11,989 |
| 7,433 | 8,334 | 9,344 | 10,477 | 11,747 |
| 7,612 | 8,850 | 10,290 | 11,964 | 13,911 |
| 4,227 | 4,973 | 5,851 | 6,883 | 8,098 |
|  |  |  |  |  |
| 3,090 | 3,785 | 4,637 | 5,680 | 6,957 |
| $\mathbf{6 7 2 , 1 4 1}$ | $\mathbf{7 3 9 , 3 5 2}$ | $\mathbf{8 1 3 , 5 6 6}$ | $\mathbf{8 9 5 , 5 3 9}$ | $\mathbf{9 8 6 , 1 1 1}$ |

## Car Volumes - current and forecast

Vehicle Volume, Tbilisi, Georgia (actual and forecast)


## Oil I mport

# - \$600 million (seems to low!) 

- Annual oil import
** data from a certain news source: needs confirmation


## 2020 - snapshot **

- Business as usual scenario:
- 1 million gasoline vehicles
- \$1.0+ billion oil import
- Alternative scenario:
- worst 5\% vehicles replaced by electric
- At least $\$ 100$ million annual fuel savings


## Scenario: 5\% electric vehicle

- Cars:
- Trucks:
- Buses:


## 30,000 3,000

 500

* (400,000 cars more than 20+ years) *


## How to achieve 5\%?



## Switch to electric car preliminary assumptions

- "A typical car on the road is a 10 year old Mercedes Benz"
(Mercedes C280 from 2006 ( $\$ 15,000$ )
- Electric Car options (average $\$ 37,000$ )

2016 - Nissan Leaf
2016 - Chevorlet Volt
2015 - BMW i3 BEV


## Move to electric scenario / assumptions

- 30,000 Average km driven each year
- 20.8 miles per galon (US EPA)
- about 9 km per liter (gasoline: $\$ 1$ per liter)
- 8.8 kWh per 100 km (electric car)
- \$2,500 savings per car per year
- Current payback 9 year


## Market I ntervention Options

- \$7,500 subsidy per car
- free electricity for 5 years
- bulk discounts (large procurement)
- All three combined
less than 6 years
about 7 years
5.5 years
less than 4 years


## Cost of Market I nterventions

|  | Cost of program in millions |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Number of cars | 1,000 | 2,000 | 5,000 | 10,000 |
| $\$ 7,500$ subsidly per car | $\$ 7.5$ | $\$ 15.0$ | $\$ 37.5$ | $\$ 75.0$ |
| Free electricity for 5 years | $\$ 2.2$ | $\$ 4.4$ | $\$ 11.0$ | $\$ 22.0$ |
|  | $\$ 9.7$ | $\$ 19.4$ | $\$ 48.5$ | $\$ 97.0$ |

Cost between $\$ 10$ million to $\$ 100$ million
\$50 million

# Direct Benefits of Market I nterventions (purchase of 1,000 to 5,000 fleet cars) 

|  | Benefits n millions |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
| Number of cars | 1,000 | 2,000 | 5,000 | 10,000 |
| avoided fuel Import per year | $\$ 34$ | $\$ 68$ | $\$ 170$ | $\$ 340$ |

# I nfrastructure I nvestments and benefits 

- PPP partnership for charging infrastructure
- Hire purchase schemes
- Leasing of facilities


## How to achieve 5\%?



