



March 1, 2024

VIA ELECTRONIC FILING

Ms. A. Shonta Dunston
North Carolina Utilities Commission
4325 Mail Service Center
Raleigh, North Carolina 27699-4300

**RE: First Combined Report of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC's Make Ready Credit Programs and Electric Vehicle Supply Equipment Programs – PUBLIC
Docket Nos. E-7, Sub 1195 and E-2, Sub 1197**

Dear Ms. Dunston:

Please find enclosed for filing the First Combined Report of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC's (the "Companies") Make Ready Credit Programs and Electric Vehicle Supply Equipment Programs.

Certain information included in the Combined Report constitutes trade secrets and is being filed under seal pursuant to N.C. Gen. Stat. § 132-1.2. Parties to the docket may contact counsel for the Companies regarding obtaining copies pursuant to an appropriate confidentiality agreement.

If you have any questions, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jason A. Higginbotham', written in a cursive style.

Jason A. Higginbotham

Enclosure

cc: Parties of Record

CERTIFICATE OF SERVICE

I certify that a copy of the First Combined Report of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC's Make Ready Credit Programs and Electric Vehicle Supply Equipment Programs, in Docket Nos. E-7, Sub 1195 and E-2, Sub 1197, has been served by electronic mail, hand delivery, or by depositing a copy in the United States Mail, 1st Class Postage Prepaid, properly addressed to parties of record.

This the 1st day of March, 2024.



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**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

DOCKET NO. E-7, SUB 1195
DOCKET NO. E-2, SUB 1197

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of:

Application by Duke Energy)	FIRST COMBINED STATUS REPORT
Carolinas, LLC, and Duke Energy)	OF DUKE ENERGY CAROLINAS, LLC
Progress, LLC, for Approval of)	AND DUKE ENERGY PROGRESS,
Proposed Electric Transportation)	LLC’S MAKE READY CREDIT
Pilot)	PROGRAMS AND ELECTRIC
)	VEHICLE SUPPLY EQUIPMENT
)	PROGRAMS

NOW COME Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP” and together with DEC, “Duke” or the “Companies”) by and through counsel, and, pursuant to the North Carolina Utilities Commission’s (“Commission”) February 18, 2022 *Order Approving Make Ready Credit Programs with Conditions* and August 8, 2023, *Order Approving Customer Operated Electric Vehicle Supply Equipment Tariff with Conditions*, in the above-captioned Docket Nos. E-7, Sub 1195 and E-2, Sub 1197 (“ET Dockets”), and submit the Companies’ First Combined Status Report on their Make Ready Credit (“MRC”) Programs and Electric Vehicle Supply Equipment (“EVSE”) Programs.

BACKGROUND

On March 29, 2019, the Companies filed an application in the ET Dockets, pursuant to N.C. Gen. Stat. § 62-140, requesting approval of seven proposed electric transportation pilot (“ET Pilot”) programs. After receiving comments and reply comments and conducting a hearing, on November 24, 2020, the Commission issued an *Order Approving Electric*

Transportation Pilot, In Part (“ET Pilot Order”) in the above-captioned dockets. In the ET Pilot Order, the Commission required that one of the attributes any ET pilot program proposed by the Companies must include “consideration of or as an aspect of the pilot,” a “Make-Ready Approach” under which:

Duke should leverage familiarity with permitting requirements, the interconnection process, and the design, operations, and maintenance of the distribution system to efficiently identify and develop appropriate preparations for EV infrastructure.¹

Based on the Commission’s directive, on April 30, 2021, the Companies filed an application in the ET Dockets, pursuant to N.C. Gen. Stat. § 62-140, requesting approval of their proposed MRC Programs for DEC and DEP. After receiving comments and reply comments, the Commission issued an Order Approving Make Ready Credit Programs with Conditions on February 18, 2022 (“MRC Order”). The MRC Order directed the Companies to provide semiannual reports containing various MRC programs data analytics, as described below.

On May 11, 2022, the Companies filed a Joint Motion to Withdraw Customer Operated Electric Vehicle Supply Equipment Pilots from Phase II Pilot Proposals and to Hold Phase II Pilot Dockets in Abeyance. On July 13, 2022, the Commission issued an *Order Allowing Withdrawal of Proposed Customer Operated Electric Vehicle Supply Equipment Pilot Programs and Extending the Time for Developing Remaining Phase II Pilot Proposals*, in the above-referenced dockets, approving the Companies’ request to withdraw their EVSE pilots, ordering the Companies to file proposed EVSE tariffs within 30 days, and ordering the Companies to continue their efforts to comply with the directives of the Phase II Pilot Order.

