

SB 2655

Measure
Title:

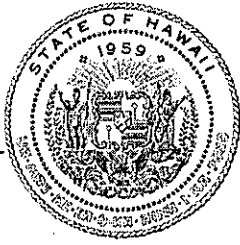
RELATING TO ELECTRIC VEHICLES.

Report Title:

Electric Vehicles; Electric Vehicle Charging Systems; Open Access

Description:

Ensures open access to electric vehicle charging systems by prohibiting the charging of a subscription fee or requiring membership in any club, association, or organization as a condition of using an electric vehicle charging system. Imposes requirements regarding the disclosure of charges, acceptable forms of payment, and hours of accessibility; labeling; and adoption of interoperability billing standards for the use of electric vehicle charging systems. Effective 01/01/2015.



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

NEIL ABERCROMBIE
GOVERNOR

RICHARD C. LIM
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

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Statement of
RICHARD C. LIM
Director
Department of Business, Economic Development, and Tourism
before the
SENATE COMMITTEE ON ENERGY AND ENVIRONMENT
and
SENATE COMMITTEE ON COMMERCE AND CONSUMER PROTECTION

Tuesday, February 4, 2014
2:45 PM
State Capitol, Conference Room 225
in consideration of
SB 2655
RELATING TO ELECTRIC VEHICLES.

Chairs Gabbard and Baker, Vice Chairs Ruderman and Taniguchi, and Members of the Committee.

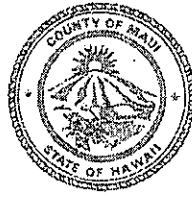
The Department of Business, Economic Development, and Tourism (DBEDT) offers comments on SB 2655, which would require “open access” of electric vehicle (EV) charging systems; that is, subscription/membership fees would be allowed as long as other point of sale purchase options are offered. SB 2651 also empowers DBEDT’s Director to adopt “interoperability billing standards” (provide billing activities and technology protocols) for EV charging systems in the event such standards have not been adopted by a national standard organization by January 1, 2015.

DBEDT has concerns over the unintended consequences of Hawaii setting billing standards that may ultimately be inconsistent with those set at a later time by a national standard organization. We also are concerned over the negative impacts of this measure to EV developers and investors relating to EV charging systems under development, or installed and operating prior to the bill’s effective date.

It is in our state’s best interest to defer to national standards under development rather than adopt a Hawaii-centric approach that could raise costs and undermine investment in the deployment of new EV charging systems.

Thank you for the opportunity to provide these comments.

ALAN M. ARAKAWA
MAYOR



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OFFICE OF THE MAYOR

Ke'ena O Ka Meia
COUNTY OF MAUI – Kalana O Maui

January 30, 2014

Honorable Mike Gabbard, Chair
Senate Committee on
Energy and Environment

Dear Chair Gabbard:

Re: Comments on SB 2655

SB 2655 as written is confusing and hard to understand, both in terms of scope and purpose. We are quite concerned this bill would have a negative impact on the JUMP Smart Maui project, and others that have already installed ev chargers on any island. This is a flawed bill that should not advance out of committee.

At first it appears that the scope of the legislation is limited to situations where the owner of an ev charger "requires payment of fees by users" as that language opens paragraph (a) and similar language appears in paragraph (e). However, paragraphs (b)-(d) contain a number of requirements, including registration of all chargers with the State. The requirements of (b)-(d) seem to apply to homeowners and owners of private fleets who are not offering their units out for public use.

My administration wants to remove obstacles to adoption of EVs, not create burdensome new regulations for those who have already spent their own money to install ev chargers. This legislation as written would attempt to force expensive retroactive conversion of equipment if and when "interoperability billing standards" are developed by the State or a Mainland "national standards organization". Why would it be good public policy to penalize early adopters by making them retroactively "upgrade" their equipment?

So far the history of ev charging companies in Hawaii involves involves spectacular bankruptcies such as Better Place rather than any company making excessive profit from operating ev chargers. This bill presupposes a problem that may or may not ever exist, then adds a new layer of regulation that is sure to increase cost to the ev owner.

Sincerely,

A handwritten signature in black ink that reads "Alan Arakawa".

ALAN M. ARAKAWA
Mayor, County of Maui

c: Maui Economic Development Board
Doug McLeod, Energy Commissioner
Office of Economic Development



February 3, 2014

The Honorable Mike Gabbard
Chair
Senate Committee on Energy and the Environment

RE SB2655 RELATING TO ELECTRIC VEHICLES

Dear Chair Gabbard,

We are writing to express our concerns about the referenced Senate bill.

In 2011, Maui Economic Development Board, Inc. joined an array of partners that includes the State of Hawaii, the County of Maui and Hawaiian Electric to support the JUMPSmartMaui demonstration project. The project is led by a Hitachi-led team and funded by a \$30 million award from NEDO, an arm of the Japanese government. Hitachi utilizes its cutting edge technologies to enable Maui Electric to integrate more renewable energy into the grid. Maui—and Hawaii—are very fortunate to have attracted this investment in a solution to reduce our dependency on fossil fuels. The project is currently planned to last until March 31, 2016.

