

## **Current Electric Vehicle Charging Obstacles**

- 1) Regulated utilities can utilize their status as a monopoly to gain a competitive edge over private business. Only Georgia Power, or one of the 43 electric membership corporations or the 53 municipal power entities may sell electricity in Georgia. Since those companies do not cross competition lines (except for over 900kw loads), there is a non-competitive monopoly on the sale of electricity for the use of electric vehicles.
- 2) Power companies may underwrite their investment in EV charging stations by charging all their rate payers. This practice is referred to as "rate basing." Private businesses do not have access to a pool of risk-free capital like the utilities do when they rate base. In 2018, the PSC granted Georgia Power the autonomy to invest \$6 million into electric vehicle charging stations.
- 3) Power companies, if allowed to charge businesses for EV electricity bundled with the current business rate, will have a clear advantage due to the extra tariffs and fees such as demand charges.

## **Is it too early to seek legislative change in Georgia? Certainly not.**

- 1) As of March 2021, 35 states and DC have taken measures to ensure a competitive marketplace for EV charging. In 2021, Texas, Kansas and North Dakota were also seeking legislative changes to resell electricity for electric vehicle consumption.
- 2) This year, Louisiana's Governor Edwards signed Senate Bill 460 sending a direct message to LA's PSC to establish a consistent rate for the resale of electricity for EV charging in order to promote road development o a statewide electric vehicle charging network.
- 3) In May 2020, Georgia Power had 37 charging sites. Today, according to the Georgia Power map they have over 50 charging stations deployed around the state. This is an addition of 13 new sites in 20 months. (As presented August 24, they now have 187 sites ready or almost ready)
- 4) GA Power has a strategic deployment plan in place for Georgia. Siting cities in both metro and rural areas to fill the EV charging gap. According to GP's documentation, the value they provide to a "site host" is \$0 investment, covering all costs including installation, maintenance, and electricity. How does GP supply the electricity solely for EV charging? If they can do that for themselves, surely, they can do it for private businesses.
- 5) Currently, Georgia ranks 8<sup>th</sup> in states that have charging stations and charging outlets. There are nearly 4,000 charging outlets and over 1,500 charging stations. According to Georgia.org, there are over 430 DC-fast charging outlets, Georgia ranks #1 in EV auto registrations in the Southeast & there were nearly 45,000 total sales of electric vehicles as of Sept 2020. (Compared to the over 150,000 gas pumps maintained by convenience store retailers)
- 6) Recently, Chrysler (2028), Volvo (2030), Jaguar (2025), Audi (2026), Hyundai, and Kia, have committed to no longer producing gas powered engines. Meanwhile, General Motors, Ford, and nine other automakers have signed the 2021 UN Climate Convention conference of the Parties (COP26) agreement to accelerate transition to zero-emission vehicles.
- 7) In November 2021, Ford Motor Company teamed up with Purdue University to invent charging technology that could make fueling an electric vehicle as fast as filling a gas tank.

## Should separate EV rates be established to offer the public?

- 1) Currently, GP promotes a 25 cents per minute charge for fast charging. However, utilizing [www.plugshare.com](http://www.plugshare.com), fees vary wildly, including monthly membership/pass fees, per minute, per hour, and free to the end user.
- 2) Free charging, means the business that has chosen to offer this service, is saddled with the extra expense. Right now, with only 45,000 EV's in Georgia, this might work, but it won't work as EV purchases increase.
- 3) The town of Derry, New Hampshire installed EV chargers from 2018 until 2021. Prior to adding demand charges, the typical bill from their power supplier was \$184. After demand charges were added in 2021, the typical bill rose to over \$570. Demand charges accounted for 78% of the bill. Derry ultimately removed their charging stations.
- 4) Retailers have indicated in addition to a demand fee, if they exceed peak, there is an additional demand fee of \$1,500 charge per month.
- 5) A single DC fast charger pulls 150% more power than an entire store during peak time. Adding a DCFC increases a stores electric bill an average of \$1,600 more per month - \$1,500 for the demand charge and \$100 for the energy.

## What legislative changes will allow the retail community to be competitive in the EV marketplace?

- 1) A limited ability to resell power solely for the charging of electric vehicle batteries. Georgia businesses need to be able to resell power rather than sell time at a charging station thereby providing a more transparent pricing structure.
- 2) A competitive rate structure and infrastructure solely for reselling power. An EV rate should be established to increase competition, transparency, and infrastructure.
- 3) Public utilities must be required to charge their competitors a price for electricity which is NO higher than the price at which they transfer power to their own refueling facilities.
- 4) A level playing field between private enterprises and public utilities. Power companies must be equally competitive to the retail marketplace/ private enterprises.

**For decades, the convenience store industry has embraced alternative fuels, including biofuels, and ethanol fuels. Electricity is no different. The market dynamics that govern the retail fuel industry today should be replicated to accommodate EVs. While utility companies should be focused on modernizing the power grid & ensuring a reliable and adequate supply of clean power to meet the dramatic increases that will come with enhanced EV penetration.**