¹ ET Pilot Order at 21.

As directed by the Commission, on August 15, 2022, DEP and DEC jointly filed an application for approval of the EVSE as a standalone tariff. After receiving comments and reply comments, the Commission issued an Order Approving Customer Operated Electric Vehicle Supply Equipment Tariff with Conditions on August 8, 2023 (“EVSE Order”). The EVSE Order directed the Companies to file semi-annual EVSE reports providing the number of EVSE participants, the EVSE suppliers being offered to and selected by participants, the cost of the EVSE tariffs, and information obtained about the charging needs and habits of EVSE participants. The Commission directed Duke Energy to include the EVSE semi-annual reports with the Companies' MRC reports, with the first combined MRC/EVSE report to be filed on March 1, 2024.

MAKE READY CREDIT PROGRAMS

I. Overview

In Section I of this Report the Companies provide updates on their progress regarding expanding the MRC Programs. In Section II, the Companies further report on the specific program analytic topics the Commission requested information on: (i) the amounts of the credits and the estimates of the cost; (ii) the adoption rates for each type of EVSE; (iii) the EV loads; (iv) the costs observed per installation; (v) revenue credits paid; and (vi) any other distribution system cost impacts associated with EVSE development. Section II also includes metrics providing insight on regional and demographic attributes of customers receiving MRC, compared to general customer base, using census and other readily available data.

II. Update on Make Ready Credit Programs

On August 21, 2023, the Companies filed their Second Status Report on Make Ready Credit Programs in the above-captioned dockets (“Second Report”). Since the Companies’

Second Report, the Companies have implemented certain MRC of program enhancements. To advance the customer experience and continue to increase participation, a third-party vendor is currently managing the Contractor Option and streamlining processes for this portion of the program. The vendor is also tasked with continuously identifying diverse contractors and enhancing the program's support of rural communities. For non-residential customers, the Companies have accelerated the application process through the launch of an online application portal through which Customer Usage Profile data is submitted via webform, removing the need for applicants to download and complete a file to be returned by email separately to complete the application.

The Companies are continuing to leverage Advanced Metering Infrastructure ("AMI") data to obtain information about MRC participants. In particular, the Companies utilize the Customer Connect billing system to flag participating premises and enable tracking of participants and gain insights around EV charging behavior. The flag is manually entered currently, but automation of this process is on the program roadmap. From July 1, 2023, to December 31, 2023, the volume of customer participation for each segment of the MRC Programs is discussed below.

Customer Credit Option

The Companies have observed a steady increase in application volumes under the Customer Credit Option. Since the Companies' Second Report, there have been 3,669 additional Customer Credit Option applications, a 36% increase compared to the six-month period ending June 2023. Of the 3,669 applications received, 3,154 credits have been fulfilled, a 42% increase, and 515 applications were deemed invalid. As established by the Companies tariffs, an application is considered invalid when an applicant fails to provide any of the

following documentation: (i) detailed invoice from the Contractor for the make ready infrastructure (“MRI”), with separate line items for labor and materials (ii) a copy of the approved permit from the municipal or local permitting authority; (iii) summary of any grant funding received as part of the project and, for residential customers, and (iv) evidence of EV registration. Applicants may subsequently provide missing information, thus allowing an invalid application to be approved.

To improve the customer experience and enable program participation, language on the webpage, application portal and in-program communications sent during the process of application review continues to be updated to better educate participants on specific documentation requirements to fulfill an application. For applications that are invalid due to vehicle registration fuel type not reflecting an EV, a manual search of the car’s Vehicle Identification Number (“VIN”) is now standard procedure, given that certain plug-in hybrids may register as internal combustion engine vehicles. Furthermore, for applications that are deemed invalid due to the absence of a permit or final inspection, communications are provided to the applicant advising that their electrical contractor may still be able to obtain a permit with the local permitting authority after install, allowing the customer to complete program requirements as well as increase assurance of a safe installation.