Because the electric vehicle (EV) is a key component of the JUMPSmartMaui project, Hitachi has invested in strategies that would rapidly increase the number of EV drivers in Maui to 200. They recognized that Fast Charging stations were critical to fostering confidence among would-be EV drivers. Five stations are already up and operating across the island, each equipped with four chargers. Fifteen more stations are planned. No stations, however, are designed to accept payment for charging because the purpose of the project is research, not profit. EV volunteers are provided no-charge use of the Fast Chargers during the term of the project. Requiring these stations to be reconfigured to accept payment at this mid-point will cause irrecoverable delays in the project that will undermine Hitachi's ability to meet their deliverable deadlines for the project.

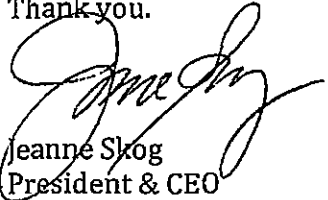
Exempting the JUMPSmartMaui chargers even until March 31, 2016 is also detrimental to the project. Hitachi is considering several structural and operational options after the project is over that will be discussed with the landowners. Post-event solutions for transfer of the assets will not be determined until later in the project timeline. Requiring "open access" could impede those landowner discussions and limit options.

Building Pathways

Please also consider that the EV experience in an urban area like Oahu with a much larger population base is quite different from the rural setting on Maui. The past several months of the JUMPSmartMaui project indicate that EV drivers are planning and adjusting comfortably to what works on Maui. We appreciate the intent of the "open access," mandating it at this point is premature and not warranted on Maui—and perhaps the islands outside of Oahu. One other suggestion is to exempt the charging stations built as part of the JUMPSmartMaui demonstration project from the bill's requirements.

Thanks to the JUMPSmartMaui project, the EV movement is growing on Maui. Please do not hamper the momentum the project has achieved with the requirements of SB2655.

Thank you.



Jeanne Skog
President & CEO

Maui Economic Development Board

Building Pathways

**Testimony Before the
Senate Committees on Energy & Environment
and Commerce & Consumer Protection
SB 2655 – RELATING TO ELECTRIC VEHICLES**

**February 4, 2014
2:45p.m., Room 225**

**By Carlos Perez Loriga
Manager, Customer Solutions
Hawaiian Electric Company, Inc.**

Chairs Gabbard and Baker, Vice Chairs Ruderman and Taniguchi, and Members of the Committees:

My name is Carlos Perez Loriga. I am the Manager for the Customer Solutions Department at Hawaiian Electric Company. I am testifying on behalf of Hawaiian Electric Company and its subsidiary utilities, Maui Electric Company and Hawaii Electric Light Company.

Senate Bill 2655 aims to ensure open access to public electric vehicle charging systems by prohibiting subscription fees, defining payments methods, imposing disclosure of electric vehicle charging systems, and imposing the adoption of interoperability billing standards for the use of electric vehicle charging systems.

While the Companies support the intent to provide electric vehicle drivers open access to public charging systems and payment options via Point of Sale solutions such as credit card, we have concerns with the premature adoption of an electric vehicle interoperability billing standard for the following reasons:

- There is currently no recognized or agreed upon electric vehicle interoperability billing standard adopted within the emerging electric vehicle battery charging business. Adopting a standard on or after January 1, 2015 may require EV charging hosts with units already deployed in the field to retrofit, replace, or decommission charging stations installed prior to the adoption of a standard.
- SB 2655 may deter owners of public parking accommodations to install charging stations until the adoption of a billing standard. This could have an unintended consequence of slowing down the deployment of EV chargers across the state.
- The Companies, under pilot Tariff Schedule EV-U, plan to research and develop industry-leading technology to integrate DC fast charging with the grid. The adoption of a billing standard may limit network vendor options available to develop these technologies.
- The adoption of a billing standard may deter suppliers of EV charging systems from further business in the State.

Furthermore, we believe that cash payment at the Point of Sale and credit card payment by phone are also convenient options for both the customer and service providers.

Therefore, we request the removal of Section (e) pertinent to the adoption of an interoperability billing standard, and the addition under Section (a)(3) of cash payment at the Point of Sale and credit card payment by phone.

The Companies also support the intent to provide the coordinator and, thus electric vehicle drivers, information regarding publicly accessible charging stations. However, we have a concern that Section (b)(5) may lead to sharing vendor and or driver confidential information and therefore also request omitting Section (b)(5).

Thank you for the opportunity to testify.

SB2655

Submitted on: 1/30/2014

Testimony for ENE/CPN on Feb 4, 2014 14:45PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Support	No