



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

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Statement of
RICHARD C. LIM
Director

Department of Business, Economic Development, and Tourism
before the

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Thursday, March 13, 2014

9:00 a.m.

State Capitol, Conference Room 325

in consideration of

SB 2199, SD1

RELATING TO RENEWABLE ENERGY.

Chair Lee, Vice Chair Thielen, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) supports the intent of SB 2199, SD1, which prohibits the issuance of building permits beginning January 1, 2016, for new residential single-family dwellings that are part of a master tract or part of a bulk application for five single-family dwellings or more without wiring for Level Two electric vehicle (EV) charging systems or 240-volt alternating current charging.

The pre-wiring of a new single family home for an EV charging system is relatively inexpensive compared to the costs of retrofitting the property. Furthermore, pre-wiring would encourage residents of newly constructed homes to purchase and drive EVs which reduce consumption of gasoline and assist our efforts in achieving Hawaii's clean energy goals.

Thank you for the opportunity to offer these comments.



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Honolulu, Hawai'i 96817
(808) 548-4811 • Fax (808) 548-2980

Harry A. Saunders
President

Testimony by Harry Saunders
President, Castle & Cooke Hawai'i
March 12, 2014

House Committee on
Energy and Environmental Protection

March 13, 2014
9:00 p.m.
Conference Room 325

Opposed to:
SB 2199 SD1
MANDATING ELECTRIC VEHICLE CHARGING SYSTEMS FOR
ALL NEW SINGLE FAMILY HOMES

Chair Lee, Vice Chair Thielen and Members of the House Committee on Energy and Environmental Protection:

I am Harry Saunders, President of Castle & Cooke Hawai'i. As a major homebuilder in Hawai'i, we are generally opposed to mandates that increase the cost of homes without recognition of consumer/buyer acceptance and needs. Our approach is to "build to the market;" to produce homes that meet market and buyer demands.

Our production homes are designed with many energy saving features. Furthermore, we offer buyers additional energy savings options from which they can select. In this case, an electric vehicle charging station would be an option for an owner to consider if they are driving (or plan to have) an electric vehicle.

Mahalo for your consideration of my testimony. Should you have questions, please feel free to contact us:

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**Testimony to the House Committee on Energy and Environmental Protection
Thursday, March 13, 2014 at 9:00 A.M.
Conference Room 325, State Capitol**

RE: SENATE BILL 2199 SD1 RELATING TO RENEWABLE ENERGY

Chair Lee, Vice-Chair Thielen, and members of the Committee:

The Chamber **opposes** SB 2199 SD1, which would prohibit the issuance of building permits beginning 1/1/2016 for new residential single-family dwellings without wiring for electric vehicle (EV) charging systems that provide level two charging or 240-volt alternating current charging.

The Chamber is the largest business organization in Hawaii, representing more than 1,000 businesses. Approximately 80% of our members are small businesses with less than 20 employees. As the “Voice of Business” in Hawaii, the organization works on behalf of its members, which employ more than 200,000 individuals, to improve the state’s economic climate and to foster positive action on issues of common concern.

Many developers already offer the option (VOLUNTARY) to homeowners to install a conduit and an open spot in the electric box to add a circuit breaker. If a homeowner wants to have a charging station in their garage they would have to have the circuit breaker installed in the box, the wire installed in the conduit, and the plug apparatus specific to the automobile manufacturer.

SB 2199 SD1 would MANDATE the wiring for EV charging systems. Most EV chargers are running 30, 40 or 50 amps, and occasionally 100 amps. The cost to pre-wire a home for an EV charger includes the circuit and the wire to the future charging location. Since wire run is impossible to know ahead of time, \$600 - \$1,000 should be allowed for this cost. However, a 200 amp service is \$1,400 - \$1,800 more than a 100 amp service. This puts EV pre-wire costs at \$600 - \$2,800 per home.

The legislature should be aware that Hawaii already has one of the highest mean home prices in the United States (+/- \$685,000.00). Mandate of this nature, while appearing to encourage wider use of Electric Vehicles comes at a cost of increasing the overall cost to the home buyer. The Market Conditions should provide the incentives for people to switch to electric vehicles.

Thank you for the opportunity to express our views on this matter.

BIA-HAWAII

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THE VOICE OF THE CONSTRUCTION INDUSTRY

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TESTIMONY TO THE HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

Thursday, March 13, 2014

9:00 a.m.

Hawaii State Capitol - ROOM 225

RE: S.B. 2199 S.D. 1, RELATING TO RENEWABLE ENERGY

Dear Chair Lee, Vice-Chair Thielen, and members of the Committee:

My name is Gladys Marrone, Government Relations Director for the Building Industry Association of Hawaii (BIA-Hawaii), the Voice of the Construction Industry. We promote our members through advocacy and education, and provide community outreach programs to enhance the quality of life for the people of Hawaii. BIA-Hawaii is a not-for-profit professional trade organization chartered in 1955, and affiliated with the National Association of Home Builders.

BIA-Hawaii is **opposed** to S.B. 2199 S.D. 1, which would prohibit the issuance of building permits beginning 1/1/2016 for new residential single-family dwellings that are part of a master tract or a bulk application for five single-family dwellings or more without dedicated wiring for electric vehicle charging systems that provide level two charging or 240-volt alternating current charging. Allows county permitting agencies to waive the wiring requirement for new single-family dwellings under certain circumstances.

