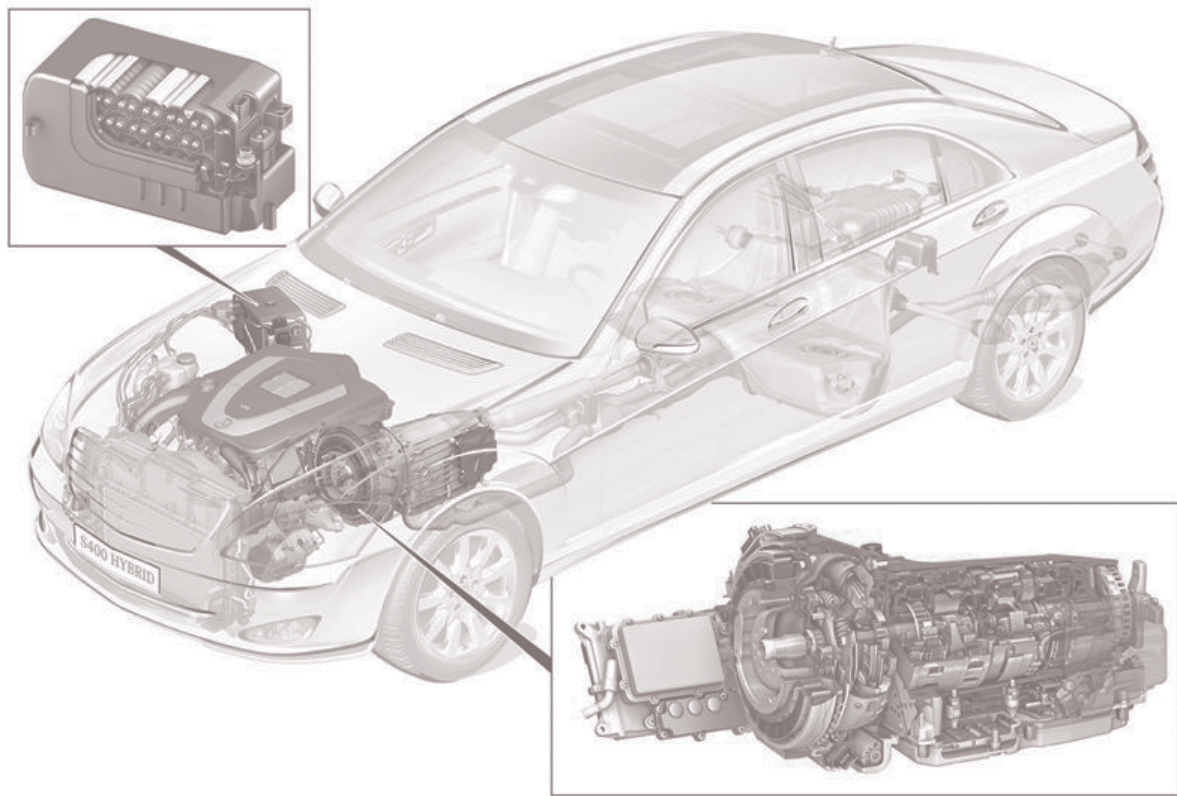


Advanced Energy Storage Capital

Vision.

Our community has captured a new economic opportunity that few regions will ever experience. The location of the Johnson Control-SAFT and LG Chem lithium-ion cell manufacturing facilities in Holland, the fortu PowerCell facility planned for Muskegon and the Toda America supplier facility locating in Battle Creek all help place our region at the center for advanced energy storage and power management solutions.

The benefits are clear. We can dramatically expand and diversify our economic base as a leadership region in a growing global industry.



Whether through direct support of the cell manufacturers, subsystem development, power management solutions or entrepreneurial development of new, first-to-market power storage technologies, our region must deploy a strategy to capture the extended value chain of this sector. In doing so, we can take a giant step in advancing the region's economic vitality.

These materials have been prepared to help you understand and benefit from this exciting new opportunity.

Executive Summary.

Our community has captured an extraordinary economic opportunity.

Two global leaders in advanced energy storage selected Holland, Michigan as the site for their new, high tech manufacturing facilities.





