

<b>DOCKETED</b>	
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<b>Project Title:</b>	Electric Vehicle Charging Infrastructure Reliability
<b>TN #:</b>	261743
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*Comment Received From: Chargie LLC  
Submitted On: 2/13/2025  
Docket Number: 22-EVI-04*

## **Chargie Comment re Docket #22-EVI-04**

Chargie is pleased to submit the attached comments re: Docket # 22-EVI-04. We look forward to the CEC's continued work around clean transportation.

*Additional submitted attachment is included below.*

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

February 13<sup>th</sup>, 2025

**RE:** Docket No. 22-EVI-04

To Whom it May Concern:

Chargie appreciates the opportunity to submit comments for Docket No. 22-EVI-04. Chargie is passionate about providing reliable and accessible electrified transportation for all. Vandalism and theft pose large threats to charging station uptime and reliability, impacting drivers throughout the state. Through close collaboration of the CEC, EV charging providers, and site hosts, we can work together to mitigate these occurrences.

Chargie remains available as a partner and thought leader for the Commission. We look forward to the Commission's continued support for clean transportation throughout the state.

Best Regards,



Chris Vargas  
EVP, Business Development  
Chargie LLC

1. Please describe you or your organization's experience with charger vandalism and cable theft.
  - a. Is vandalism a chronic issue for you or your organization, or more episodic?
    - a. Vandalism is an episodic issue for Chargie; however, we do find higher rates of vandalism at sites with open public access.
  - b. Do you or your organization view vandalism as a minor issue or a more serious issue that is affecting the reliability of your network and your drivers' charging experiences?
    - a. Chargie does view vandalism and theft as a serious issue, that while intermittent for our specific use-case, will grow if the state and local agencies do not take action to deter hardware tampering.
  - c. If a chronic issue, is it widely and randomly distributed, or is it focused in particular geographic area(s)? If it occurs in specific geographic area(s), please describe the types of locations and the types of vandalism. Are there common characteristics (location, charger, type, and so forth) among chargers that are more frequently vandalized? Does the vandalism include theft of equipment to sell, such as charger cables and associated copper? Or is vandalism typified by malicious damage?
    - a. While an episodic issue for Chargie's specific use case, Chargie would like to reiterate that vandalism occurs more commonly at properties with increased public access. Additionally, in the few cases of vandalism Chargie has experienced, charger cables were cut, assumably to access the copper within the cables.
  - d. What are the most frequent targets of vandalism? Cables, connectors, power cabinets, or other components?
    - a. Charging cables are the most frequent targets of vandalism/theft.
  - e. Do you systematically track vandalism incidents as part of your maintenance and operations? If so, do you maintain data on the frequency, distribution, and severity of such incidents? Is your organization willing to share this data with the CEC publicly or privately?
    - a. Yes, Chargie has a robust ticketing system, which tracks the cause of each event. Chargie does have a specific identifier for events caused by vandalism and theft. Chargie is unable to share this data with the CEC currently.
  - f. What is the average time to repair vandalized chargers?
    - a. The time can vary, with key dependencies being coordinating access with the property and external claims processing with warranty/insurance providers. The physical repair can typically be completed within 24 hours.
  - g. On a **percentage basis**, what portion of your network has been unavailable to drivers due to vandalism over the past 12 months? Please specify your calculation basis, for example, in terms of the number of ports or sites, and specify your definition of "available." Are there regions of the state where these percentages are greater and the problem more acute?
    - a. Less than 1% of Chargie's network is unavailable due to vandalism in a typical 12-month period.
  - h. How many charging ports (number rather than percentage) in your network have been unavailable to drivers due to vandalism over the past 12 months? Are there regions of the state where the quantity is greater and the problem more acute?
    - a. Chargie is unable to provide this data to the CEC at this time.



- i. Chargie is not typically the owner of the station, so we do not communicate directly with law enforcement. We remain available in the instance of vandalism to assist the property in communicating with local law enforcement.
- b. Are you aware of any public or private organizations conducting systematic investigations on the frequency, severity, and distribution of EV charger vandalism? If so, please identify any such studies.
  - i. Chargie is not aware of any organization conducting investigations as mentioned.