

Comment Received From: Tom Miller
Submitted On: 5/15/2024
Docket Number: 22-EVI-04

Comments on 21-EVI-04 CEC EVSE Reliability

Please find the attached comments from the Alliance for Automotive Innovation.

Additional submitted attachment is included below.



May 15, 2024

California Energy Commission
Docket Unit, MS-4
Docket No. 22-EVI-04
715 P Street

Subject: 22-EVI-04, Electric Vehicle Charging Infrastructure Reliability – Comments on Proposed Electric Vehicle Charging Infrastructure Tracking and Reliability Regulations

Dear California Energy Commissioners and Staff:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”)¹ and our members that include automobile manufacturers, suppliers, and technology companies producing over 95 percent of the new vehicles sold in the United States, we want to thank the California Energy Commission (“Commission”) for your work developing the Second Draft Staff Report Tracking and Improving Reliability of California’s Electric Vehicle Chargers (“Staff Report”). The updated Staff Report includes critical requirements for recordkeeping, reporting, data sharing, and performance standards for uptime and successful charge attempt rate (SCAR). We support the intent of the regulation and need for reliability reporting and tracking of publicly accessible chargers. However, private charging and public charging networks have different use cases and applications that should be evaluated for different treatment in the regulatory text. More specifically, some metrics are not useful measures for private fleets, especially those that are required in real-time. Private fleets already have designed specific metrics that are important to their operations and their transition to EVs. Flexibility contained in the draft text, such as accounting for planned down time, create unique calculations and reporting time of

¹ From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. Active in Washington, D.C. and all 50 states, the association is committed to a cleaner, safer, and smarter personal transportation future. www.autosinnovate.org

private fleets and could have unintended consequences of adding cost burden with little demonstrable benefit.

Auto Innovators and its members are committed to achieving a net-zero carbon transportation future for America's cars and light trucks. Automakers currently offer 114 different electric vehicles including fuel cell, battery, and plug-in hybrid electric (FCEV, BEV, and PHEV, respectively). These vehicles are reliable, affordable, fun to drive, and available in almost all market segments. However, this is just the beginning for automakers. The auto industry is expected to invest \$1.2 trillion by 2030² as a down payment on this net-zero future but transitioning the light-duty vehicle market requires more than just great cars. It requires developing an ecosystem around EVs.

Reliable, secure, affordable, and accessible electric vehicle (EV) charging is foundational to EV market development and to reaching our shared goal of light-duty vehicle electrification. The proposed regulations in this Staff Report take a substantial step in addressing the reliability and accessibility of EV charging by setting appropriate and reasonable standards for reliability, providing the Commission a much better understanding of the location and operation of EV chargers in California, and allowing third-party access to charger information so they can develop aggregated information to improve the driver EV charging experience.

Lack of charging is virtually always the top reason that people do not purchase an EV. Home charging is clearly the most important location for EV charging, but to make the transition, public charging is essential. Unfortunately, the media is replete with stories of public chargers (particularly, direct current fast chargers or DCFCs) that do not work.³ This not only frustrates existing EV drivers, but also poisons the potential pool of EV buyers not just today but for years to come. Whether real or not – currently, EV charging reliability problems are real – once such

² Reuters. (2022, October 21). Automakers to Double Spending on EVs and Batteries to \$1.2 Trillion by 2030. Retrieved from <https://www.reuters.com/technology/exclusive-automakers-double-spending-evs-batteries-12-trillion-by-2030-2022-10-21>

³ See for example, <https://www.businessinsider.com/electric-car-charging-reliability-broken-stations-ev-2022-5>

perceptions are introduced, it is very difficult to change. Consequently, the sooner the Commission acts to adopt these regulations the better.

Auto Innovators Supports 97% Uptime for Publicly Accessible Funded Chargers and 90% SCAR Requirements.

We support both the uptime requirement and the SCAR requirements for publicly accessible funded chargers. As the Staff Report notes, the uptime requirement mirrors that adopted by the federal government for National Electric Vehicle Infrastructure (NEVI) funded chargers. However, EV chargers can be “up” but drivers still unable to charge. To the driver, there is no difference between a charger that is “up” but unable to charge and one that is “down” and unable to charge. The driver doesn’t care why it doesn’t work; they simply know that it doesn’t work. Consequently, we support the 90 percent SCAR requirement for publicly accessible funded EV chargers. We would prefer this requirement to start earlier than January 1, 2026, but understand lead-time may be required.

Auto Innovators Supports Expanding Reporting and Data Sharing Requirements for Public Fleets

At this point in the development of the EV market, drivers need access to reliable real-time information on EV charger availability. Such information ensures the drivers will not arrive at public charging stations that are full, not available, or have broken chargers. Requiring public charging network providers to provide this information via an API to third parties (which could include the network providers), should dramatically improve availability of essential information to EV drivers.

A thorough knowledge of all public EV charger locations (whether publicly funded or not) is critical to the Commission’s EV charger deployment to ensure charger availability and access in all communities. Thus, the quarterly reporting requirement for all EV chargers should assist the Commission as it develops EV charger deployment plans. However, the information related to public EV chargers could also be valuable to third parties that provide EV drivers

aggregated EV charger information, particularly the Staff report only proposes data-sharing requirements for publicly available networked EV chargers that receive public or ratepayer funding. We recommend the Commission consider either providing the public EV charger information received in the §3123 quarterly reports to third parties or requiring the recordkeeping and reporting agent provide this information to third parties.

Auto Innovators Supports Public Reporting of Publicly Available Reliability Metrics

While the proposed regulations do not require the Commission to publicly report publicly available reliability metrics, it allows this in §3129(b). We encourage the Commission to do so. Making reliability metric information available will inform state funders and consumers alike and encourage charging station operators or charging network providers to improve their reliability metrics.

Conclusion

Auto Innovators appreciates the opportunity to provide these comments and is eager to work with the CEC to ensure reliable, secure, affordable, and accessible electric vehicle (EV) charging for all communities.

Sincerely,



Tom Miller
Senior Director, Energy & Environment Policy
Alliance for Automotive Innovation