Johnson Controls SAFT and LG Chem will develop almost 800 thousand square feet of space to form the greatest concentration of lithium-ion cell manufacturing for electrified vehicles in North America. The projects are complimented by the investments of Fortu PowerCell and Toda America. The region will realize more than \$1 billion in investment over a 5 year period.

Together, the anchor companies form the foundation of a globally competitive economic cluster in advanced energy storage. The deployment of a plan specifically targeted at the growth of an economic cluster could generate 10,000 jobs by 2020 and as much as \$2 billion in investment.

The cluster will include a wide range of providers. In some cases the needed expertise to support the anchors is already available in our region. But in other cases we will attract national and international companies that can meet the extended needs of the new advanced energy storage technology firms.

Achieving those goals and reinvigorating the region's economy will require the highest level of effort from businesses, government, educational institutions at all levels, and the community. Perhaps ambitious, but failure to energize our community for the challenge ahead is to waste an exceptional opportunity not frequently visited on communities of our size.

They chose our region for:

- > Quality of the workforce
- > Highly competitive utility rates
- > Exceptional quality of life
- > Overall cost competitiveness

Goals.

We will utilize 4 basic goals and strategy sets to develop an economic cluster around advanced energy storage and power management technology:

01

Position West Michigan as the recognized leader in Advanced Energy Storage and Power Management solutions.

Result

Gain national & international attention on the growing cluster.

02

Support the investments of Johnson Control-SAFT and LG Chem by developing a fully functioning supply chain.

Result

Effective company recruiting, attraction of investment and job growth

.....

03

Develop a workforce capable of meeting the needs of the Advanced Energy Storage and Power Management cluster.

Result

Enhanced training & education capabilities, enhanced recruitment of talent.

.....

04

Develop a supporting R&D capability for Advanced Energy Storage and Power Management technology.

Result

Fully leverage the region's engineering and scientific resources to expand broad R&D capabilities relating to lithium-ion power storage.

Current Environment.

Over the next several years more than \$5 billion of investment will be targeted at advanced energy storage projects to launch cell, battery and materials manufacturing facilities.

The funds will go to support the development of advanced vehicle batteries and battery systems to reinvigorate the U.S. auto industry, reduce U.S. dependence on foreign oil, and transform the way automobiles are powered.

Currently, the automotive electrification goals include the following:

○ *Create 5 million new green jobs by investing in a clean energy economy leveraging America's highly-skilled manufacturing workforce*

1 million PHEVs on U.S. roads by 2015

50% of all government cars purchased will be PHEVs or EVs by 2012



Battery technology plays a crucial role in achieving the goals. In fact, without significant advances in battery technology, the new generation of electric vehicles envisioned for the future has little chance of becoming reality.

Current hybrids use nickel metal hydride (NiMH) batteries to recover and store power, however they lack the attributes needed to meet the needs of new varieties of plug-in electric hybrid vehicles (PHEVs), electric vehicles (EVs) and range extended electric vehicles (REEVs). The Chevrolet Volt is perhaps the best known new generation electrified vehicle.

New lithium-ion cell technology is in the early development stages and promises a bright future for automotive applications as well as applications related to energy storage. The market is estimated at over \$25 billion by 2020 for the auto industry. Potential also exists for utility scale alternative energy storage, home energy storage, Department of Defense applications and recycling.



Slated to begin manufacturing in fall 2010, Johnson Controls-SAFT will utilize an existing 128,000 square foot facility after an extensive refit of the plant. LG Chem will build their new facility on a 120 acre parcel and expects the first phase to be approximately 650,000 square feet; it is scheduled to open by the fall of 2011. Both facilities will manufacture lithium-ion cells. Johnson Controls-SAFT has a contract with Ford and LG Chem has a contract with General Motors to provide lithium-ion cells for the electrification of vehicles. Fortu PowerCell intends to invest more than \$600 million and employ upwards of 700 people; Toda America has broken ground on their \$70 million investment in Battle Creek and will employ 60 new people.

Technology & Economy.

The stage is set for a dramatic shift in the economic model for automotive transportation. Federal and state governments are incenting the technological development of electrified vehicles and the power storage and management technology needed to power them. Electrification of the vehicle is the most important trend in personal transportation today, and we are only at the beginning.