Homebuilder Option

The Companies have not received any applications for the MRC under the Homebuilder Option. Program personnel have engaged other departments internal to the Companies to discuss their experiences working with builders to modify the application process. Feedback has been received to streamline the application to allow for homebuilders to apply in bulk such that neighborhoods can be included in single application. With bulk

applications, a larger aggregate incentive per application makes the administrative work of applying more appealing to the builder. The Companies anticipate implementing process changes to allow bulk applications from homebuilders within the next six months.

Contractor Credit Option

The Companies have observed an increase in application volumes for the MRC under the Contractor Option since the Companies' last report to the Commission. Since June 31, 2023, the Companies have received 1,202 applications, a 24% increase in total volume, and have processed 191 credits, a 4% increase as compared to the Companies' last report. Of the remaining applicants, 374 customers are pending site assessments or awaiting final inspections of the completed installation, 147 have completed charger installations but were awaiting credits as of year-end, and 490 applications were deemed invalid, or the applicants chose to withdraw from the program. Applications are considered invalid if the Companies do not receive the required EV registration or the Duke Energy service account address does not match the address on the EV registration. Under the Contractor Option, the Program-approved contractor will provide the Companies with detailed invoices and copies of approved permits from the municipal or local permitting authority, on behalf of the customer, after installation is complete. Customers who withdrew stated that they preferred to seek additional quotes or to select their own electrical contractor to perform the installation.

Duke Energy maintains and updates details about the Contractor Credit Option on the MRC program webpages to highlight the steps from start to finish for an applicant along with specific documentation needed for a complete application. To increase transparency, applicants now receive touchpoint communications regarding the statuses of their applications and/or installation and can retrieve information and details involving their project via a portal hosted

by the selected third-party vendor.

The third-party vendor's portal also facilitates installations by scheduling appointments for the applicant with their selected electrician. This modification has provided an automated process and provides a seamless experience for the customer and program electricians. This vendor is also engaged with electrician outreach to assist enrolling diverse contractors and to further ensure that rural communities are served.

Non-Residential Option

There have been 30 applications and 30 credits fulfilled since the last report. The program terms for non-residential customers are similar to the Customer and Contractor Credit Options above, except no EV registration is required for non-residential customers, because such installations may be facilitating the charging of EVs owned by others. The Companies continue to utilize the Charger Prep Credit² waiver to support account holders that request to assign payment of the make ready credit to a designated recipient who paid for the infrastructure installation. This waiver is applicable, for example, in a scenario in which a commercial property manager installs chargers on an account held by a tenant occupant.

Finally, based on customer feedback, the Companies continue to consider how to accommodate make ready installations that are implemented for the purpose of charging a corporate fleet vehicle at the residence of the employee. Such use cases not only create a mismatch between customer premises and EV registration data but also require consideration of long-standing portions of the Companies' service regulations on topics such as the percent of consumption on a residential account that can be used for business purposes.

² "Charger Prep" is the commercial program name for the Make Ready Credit Programs.

Transparency of the Make Ready Credit

For prospective non-residential and multi-family applicants, the MRC program website lists the maximum credit amounts for Level 2 and DC Fast Chargers sites with aggregate capacity less than or equal to 50 kW. For sites at which the aggregate capacity of the EVSE is above 50kW, a custom calculation is required. To provide potential participants with transparency and ability to self-conduct scenario planning, the calculator tool on the program website is available to assist with credit estimates for large installations. The potential applicant utilizes the tool by inputting the required data (type of charger, number of chargers, nameplate kW and intended use of charger(s)) to tabulate an estimated credit amount.

Participant Satisfaction

For the Customer Credit Option and non-residential participants, the program has garnered positive feedback from participants via voluntary survey. Of the 344 responses received, 291 participants (85%) reported that they are extremely satisfied with the process and are highly likely to recommend the program to a neighbor or acquaintance.

For the 191 participants who submitted responses to the survey for the Contractor Credit option, 88% (21 out of 24) of participants supported by the newly onboarded third-party vendor and 70% (61 out of 87) of participants that experienced the segment's initial implementation are extremely satisfied with the program and the overall process of getting their home ready for an EV charger. This improvement in satisfaction is an early vote of confidence for the inclusion of a third-party vendor for contractor management. The Contractor Credit Option is unique from the other program segments in that the Companies provide a vetted list of contractors for participants. This list at the program's inception had one contractor to support the program segment resulting in an elongated scheduling of make

ready installations. The Companies have seen improvements regarding the timeliness of scheduling installations after the third-party vendor and additional contractors were onboarded.