Many of our developers already offer the option to homeowners for a conduit and an open spot in the electric box to add a circuit breaker. If a homeowner wants to have a charging station in their garage they would have to have the circuit breaker installed in the box, the wire installed in the conduit, and the plug apparatus specific to the automobile manufacturer. However, some developers offer an EV charging station as an option to the homebuyer.

However, S.B. 2199 S.D. 1 would mandate the wiring for EV charging systems. Most EV chargers are running 30, 40 or 50 amps, and occasionally 100 amps. The cost to pre-wire a home for an EV charger includes the circuit and the wire to the future charging location. Since wire run is impossible to know ahead of time, \$600 - \$1,000 should be allowed for this cost. However, a 200 amp service is \$1,400 - \$1,800 more than a 100 amp service. This puts EV pre-wire costs at \$600 - \$2,800 per home.

Additionally, technology changes in the blink of any eye. Just last month, Toyota announced they are starting tests on wireless charging for electric cars (attached). *"This technology would eliminate the need for physically plugging in an electric car or a hybrid."* So, if a homeowner decides that, after 10 years after they move into their new home, they want, and are able, to purchase an EV, we highly doubt this mandated wiring would still be usable with the future technology. Why make the homeowner pay for something they can't use or don't want? Perhaps a financial incentive approach to attaining renewable energy goals should be considered; it worked for the PV industry. Having wiring for an EV charger in not incentive to buy

Honorable Chris Lee, Chair
House Committee on Energy and Environmental Protection
March 13, 2014
S.B. 2199, S.D. 1
Testimony of BIA-Hawaii

an EV, but tax breaks when purchasing an EV are incentives.

Finally, mandates only increases the cost of housing for the end user. Oahu is now at a median price of \$685,000 for a single-family home. If the objective of this Legislature is to increase the cost of development in Hawaii and, in turn, further increase the cost of housing to Hawaii's residents, then this type of legislation is appropriate.

We appreciate the opportunity to share with your our views.

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Toyota tests wireless charging for electric cars

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Better Deals



A new parking assist system has been added to the car.

Toyota has announced that it will offer a [battery-charging system](#) for electric

hybrid or a pure-electric car by having the car park on top of it. Toyota's new wireless charging system uses magnetic-resonance technology. This method transmits electricity by using magnetic resonance that results from changes in [magnetic field intensity](#) between a coil positioned on the ground under the car and a receiving coil built into the underside of the vehicle.

This technology would eliminate the need for physically plugging in an [electric car](#) or a hybrid. It also has the potential to act as a universal charging station, reducing the need for multiple charging stations and plug standards.

Toyota is also testing a new parking-assist system. In a parking spot for the wireless charging system prototype form, this technology has been couple Assist system.

AdC

61 Comments



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This isn't a typical auto maker test in controlled research facility conditions. Three modified Priuses have been given to customers in Aichi Prefecture in Japan. For one year, customers will test ease of use, user satisfaction, misalignment rates and charging behavior. Following the successful completion of this test, Toyota hopes to introduce wireless charging in existing plug-in hybrid vehicles. Wireless charging could be only a couple of

years away, but infrastructure will need more
Wireless battery charging system should make recharging time to catch up. Installing this kind of system in your home is one thing; it'll be another for commercial property owners, such as convenience stores or office buildings, to offer these in their parking garages. The underlying technology is not that far-fetched; it has already been marketed with cellphones that use a miniature version of this technology. Volvo has been working on an identical system as well, one that works along the same principle. It isn't clear at this point which auto maker is further along in being able to introduce wireless charging in production vehicles, but the tremendous disparity in size between the two auto makers, as well as the wealth of experience in developing and marketing plug-in hybrids and pure-electric vehicles, overwhelmingly favors Toyota. Now, all that remains is for other auto makers to create car-mounted wireless charging coils that will actually be compatible with the ground-mounted wireless chargers that will appear on the market. That'll be the tough part.

The story "Toyota begins testing wireless recharging for electric cars" originally appeared on Autoweek.com.

ADD TO WATCHLIST TM

Toyota Motor Corp. ADS

US : U.S.: NYSE
\$ 111.30
 -0.04 -0.04%
 Volume: 22,000
 March 12, 2014 4:16p
 P/E Ratio
9.43
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\$195.21 billion
 Rev. per Employee
\$764,041

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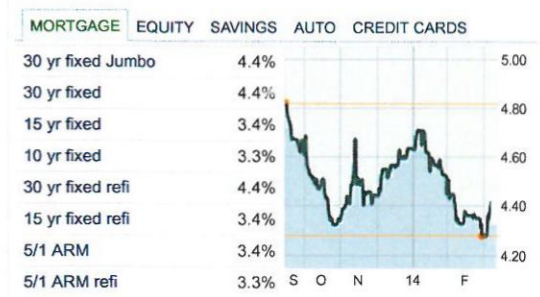
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SB2199

Submitted on: 3/12/2014
Testimony for EEP on Ma



Conference Room 325

Submitted By	Organization	Testifier Position	Present at Hearing
Greg Thielen	Individual	Oppose	No

Comments: Chair Lee, Vice Chair Thielen and Members of the House Committee on Energy and Environmental Protection. I am writing in opposition to SB2199 SD1. This is another example of legislative action driving up the cost of housing in Hawaii. It also provides negligible benefit as all EV's are capable of being charged from a standard wall outlet. It also ignores other sound environmental options such as clean diesel, gasoline hybrids and hydrogen. It fails to recognize that changing technology will render this legislation obsolete. Most importantly is it penalizes all home buyers and builders that for whatever reason do not want an EV.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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