Cell Technology

Advanced energy cells are critical to the future of the new generation of automotive transportation. Currently, hybrids, like the Toyota Prius, use nickel metal hydride (NiMH) batteries which are unable to meet the long term needs of vehicles needing more power. NiMH batteries lack the power to density ratios and recharging cycles of newer battery chemistries like lithium-ion. The current generation of hybrids has successfully increased “miles per gallon” fuel averages, but they are unable to leapfrog current expectations because of the NiMH limitations.

Plug-in hybrids are exactly that; vehicles with cell packs that are recharged via 110 or 220 volt circuits. The batteries must endure hundreds of thousands of charging cycles while maintaining sufficient capacity to operate the vehicle for 30 to 60 miles. As the average commuter uses their vehicle for around 40 miles per day, driving a PHEV can make a dramatic difference in operating costs. The greater the expectations for electric range, the more capacity the cells must possess.

The cost for electricity to operate the plug-in hybrids for electric operation has been estimated at less than one quarter of the cost of gasoline. The positive impact on issues like foreign oil dependence and green house gas emissions confronting the US and the world are clear.



Automotive Technology

Hybrid Electric Vehicles (HEV) use both an electric motor and gas engine to drive the wheels, Plug-in Electric Hybrids (PHEV) use both an electric motor and gas engine to propel the vehicle with battery recharging coming from the grid - by plugging in, Electric Vehicles (EV) use only electric motors to propel the vehicle and Range Extended Electric Vehicles (REEV) use electric motors to propel the vehicle with a fossil fueled generator to recharge the batteries as they are depleted. The latter two also recharge their batteries by plugging in when not in use. This technology is already well established in other forms of transportation, most notably diesel electric locomotives. All provide cleaner, more efficient transportation, than traditional internal combustion engine vehicles.

Since batteries power the electric motors, they must be more efficient, having longer charge retention as well as the capability to be recharged hundreds of thousands of times. Current types of batteries, NiMH and lead acid, simply cannot meet the requirements of the emerging electrified transportation sector.

Economic Development

For the many reasons already noted, the advanced energy storage industry is key to “greening” our transportation industry and vital to the resurgence of America’s automotive sector. The economic development potential of the industry promises to create new jobs in areas such as manufacturing, support services, and education. This is also a sector wherein, as it matures, dollars diverted from buying petroleum-based fuel to purchasing locally generated electricity helps keep regional money in the regional economy. This would contribute to stabilizing and securing the region’s energy resources, resulting in additional economic benefits.

Advanced energy storage related economic development has become a priority for many states including Michigan, California, Indiana, Ohio, Wisconsin, the Carolinas and Tennessee. The competition will be intense. In Johnson Control-SAFT, LG Chem, Fortu PowerCell and Toda America, our region has attracted key suppliers of industry-critical advanced battery technology, and has an opportunity to become a leader in growing this aspect of the industry.



Economic Cluster.

Cluster Defined. The approach used to design public and economic policies related to this region's growth and development in the areas discussed above is critical to the outcome. Several commonly employed strategies are those based on Michael Porter's Cluster Theory.

Michael Porter, the Bishop William Lawrence University Professor at the Harvard Business School, a widely acclaimed authority on competitive strategies, defines economic clusters as geographic concentrations of interconnected companies, specialized suppliers, service providers, and associated institutions in a particular field that are present in a nation or region. Clusters arise because they increase the productivity with which companies can compete.

Marisa McNee, University of Michigan, notes the supplier network may be collaborating or competing organizations. And the Morrison Institute for Public Policy says the basic goal of a cluster-based approach is providing the clustered firms with competitive advantages to compete more effectively within the global economy.

Cluster Anchors

The arrival of Johnson Control-SAFT and LG Chem occurs at a most advantageous time. It will allow our region to build a cluster on the existing automotive sector utilizing the strength, experience and relationships of companies already present, while still fostering growth from new companies joining the cluster from outside the region.

Johnson Control-SAFT and LG Chem represent nearly \$1 billion in investment over the next five years in our area.

The firms provide an immediate foundation upon which West Michigan can build our new economic cluster.

