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<th><strong>Docketed Date:</strong></th>
<th>6/10/2020</th>
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<td><strong>Docket Number:</strong></td>
<td>20-TRAN-03</td>
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<tr>
<td><strong>Project Title:</strong></td>
<td>Counting Electric Vehicle Chargers in California</td>
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<td><strong>TN #:</strong></td>
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<tr>
<td><strong>Document Title:</strong></td>
<td>Presentation - CARB - EVSE Reporting June 10, 2020</td>
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<tr>
<td><strong>Description:</strong></td>
<td>Powerpoint presentation by CARB</td>
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<td><strong>Filer:</strong></td>
<td>Tami Haas</td>
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<td><strong>Organization:</strong></td>
<td>California Energy Commission</td>
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<td><strong>Submitter Role:</strong></td>
<td>Commission Staff</td>
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CARB Programs with EVSE Reporting

- Low Carbon Fuel Standard (LCFS)
- Electric Vehicle Supply Equipment (EVSE) Standards
LCFS Background

• The LCFS is market based GHG reduction program for transportation fuels in California
• The program sets annual carbon intensity (CI) standards, or benchmarks, which reduce over time
  • Gasoline and diesel generate deficits; low-carbon fuels generate credits
• Electricity is an opt-in fuel. Entities, or their third party designees, elect to voluntarily enter the program and report
  • In 2019, electricity accounted for 14% of all credits generated
Electricity Reported in the LCFS

- Fuel Pathway-based crediting
  - For electricity, the California Grid Average CI is calculated annually and is the default value used for calculating credits
  - A CI value lower than the grid average may be obtained through installation of on-site renewable electricity supplied to the charging equipment, or indirectly through participation in a Green Tariff program or through retirement of Renewable Energy Certificates (REC)

- Capacity-based crediting for DC Fast Chargers
  - Credits are determined on the basis of the “reasonable” capacity of the charger to provide fuel when well-utilized, less the quantity of fuel that is dispensed and credited through fuel pathways
EVSE Data Reported to LCFS

• For non-residential EV charging, reporting entities register the piece of charging equipment capable of measuring electricity dispensed for fueling.

• Required information for registering non-residential EV charging –
  • Geographic Coordinates
  • Charging type (e.g. Level 2, CSS, CSS & CHAdeMO, etc.)
  • EVSE Serial #
  • EVSE manufacturer

• Electricity dispensed for fueling is reported quarterly per each unique piece of charging equipment.
EVSE Standards: Reporting

Entities

• All EVSPs who operate public EVSE
  • EVSP can be a city or an entity other than a network operator
  • EVSPs may designate a reporting entity

• All public EVSE are reported to CARB
  • Networked
  • Non-networked
  • Fee for use
  • Non-fee for use
EVSE Standards: Public or Private?

Can a driver find the EVSE via publicly posted information?
- Yes (public)
- No (private)

Can any driver successfully start and receive electricity as a transportation fuel?
- Yes (public)
- No (private)
EVSE Standards: Reporting

- EVSP Contact Information
- EVSE Model Details
- Location Specific Details
- Baseline Inventory
- Annual EVSE Inventory
- Annual EVSE payment information
EVSE Standards: Reporting

Timeline

• Initial reporting due August 14, 2020
  • EVSP contact information
  • EVSE model information
  • EVSE baseline inventory report

• Annual reporting begins March 1, 2022
  • New EVSE installations
  • Retired, decommissioned or removed EVSE
  • EVSE payment report
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