Participant surveys continue to capture open-ended responses to garner feedback to improve the program and the customer experience by inquiring if there are suggestions to improve the program and seeking specifics around what worked well. Surveyed participants have relayed that the Companies should consider a temporary EV registration as an appropriate form of documentation to apply for the program versus proof of a permanent EV registration. This modification would allow customers and their selected contractors to install chargers directly following the purchase of an EV. This feedback is being considered and the program management team is working to verify data accuracy with the various stages of vehicle registrations.

Customer and Contractor Option Electrical Installers

In keeping with the Companies' position that all customer segments should have access to EV programs, the Companies continue efforts to ensure that the contractor networks extend into rural areas served by the Companies for the MRC Programs. For the Customer Credit Option, over 1,324 unique electrical installation companies have been utilized by customers. To date, eleven total electrical companies have been selected to support the Contractor Credit Option, including two that are considered diverse. This doubles the pool of program contractors since the time of the Companies' last report. As the MRC Program matures, the program team and the third-party vendor will continue to identify a diverse and wide-reaching pool of contractors to support the program.

Marketing/Outreach

Through the second half of 2023, the residential marketing strategy shifted from an education focus to driving program participation. From July to December 2023, the program sent out over 100,000 emails to close out the education campaign launched earlier in the year. Additionally, over 30,000 emails per month were sent to new recipients highlighting the Charger Prep Credit program. This new customer campaign will run continuously throughout 2024. Finally, a social media campaign was launched in June that generated over 14,000 visits to the Charger Prep Credit webpage.

The Companies also provided educational marketing to encourage non-residential customers to support investment in EV charging infrastructure for their businesses. A social media campaign for non-residential customers garnered over 4,600 visits to the Charger Prep Credit website to augment the MRC program team's outreach efforts. Conversations with non-residential customers who are proactively investigating opportunities to offset costs for future projects continue to evolve. The program fact sheet – a condensed version of the MRC Programs' webpage – continues to provide a quick resource representative such as large account managers, community relations managers and other customer-facing personnel to send to potential non-residential participants.

Emphasis has also been placed on expanding the knowledge of other internal departments that manage programs that connect customers with contractors. These contractors are making connections with customers and completing installs for the residential customer option. The MRC program team facilitated information sessions providing an overview of the program, clarity on documentation requirements for program participation, and outlining the approval process for contractors that may be engaging with prospective MRC participants.

The Companies have continued to look for ways to engage dealerships in marketing our programs to their customers and are fostering relationships with dealer associations. To bolster the MRC program and process awareness with relevant dealerships, the team has attended dealer events, such as the Charlotte Auto Show. At these events, the program team equipped dealers with MRC program materials to utilize on showroom floors to educate customers early in their electric vehicle purchasing experience.

Social media marketing and select external outreach events with the EV Garage have helped to engage low and moderate income and rural customers. Finally, a new landing page has been created on the program website to guide commercial developers to available resources while spotlighting EV adoption and the MRC program.

Stakeholder Engagement

The MRC program team continues to offer support and updates to stakeholders. Quarterly Electric Transportation Stakeholder Group (“ETSG”) meetings continue to showcase the program’s maturation plan, marketing efforts, and updated program participation. These meetings allow for stakeholder questions along with any suggestions that may help with engagement and participation.

The Large Account Management team within Duke Energy acts as an advisor for the program. When opportunities become available, the MRC program team is accessible to stakeholders and offers guidance on the program's application process. Through this engagement, as indicated in the last report, several applications were fulfilled in DC fast charging. Since the Companies’ last report, this pool of successful applications grew to a total of 35 DC fast charging installations. These installations are in high traffic corridors that are accessible to the public.

III. Make Ready Credit Program Analytics

1. Analysis of the Credit Amounts and the Estimates of Costs to Maintain the Balance Between EVSE Costs and EV Loads

As articulated in Section 3 EV Loads, the Companies' analysis of residential EV loads using AMI meter data indicates that the average consumption per participant continues to be in close range of the Companies' originally filed value of 225 kWh per month. The Companies are reviewing the assumptions used to calculate credit values for residential customers to determine if the credit amounts should be modified. If required, proposed tariff modifications will be filed with the Commission once the analysis is complete.

With respect to non-residential credit amounts, while participation volumes have increased slightly since the last report, the program does not have a sufficient quantity of data points through which it can evaluate loads and, therefore, credit calculations. As non-residential participation increases, the program will evaluate credit amounts accordingly.