Well known examples of industry clusters would include Detroit's automobile industry, Hollywood's film industry as well as Silicon Valley.

Success at improving regional economic vitality within the automotive sector will require the clustering of many related companies around the emerging technology. Anchored by Johnson Control-SAFT and LG Chem, the nascent cluster will likely incorporate several key regional assets: engineering (systems, software, material sciences), transportation and logistics, design, research and development (chemistries and materials), advanced manufacturing, alternative energy and education.

Cluster Illustration

Well known examples of industry clusters include Detroit's automobile industry, Hollywood's film industry as well as Silicon Valley.

Our region already benefits from a mature economic cluster based on the furniture manufacturing industry. Anchors like Haworth, Herman Miller and Steelcase, along with mid sized providers have enabled our region to prosper. Economic cycles notwithstanding, the furniture industry has spawned scores of tier 1, 2 and 3 suppliers employing thousands of people.

A further example of cluster benefits is that the highly competitive furniture industry drove the need for engineers and designers with specialized education, experience and talent. The volume of the industry incented education institutions to increase their offering to meet the need. Additionally, as other top talents were drawn to the area we have been recognized as one of the top 10 regions for engineers by the Wall Street Journal.

Designing a cluster-based strategy for economic development around the emerging advanced energy storage and power management industry will require a careful analysis of the region's existing assets and of those areas where additional commercial, educational or workforce infrastructure and resources must be put in place.

Clearly, we are well positioned to reap the rewards of a successful 10-year plan directed at achieving these ends.



First Step.

The first step is to be certain that both cell manufacturers are fully served as they ramp up operations. Lakeshore Advantage, and our partners, will continue to invest time and resources to work out the necessary details for the successful launch of these enterprises. If we expect to acquire additional elements of the value chain for our region then the positive experience of the anchor companies will be indispensable.

The Board of Directors of Lakeshore Advantage established a taskforce to develop preliminary strategies for the cultivation of an economic cluster. The cluster taskforce fashioned a vision statement as follows:

.....
THE VISION

To establish West Michigan as the leading North American center of excellence for advanced energy storage and power management solutions.



An important concept embedded in the vision is the expansion of the cluster from automotive applications to embrace all areas of application. In addition to automotive is commercial alternative energy storage and home energy storage. Although principally related to automotive and storage applications, the Department of Defense is also a very significant part of this sector.

Stakeholders

The taskforce also identified 4 principal stakeholders in this region: the community, businesses, government and educational institutions.

The community is a stakeholder in that the two anchor companies are expected to employ over 1,500 people within five years. Using traditional economic multipliers of 3:1 means those 1,500 jobs will result in an additional 4,500 jobs down line.

Local businesses are stakeholders in that they have the opportunity to provide goods and services to the new and expanded cell manufacturers

Local and state governments are stakeholders because they will reap a financial benefit from the tax base as sales expand and the labor force is more fully engaged.

Finally, the surrounding educational institutions are stakeholders because they have the opportunity to meet the changing degree and training needs of new industries that are advancing at lightning speed.

Initial Expansion

The cluster has already begun to expand. On Monday, December 7, 2009, MiBiz.com reported that fortu PowerCell GmbH, of Karlsruhe, Germany, is considering locating a cell manufacturing plant at a Bayer Cropsience site in Muskegon Township. Reportedly the 2-phase plan is worth \$664 million in investment and will potentially result in 745 new jobs.

Sources close to the deal noted the company's relationship to Bayer Cropsience in Germany led to the consideration of the Muskegon township location, supposedly the only site it was considering.

Battle Creek has successfully attracted a subsidiary of Toda Kogyo Corp of Japan, Toda America. Battle Creek has been a favored cluster for Japanese companies since they first attracted Denso to their region in about 1985.

Our region is not the only area of the state or nation that intends to gain a position as the leading area for this technology. The eastern region of Michigan already has a substantial base to support their efforts. The strength of this technology with the green tech community, as well as investors, can be seen in A123, Watertown, Massachusetts, opening with the second best IPO of 2009 reports Phil Wahba, Reuters. The competition will be intense as regions work to expand on their assets, therefore time is of the essence. Our region will need to work quickly to establish a leading position.

Industry Challenges.

