Peru energy storage for electric vehicles

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Energy storage and EV infrastructure solutions firm NHOA has commissioned a 31MWh battery energy storage system (BESS) in Peru for multinational utility and IPP Engie. The BESS unit was provided by NHOA to Engie Energía Perú on a turnkey basis and has been deployed at Engie"s 800MW ChilcaUno thermoelectric power plant, in Chilca, on the ...

o Fast advancement of energy storage technologies, in electric transport vehicles and adaptations for hydrogen transport and use. o Generation of employment and foreign exchange with large investments that will export clean products such as hydrogen. o Improving the competitiveness of goods and services

This review article describes the basic concepts of electric vehicles (EVs) and explains the developments made from ancient times to till date leading to performance improvement of the electric vehicles. It also presents the thorough review of various components and energy storage system (ESS) used in electric vehicles.

Batteries made from the ultralight metal lithium are key to meeting the growing demand for electric vehicles as part of a transition away from combustion engines.

Ellioth Tarazona ?lvarez, Technical Regulatory Manager of the Automotive Association of Per? (AAP), indicated that the organization is working on a proposal for a regulatory framework to promote electromobility in the country.

The association, founded in 1926, which brings together the country’s importing and marketing companies, has the mission of promoting the development of a modern, efficient, sustainable and environmentally friendly transportation system, so the adoption of low-emission vehicles is one of their priorities.

“The first thing we are doing is working on a proposal for a regulatory framework, which could be carried out between 2021 and 2022, and which includes: the approval of the National Electromobility Plan; regulation of charging and supply infrastructure; creation of the National Electromobility Fund and regulations linked to the disposal of batteries,” Tarazona explained.

According to the AAP Manager, Per? has a total of almost three million vehicles on the road, of which more than 85% are light vehicles and the rest belong to the heavy group. Of these, almost 100% are internal combustion vehicles. The country has a penetration of less than 1% of electric vehicles, and less than 1% compared to other Latin American countries.

Tarazona explained during the X Sustainable Mobility Summit, organized by Latam Mobility on October 6th, that the AAP is working not only on the regulatory framework, but also on key points, such as the

establishment of operational incentives for 2022; public charging systems implementation; recharging points at new buildings; advantages for electric vehicle circulation and preferential parking lots.

“Apart from the proposal, we expect to establish economic incentives for 2022 and 2023; work on special rates against traffic accidents; vehicle insurance; special rates for tolls and residential differentiated electric rate, and promotion of mass public transportation of people and goods on the urban radius”

The proposal also includes other incentives, such as the temporary reduction of the Ad-Valorem tax to 0% for the next six years; a 0% VAT for Battery Electric Vehicles until 2030, and 9% in taxes for Hybrid Electric Vehicles (the current VAT in Peru is 18%). In addition, a fuel tax on CO2 emissions, and a corporate tax credit to reduce annual income tax payments.

“To achieve the objectives, a high-level of State intervention is required, in terms of regulation and promotion of electromobility. Also, taxes must be applied to polluting technologies, such as CO2 emission fuels, and the implementation of public charging infrastructure must be promoted, which will increase the demand for electric vehicles,” concluded Tarazona.

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