2. The Adoption Rates for Each Type of EVSE

The following table shows responses from 3,054 Customer Credit Option applicants and 814 Contractor Credit Option applicants who provided details about their EV charger in their applications. To broaden the analysis, the data is inclusive of responses from invalid applications, as opposed to approved applications only, because invalid applications may likely be subsequently completed. Interestingly, the relative volume of different capacity residential chargers is thus far remaining steady over time. For example, in the prior semi-annual report roughly 38% of chargers were rated 50-60 amps as compared to the 35% shown below. Similarly, 40-48 amp chargers have made up approximately half of responses over time.

Table 1. Residential Charger Adoption Rates by EVSE Rating

Residential:		
EVSE Type:	EVSE Rating:	Amount adopted:
Residential L2	12 – 32 amps	422
Residential L2	40 – 48 amps	2,020
Residential L2	50 – 60 amps	1,377
Residential L2	Greater than 60 amps	49
Total		3,868
*Applications captured 97 unique EV charger brands		

Table 2 displays responses from 30 non-residential applicants who submitted Customer Usage Profile forms from the program application. Since the last report, there have been 37 new Public DCFC installations and 48 new Fleet L2 chargers installed.

Table 2. Non-Residential Charger Adoption Rates by Use Case & EVSE Rating

Non-Residential:		
EVSE Type:	EVSE Rating:	Amount adopted:
Public L2 Charger	30 amps	9
	40 - 48 amps	5
Workplace L2 Charger	48 amps	3
Multi-Fam L2 Charger	40 - 48 amps	1
	80 amps	6
Fleet L2	24 amps	20
	48 amps	28
Public DCFC	180 kW	2
	300 kW	2
	350 kW	31
	372 kW	2
Total		109

3. The EV Loads

The Companies are filing information on the EV Loads as required by the Commission in its MRC Order. Because of Code of Conduct restrictions on disclosing non-public customer

information related to energy usage specific to a group of customers³, and because the information is developed through proprietary methodology⁴, the Companies are filing this information confidentially.

[BEGIN CONFIDENTIAL]

[REDACTED]

³ See, Definition and Sec. III of the Code of Conduct, Appendix A of the Commission’s *Order Granting Motion to Amend Regulatory Conditions*, Docket No. E-2, Sub 1095A, E-7, Sub 1100A, and G-9, Sub 682A, issued August 24, 2018 (explaining that non-public data specific to a customer’s or group of customers’ load profile, energy usage, billing and credit history, among other things, should not be disclosed by Companies.)

⁴ See, N.C. Gen. Stat. § 66-152(3), which defines a “trade secret” as business or technical information, including but not limited to a formula, pattern, program, device, compilation of information, method, technique, or process that: **a.** Derives independent actual or potential commercial value from not being generally known or readily ascertainable through independent development or reverse engineering by persons who can obtain economic value from its disclosure or use; and **b.** Is the subject of efforts that are reasonable under the circumstances to maintain its secrecy.

[REDACTED]

Model E-7, H-7, M-7 (M7)

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4. Cost Per Installation

The MRC program continues to defray the installation costs associated with infrastructure necessary to make a customer’s location ready for installation of an EV charger. For residential participants of the Customer Credit Option and Contractor Credit Option, the average net out of pocket cost is \$325 compared to customers who are not participating in the program, making installation of the EV charging infrastructure more affordable and accessible.

For participating non-residential customers, the program similarly provides a cost offset for infrastructure investments to support EV charging equipment. Notably, the degree to which credits offset costs for the public and workplace non-residential use cases that have been approved is significantly less than that for residential installations. This is unsurprising given that the majority of EV charging – and therefore associated revenue – occurs in residential settings rather than in public locations or at work.

Table 5. Per Installation Costs & Credit Amounts by Program Option

Program Segment	Total Approved Applications	Average Install Cost	Average Credit Paid
Customer Credit	3,154	\$1,395	\$1,007
Contractor Credit	191	\$1,250	\$989
Non-Residential	28	\$86,242	\$43,748
Multi-Family Dwelling	2	\$32,428	\$2,247
Homebuilder	0	0	0

5. Revenue Credits Paid

Please see response to item 4 above.