The development of an economic cluster based on new lithium-ion cell technology is not without its challenges, although the potential rewards far outweigh any risks.

As recently as February 16, 2009, John Peterson, referencing the DoE 2008 Annual Progress Report, concluded “Lithium-ion Batteries Are Not Ready for Prime Time.”

His article notes, “High energy efforts are focused on overcoming the technical barriers associated with commercialization of PHEV batteries, namely:

Cost – The current cost of Li-based batteries (the most promising chemistry) is approximately a factor of three to five times too high on a kWh basis. The main cost drivers being addressed are the high cost of raw materials and materials processing, the cost of cell and module packaging, and manufacturing costs.

Performance – The performance barriers include the need for much higher energy densities to meet the volume/weight requirements, especially for the 40-mile system, and to reduce the number of cells in the battery (thus reducing system cost).



Abuse Tolerance – Many Li batteries are not intrinsically tolerant to abusive conditions such as a short circuit (including an internal short circuit), overcharge, over-discharge, crush, or exposure to fire and/or other high temperature environments. The use of Li chemistry in these larger (energy) batteries increases the urgency to address these issues.

Life – The ability to attain a 15-year life, or 300,000 HEV cycles or 5,000 EV cycles, is unproven and is anticipated to be difficult. Specifically, the impact of combined EV/HEV cycling on battery life is unknown and extended time at high state of charge [SOC] is predicted to limit battery life.”

Established businesses, universities and entrepreneurial research and developers are already achieving marked progress on all the fronts described above.

At the recent Center for Automotive Research (CAR) “The Business of Plugging In” conference held in Detroit, Michigan, representatives from Johnson Control-SAFT, A123, Sakti3 and the DoE all spoke to these issues and suggested the technology is in the very early stages of development. The fundamental science is established and now we set about the leapfrog technological innovation.

If our vision is to establish an economic cluster around energy storage and power management technology, then it is incumbent on us to attract all elements of the value chain from research and development to manufacturing and assembly.

Market Scope AUTOMOTIVE

Automotive. To understand the upside potential for the technology cluster requires a forecast of demand over a period of time to estimate commercial viability. The first area of consideration is automotive as this is specifically targeted by the DoE grants to Johnson Control-SAFT and LG Chem.

The Boston Consulting Group, in their “Batteries for Electric Cars” Focus paper adds additional insight. Their “steady pace” forecast projects electric car sales of 14 million units globally, including EVs, REEVs and hybrids in the prominent markets including China, Japan, the United States and Western Europe by 2020. That would result in \$25 billion in battery sales by 2020 for automotive alone.

However, if the “acceleration scenario,” rather than the steady pace scenario, were to prevail, The Boston Consulting Group forecast sales could reach \$60 billion in 2020.

A recent Forbes Magazine article titled “System Overload” questions whether there will be enough demand in the near future to support the manufacturing capacity being developed for lithium-ion batteries.

The forecast, prepared by Deutsche Bank, estimates by the end of 2015 there will be sufficient global capacity to produce 36 million kilowatt-hours of battery capacity. That is enough to supply 15 million hybrid vehicles, or 1.5 million fully electric cars which exceeds their estimated market penetration for electrified vehicles.

However, Rod Lache, in an alternative forecast by Deutsche Bank, sees battery demand accelerating as EVs take hold. By 2017, he believes there may be a shortage of lithium-ion cells.

Considering how many PHEVs and EVs are coming — at least 120 models for sale by 2012 and perhaps 200 offerings a decade from now — we’re not even close to the capacity numbers we’ll need, says Charles Gassenheimer, chief executive of Ener1.

Market acceptance is hard to forecast. The CAR conference emphasized the driving experience, especially for the US, as well as overall appearance and creature comforts as necessary design and manufacturing requirements for the electrification of personal transportation to be successful.



The Detroit Auto Show, 2010, illustrates the automotive industry's commitment to the electrification of transportation. The 20 acre Electric Avenue displayed a variety of interesting concepts, some capable of more miles per charge, others with exceptional high speeds. The Hybrid-EV newsletter noted The North American International Auto Show (NAIAS) in Detroit was marked by a notable presence of electric and hybrid cars. In a country where 98 percent of the vehicles sold last year were gasoline-driven, that is a telling indication of the direction the automotive industry is taking.

