



NISSAN MOTOR COMPANY



Toyota Motor Corporation
Nissan Motor Co., Ltd.
Honda Motor Co., Ltd.
Mitsubishi Motors Corporation

Toyota, Nissan, Honda and Mitsubishi to Provide Financial Assistance for Electric Vehicle Charging Infrastructure in Japan

Tokyo, Japan (November 12, 2013) — Toyota Motor Corporation, Nissan Motor Co., Ltd., Honda Motor Co., Ltd., and Mitsubishi Motors Corporation have agreed on the details of specific financial assistance they will provide to installers of charging stations for electric vehicles (PHVs, PHEVs, and EVs). This announcement follows the agreement the four companies announced on July 29, 2013 to jointly promote the construction of a user-friendly network of charging infrastructures. Applications from installers for financial assistance will be accepted starting today.

Electric vehicles are expected to play a major role in driving the energy policy for the next generation. In order for them to become widely adopted, however, it is imperative that charging infrastructure be made widely available as quickly as possible. By assisting installers with the part of their costs not covered by government subsidies, the four companies are aiming to promote wider availability of chargers to make electric vehicle use more convenient. The program announced today targets charging facilities recognized to have high public value under the subsidy utilization plans drawn up by local governments. Financial assistance will be made available to those businesses and operations that satisfy certain conditions, such as destination charging spots at commercial facilities and lodging facilities, as well as en-route charging spots at service areas and toll-road parking areas, convenience stores on regular roads, and service stations. Furthermore, an upper limit will be set on the number of chargers per facility to encourage installation of chargers over a wide area in a well-balanced way.

By the spring of 2014 the four companies also plan to establish a management organization that will set up and manage a membership-based charging service, which will collect membership fees and usage charges from electric vehicle users, utilizing the collected money to fund the assistance program. Meanwhile, the businesses that receive subsidies from the assistance program to install chargers will become service providers of the membership-based charging service and will delegate the collection of usage fees to the management organization. Service providers will enjoy benefits such as increased customer traffic from electric vehicle users.

In the current favorable environment of government subsidies for charger installation, the four automakers will actively encourage installation of both standard chargers and quick chargers. The companies hope to promote broader adoption of electric vehicles by building a user-friendly infrastructure and creating a society that can take full advantage of the functions of electric vehicles.

Overview of Financial Assistance Program for Electric Vehicle Charging Infrastructure

Assistance details	Standard chargers	Quick chargers
Installation costs	The balance of the cost of purchasing and installing chargers after the NEV Subsidy ¹ and local government subsidies provided to primary business entities ² are subtracted. Assistance is capped at 400,000 yen/charger.	The balance of the cost of purchasing and installing chargers, after the NEV Subsidy and local government subsidies provided to primary business entities are subtracted. Assistance is capped at 1,700,000 yen/charger. Startup inspection expense. Assistance is capped at 200,000 yen/charger.
Maintenance costs	All expenses, including the communication fees for chargers, maintenance contract, and insurance. The assistance duration will be 8 years following the completion of charger installation (ownership requirements as stipulated in the NEV Subsidy System). Assistance is capped at 85,000 yen/charger per year.	All expenses, including the communication expense for chargers, maintenance contract, and insurance. The assistance duration will be 8 years following the completion of charger installation (ownership requirements as stipulated by the NEV Subsidy). Assistance is capped at 405,000 yen/charger per year. The basic electricity service charge associated with the installation of low-voltage power-receiving equipment. Assistance duration will be 8 years following the completion of charger installation.
Electricity costs	The amount equivalent to the electricity charge associated with the use of chargers. Limited to the required ownership duration stipulated in the NEV Subsidy System following the start of the membership-based charging service.	The amount equivalent to the electricity charge associated with the use of chargers. Limited to the required ownership duration stipulated in the NEV Subsidy System following the start of the membership-based charging service.
Application period and contact information	November 12, 2013 through February 28, 2014 Submit applications to the PHV, PHEV, and EV Charging Infrastructure Assistance Project Management Office. (Application period may be closed ahead of deadline depending on the number of applications received.)	