6. Distribution System Cost Impacts Associated with EVSE Deployment

Minimal impacts to the distribution system continue to be observed. Approximately 1% of participants required upgrades to their DEC or DEP utility service to accommodate EV charging. Upgrades vary but typically include increasing the size of transformers and/or secondary and service wire. The cost of upgrades to the distribution system for residential MRC participants thus far totals approximately \$72,000.00. A review of the distribution system costs associated with non-residential MRC participants is anticipated for the next semi-annual report.

7. Demographic attributes of participants.

In response to the Commission's MRC Order, the Companies have derived the demographic data presented in the graphs from the customer satisfaction survey that is sent to our Customer Credit Option and Contractor Credit Option applicants. The survey and demographic responses are provided voluntarily by participants when responding to the survey. Figure 4 below illustrates that most participants continue to be within the age ranges of 35-44, with a moderate number of participants being 65 and above. Per Figure 5, most MRC participants have two individuals currently living in their household.

Figure 4. Residential Participant Age

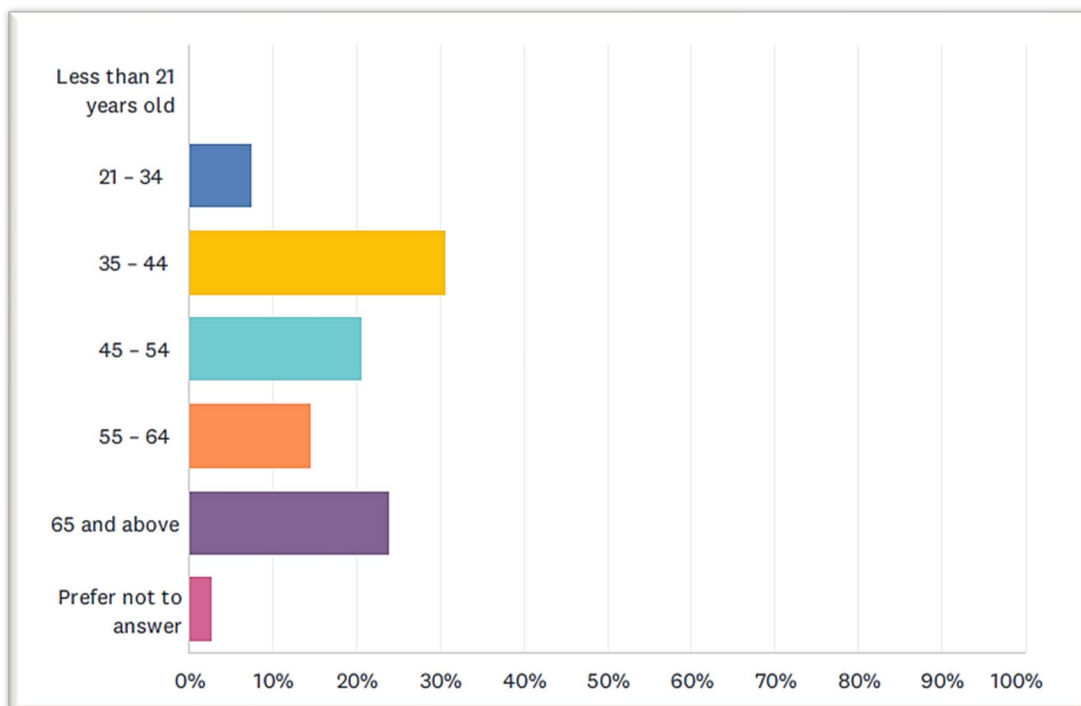
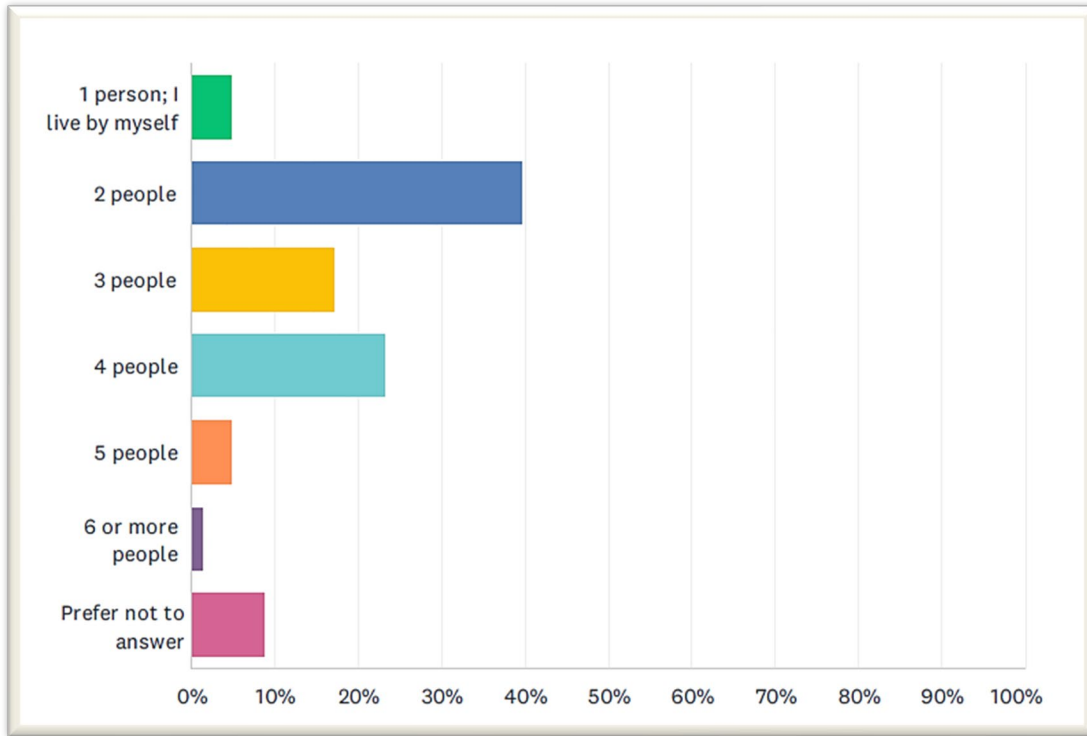