Most manufacturers at the NAIAS displayed a variety of HEVs, PHEVs, EVs and REEVs. The electronic headlines in many booths drew dramatic attention to their advances in the new technology. The lower level of Cobo Hall, providing an opportunity to ride in one of the newest generation vehicles, drew a great deal of attention.

Related To Automotive

Still related to the Electric Vehicle arena, our region has a rich history in both the aviation and marine industries, and with appropriate developments, electrically powered systems will make inroads in these markets as well. The same will apply to other vehicular markets, such as military/defense, locomotive, recreational and personal mobility.

Market Demand

It is estimated worldwide demand for fuel will continue to increase as both China and India expand use of internal combustion engine vehicles. As fuel demand outstrips supply, prices can only go one direction — up. Toyota dealers could not get enough hybrid Prius automobiles when gasoline exceeded \$4 dollars per gallon a few short years ago.

Rapid increases in demand may also be created by other external factors. The federal legislature could establish new taxes, as other nations have already enacted, or the EPA declaring CO₂ hazardous to humans could circumvent the need for the additional legislation. Either approach would increase the cost of energy thereby driving up demand for more energy efficient transportation, in so doing, increasing demand for plug-ins.



Market Scope OTHER

Utility Scale Energy Storage

Phil Taylor of Greenwire wrote in the September 28, 2009 edition of the New York Times that wind farms typically generate most of their energy at night, when most electricity demand is lowest. Thus, the question is how to store the power for daytime distribution when demand often hits its' peak.

Taylor also reports that A123 is collaborating with Southern California Edison Co. to build the world's biggest lithium-ion battery. Located in the Tehachapi Mountains, the battery would be used to store power from wind turbines located in the mountains to be sent to the utility's customers in the West and South regions.

Interest in this segment continues to grow. Ener1 Inc, Indianapolis, currently with the only lithium-ion battery manufacturing plant of its kind in the US, announced it would participate in the development of the new smart-grid program recently unveiled by the DoE. The program is being funded with \$178 million from the federal stimulus package.

Michigan's Renewable Portfolio Standard calls for 10 percent of all Michigan electric generation to come from renewable sources by 2015, with an unofficial goal of 20 percent by 2025. The most optimistic forecasts place the largest burden of meeting these objectives on wind generation. This, in due course, will require the large scale implementation of battery storage capacity.

Whether wind, solar or other alternative source, mass storage is likely to be a significant portion of the equation to meet the alternative energy generation objective.



Home Scale Electric Storage

As more electric power companies introduce peak power demand pricing strategies, home energy generation and storage will become a more efficient way for consumers to save on utility costs. This will require the ability to store energy for use when utility costs are higher. As wind or solar generation is optimized for the home this will develop as a very significant market. The home market will follow commercial utility generation and storage thereby utilizing those technological innovations.

Recycling

Perhaps one of the least discussed favorable attributes of the Lithium-ion cell is its capacity to be recycled. They lack the heavy metals of other battery types, and the principal materials can be recaptured and reused. Much as has occurred with lead acid batteries, it is likely an entire new recycling industry will be needed as this technology proliferates.

Of some additional value is that the cells used for automotive applications still have over 70 percent of their capacity left after their useful life in a plug-in vehicle. There exists a potential for secondary uses of cells coming out of transportation applications.

At this stage, Toxco, Anaheim, CA, appears to be the only company in the world capable of recycling any type or size lithium batteries. Toxco recently received a \$9.5 million grant from the DoE to further develop lithium recycling.



Summary.

The Lakeshore is at the center of North American activity in lithium-ion power storage solutions due to nearly \$1 billion in new investments by Johnson Control-SAFT and LG Chem in our region.

The lithium-ion technology they develop is at the beginning of its lifecycle.

The deployment of a plan specifically targeted at the growth of an economic cluster could generate 10,000 jobs by 2020 and as much as \$2 billion in investment.

The most prudent way to maximize our opportunity is to develop an advanced energy storage economic cluster around Johnson Control-SAFT, LG Chem, Fortu PowerCell and Toda America.

