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*Comment Received From: Tesla*  
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## **Comments on Reliability and Reporting Rulemaking**

*Additional submitted attachment is included below.*

August 12, 2025

California Energy Commission  
Docket Unit, MS-4  
715 P Street Sacramento, California 95814

**Re: 22-EVI-04: Rulemaking to Establish Regulations for Improved EV Charger Recordkeeping and Reporting, Reliability, and Data Sharing**

Dear Staff of the California Energy Commission,

Thank you for the opportunity to submit comments regarding the Energy Commission's reliability and reporting rulemaking, as published on June 27, 2025. Tesla has engaged in this rulemaking since the docket's opening in late 2022. We applaud the Commission's responsiveness to the concerns raised by Tesla and other stakeholders over the last several years. The following changes made since the January 2025 draft rulemaking are particularly notable.

- **Clarification that EV charging networks retain the ability to set terms and conditions for using their accessibility, availability, and pricing data.** These protections are critical for charging operators to maintain the integrity of the information regarding the charging services they provide.
- **Elimination of the requirement for charging networks to report session-level utilization data for public chargers, regardless of funding source.** This change removes the collection of sensitive, non-public business information and will ease the scope of reporting obligations for charging operators.
- **Focusing the scope of data reporting requirements to DC fast chargers and exempting Level 2 chargers from uptime reporting obligations.** This change materially simplifies the administrative challenges of data reporting and compliance obligations for site hosts, especially in cases where customers use public incentives to install and operate third party hardware at their workplaces or multifamily properties.
- **Removal of the successful charge attempt rate (SCAR) metric.** We appreciate the Energy Commission's decision to exclude an untested and/or arbitrarily defined SCAR metric from reporting. While port-level uptime is an imperfect metric, it is generally accepted and implemented by industry, making it a useful point of comparison. By contrast, SCAR as defined by the ChargeX Consortium or the previous draft rule would have required further field validation to implement widely, significantly extending the timeline for implementation for this metric.

We look forward to continued engagement with the Energy Commission to further refine and develop best practices for data transfer and APIs.

Sincerely,

Mal Skowron  
Sr. Policy Analyst, Charging  
Tesla, Inc.