Figure 5. Residential Participant Size of Household



Educational levels can be seen in Figure 6 along with income in Figure 7. These graphs remain to illustrate that most participants have a bachelor’s or graduate degree and full-time employment, with majority of participants’ salaries continuing to reflect \$150,000 and above. However, since the last report, the Companies have seen a 17% increase in participants with associates/trade degrees

Figure 6. Residential Participant Education Level

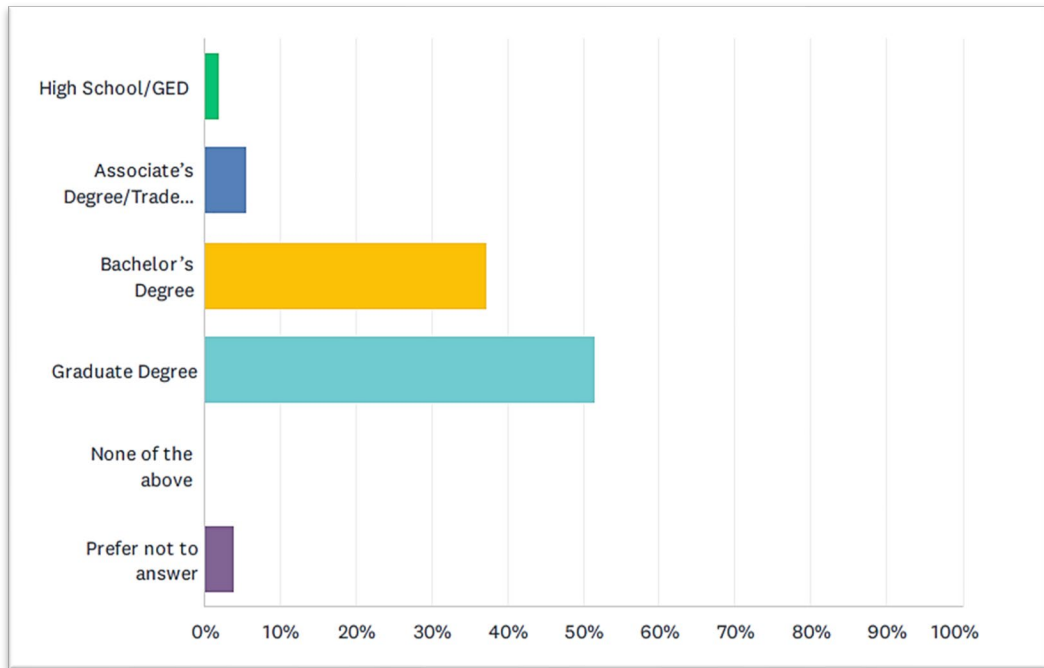
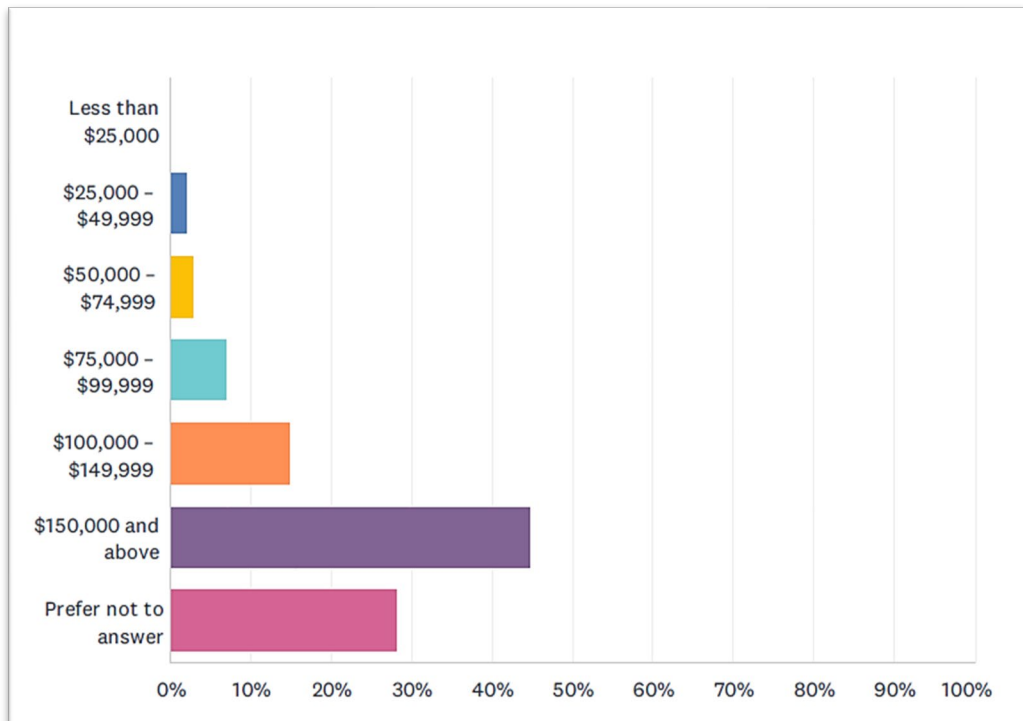


Figure 7. Residential Participant Income⁵