Special notes	<p>Only specified high-functionality chargers equipped with authentication and billing functions are eligible. (For details, visit the assistance program inquiry website.)</p> <p>Payment of assistance will be made through the Membership-Based Charging Service Management Organization to be set up separately.</p> <p>A government subsidy application must have been submitted for the charger on or after July 29, 2013 to be eligible. Assistance for chargers that were installed before this date and membership-based charging services using these chargers will be considered in the future, along with the establishment of the Membership-Based Charging Service Management Organization.</p>
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Note: For details on facility requirements for assistance and the maximum number of eligible chargers, see the appendix.

¹The Next-generation Electric Vehicle Charging Infrastructure Establishment Promotion Project aims to encourage investment in infrastructure and promote wider adoption of next-generation vehicles by providing subsidies related to the installation of next-generation vehicle charging facilities.

²Installation of charging facilities with high public value under the vision specified by prefectures and toll road operating companies for installing chargers (which describes installation locations appropriate for systematically preparing the charging infrastructure necessary for electric vehicles)

Facility Requirements for Financial Assistance and Maximum Number of Eligible Chargers

Facility	Requirements	Upper limit (per facility)	
		Quick	Standard
Service areas, parking areas or highway rest stops	Must be installed along national expressways or car-only roads	2	5
Roadway stations	Must be registered as a "roadway station" with the Ministry of Land, Infrastructure, Transport and Tourism	1	5
Ocean-side stations	Must be registered as an "ocean-side station" with the Ministry of Land, Infrastructure, Transport and Tourism	1	5
Tourist facilities	Facilities visited by at least 400,000 visitors a year or having a parking capacity of at least 300 vehicles Note: The definition of a tourist facility follows that of a tourist spot in the Common Standards Related to Tourist Statistics issued by the Japan Tourism Agency.	1	2
Large-scale retail stores	Large-scale shopping malls, DIY stores, etc. with a retail area of more than 1,000 m ²	1	5
Convenience stores	Must satisfy the following two conditions: 1) Parking capacity of at least 10 vehicles and 2) Open 24 hours a day, 365 days a year	1	1
Service stations	As a rule, must be open 24 hours a day, 365 days a year	1	1
Drugstores	Must satisfy the following two conditions: 1) Parking capacity of at least 20 vehicles and 2) Open 24 hours a day, 365 days a year	1	1
Restaurants	A family restaurant or similar restaurant that satisfies the following two conditions: 1) Parking capacity of at least 20 vehicles and 2) Open 24 hours a day, 365 days a year	1	3
Inns and hotels	Must have at least 10 employees.	1	2
Airports	Must satisfy the following two conditions: 1) A hub airport or a regionally controlled airport as defined in the Airport Law and 2) A parking facility or drop-off/pick-up area belonging to an airport terminal (Chargers installed in private parking lots in the surrounding area are not eligible.)	1	1
Ferry terminals	Must satisfy the following two conditions: 1) A port that is the starting point, port of call, or terminating point for an operation that ferries automobiles and general travelers on regularly scheduled routes, registered with the Ministry of Land, Infrastructure, Transport and Tourism in accordance with the Marine Transportation Law and 2) A parking facility or drop-off/pick-up area belonging to a ferry terminal (Chargers installed in private parking lots in the surrounding area are not eligible.)	1	1
Post offices	Must be open 24 hours a day, 365 days a year	1	1
Facilities owned by local governments	-	1	1
Others	As deemed necessary from the viewpoint of establishing charging infrastructure	1	1

NOTES:

- 1) Chargers installed in hourly parking facilities associated with the above facilities are also eligible.
- 2) Exceptions will be possible as deemed necessary from the viewpoint of establishing charging infrastructure.