We already have tier 1, 2 and 3 suppliers in our region that may be able to meet some of the anchors needs.

There is a significant opportunity to attract additional international and national companies to our region if we can successfully launch the anchors.

Developing the appropriate economic cluster will require participation at a very high level from all stakeholders.

The image features a blurred background of a crowd of people in business attire, with a large, solid orange circle in the foreground. The circle is outlined with a white dashed line. The text "Strategic Plan." is centered within the orange circle.

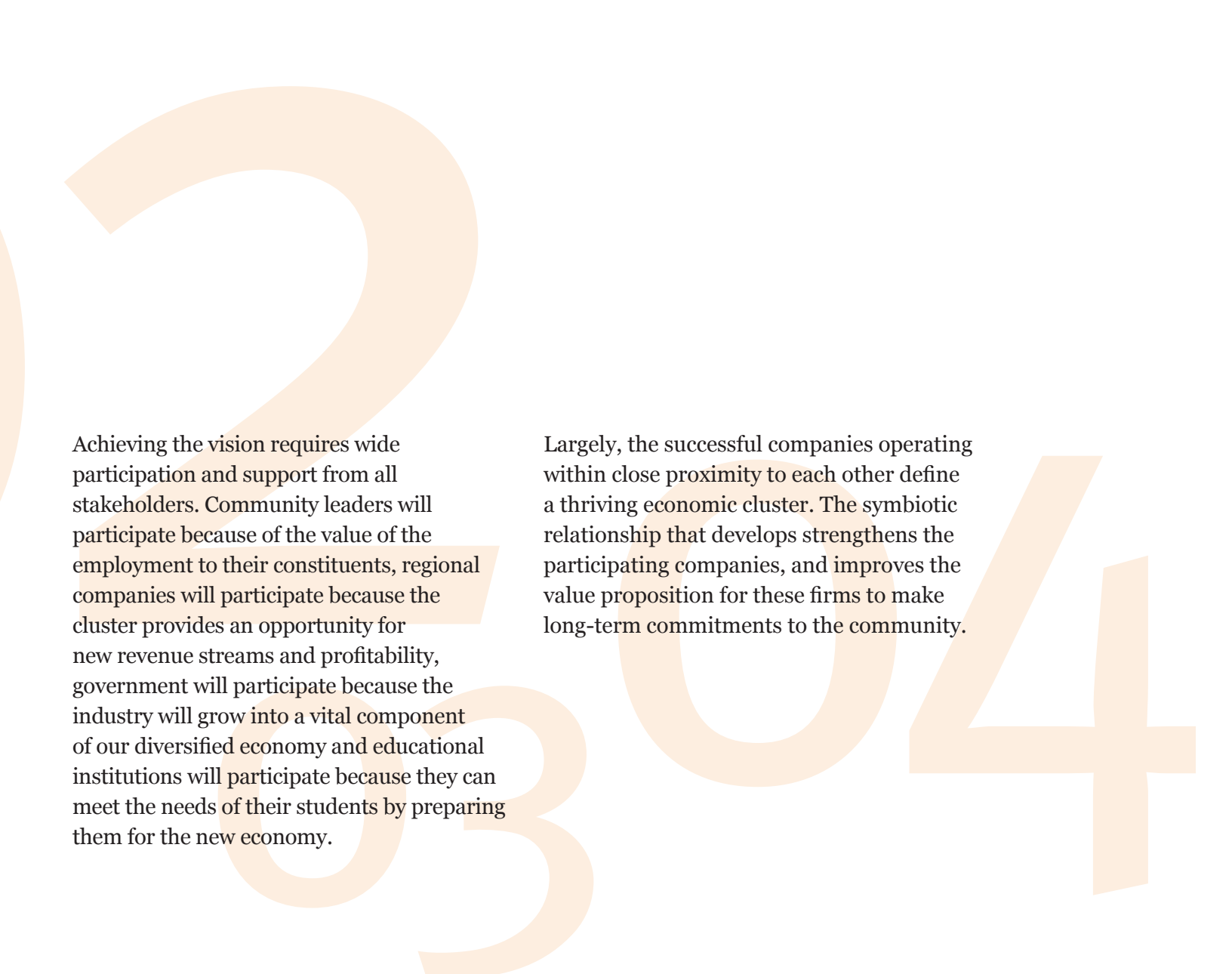
Strategic Plan.

