



## The Role of Utilities in the Development of EVSE

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# Win-Win

- Consumers want EVSE infrastructure
  - NH had 63.5% year-over-year growth in EV market share in 2017
- EVs reduce GHG emissions by more than 70% compared to gasoline



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Source: <https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/>

# The Path Forward

- Leveraging VW settlement resources
  - Equitability according to population/travel density
- Multilateral and public/private partnerships
- TOU rates for EV charging
  - Liberty will include TOU rate for EV in our next rate case later this year
  - Same structure as Liberty battery pilot
  - No cost, no risk

# *A step in the right direction*

## **Tariff Exception** to allow third-party resale of electricity

- NHPUC approved a new Liberty Utilities distribution tariff in 2016 to allow EVSE providers to charge customers by the kWh
- Previously, tariff required customers to be charged by the hour



# Tariff Change - Allowing resale of electricity for EVC

Why a tariff exception is important to allow for the resale of electricity for EVC?

Without tariff change those providing electricity to EVC, on their side of the meter, are either going to make money or lose money based on what they charge. If they charge too much they make money on those using their units but they discourage EVC use by others. If they do not charge enough they lose money, encourage use of their EVC and therefore discourage the growth of EVC in their area.