Strategic Plan.

Vision: To establish West Michigan as the leading North American center of excellence for advanced energy storage and power management solutions.

With more than \$5 billion of new investment over the next 5 years planned by Johnson Control-SAFT, LG Chem and Fortu PowerCell, West Michigan is better poised than any other region to capitalize on an economic cluster surrounding advanced energy storage and power management technology. The world-class companies already located in the area will serve as the foundation for early stage development. As the community builds an economic cluster, the region will naturally draw industry and educational leaders as well as entrepreneurs desiring to be a part of the emerging technology.





Achieving the vision requires wide participation and support from all stakeholders. Community leaders will participate because of the value of the employment to their constituents, regional companies will participate because the cluster provides an opportunity for new revenue streams and profitability, government will participate because the industry will grow into a vital component of our diversified economy and educational institutions will participate because they can meet the needs of their students by preparing them for the new economy.

Largely, the successful companies operating within close proximity to each other define a thriving economic cluster. The symbiotic relationship that develops strengthens the participating companies, and improves the value proposition for these firms to make long-term commitments to the community.

Objective: Establish an advanced energy storage and power management solutions cluster by attracting supply chain companies to the region resulting in \$2 billion of investment and the creation of 10,000 jobs by 2020 .

01

Establish West Michigan as a recognized leader in energy storage and power management solutions.

Stakeholder – Community, local companies, anchors, educational organizations

STRATEGY 1:

Develop a brand and marketing campaign to energize the community and communicate advantages for supply chain companies to locate here

STRATEGY 2:

Provide community education opportunities including webinars, community presentations and public relations outreach

STRATEGY 3:

Develop appropriate community infrastructure to support brand and marketing concepts

STRATEGY 4:

Design fleet vehicle purchase programs to support the region as a cutting edge location for HEVs, PHEVs, EVs and REEVs

STRATEGY 5:

Develop communications vehicles to position region and cluster with federal, state and local elected officials and potential local, national and international supply chain companies

STRATEGY 6:

Pursue additional federal and state resources to support the initiative

02

Support the investments of Johnson Control-SAFT and LG Chem by developing a fully functioning supply chain.

Stakeholder – Cluster anchors and supporting businesses

STRATEGY 1:

Develop awareness for potential supply chain companies about cluster opportunities

STRATEGY 2:

Partner with Johnson Control-SAFT and LG Chem to assist the recruitment of local, national and international specialized suppliers

STRATEGY 3:

Identify and market land and buildings suitable for AES supply chain companies.

STRATEGY 4:

Develop specialized incentive packages to attract supply chain companies in partnership with the MEDC, municipalities, regional economic development organizations, Holland and Zeeland Chambers, Holland and Zeeland BPWs, commercial real estate brokers and the banking community

STRATEGY 5:

Identify and partner with venture capital firms specializing in advanced battery technology

03

Develop a supporting R&D capability for energy storage technology utilizing initial investments from Johnson Control-SAFT and LG Chem.

Stakeholder – Cluster anchors

STRATEGY 1:

Gain Department of Energy Center of Excellence designation

STRATEGY 2:

Develop research relationship with Argonne National Laboratories to support cluster development

STRATEGY 3:

Utilize the Bioeconomy accelerator to foster cutting edge chemistry related research

04

Develop a suitable workforce capable of meeting the needs of the advanced battery industry.

Stakeholder – Community labor force

STRATEGY 1:

Pursue university & college partnerships to provide advanced “energy engineering” degree and training programs

STRATEGY 2:

Develop and provide introductory training courses

STRATEGY 3:

Introduce high school students to hands-on opportunities stimulating interest in this sector

STRATEGY 4:

Provide advanced training via web-based outlets and regional conferences that reach national and international audience

STRATEGY 5:

Pursue state funding support through “Sectoral Skill Alliance” program to fund employees and programs to develop cluster

STRATEGY 6:

Develop community awareness by developing an energy storage technology center



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Community College

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Jeff Disher, Disher Design

Kee Eun
LG Chem

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