⁵ As noted above, Residential Participant Income is reported voluntarily in participant surveys. The Companies do not collect or maintain income data on their customers in the ordinary course of their business.

8. Insight on regional attributes of participants.

According to the United States Census Bureau's 2020 urban and rural definition⁶, and based on the Companies' own internal data, 65% of DEC participants in the MRC Programs reside in an urban area and 3% are in rural communities. For DEP, 78% of participants reside in an urban area and 11% are in rural communities.

Figure 8. Breakout of Urban and Rural DEC Participants

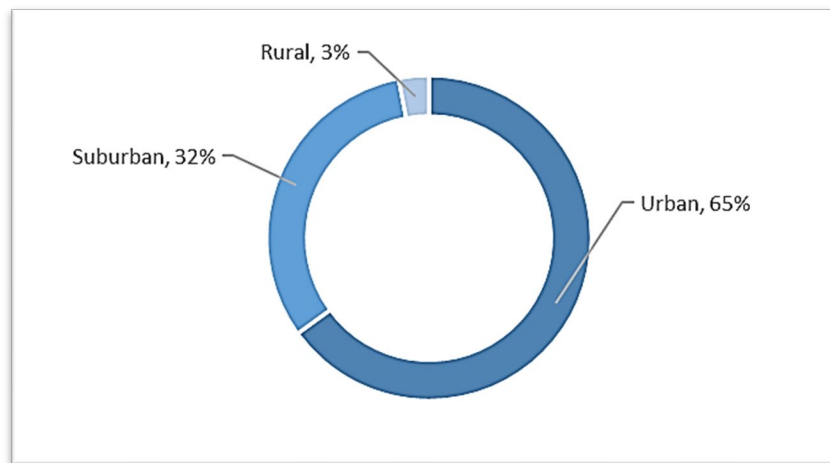
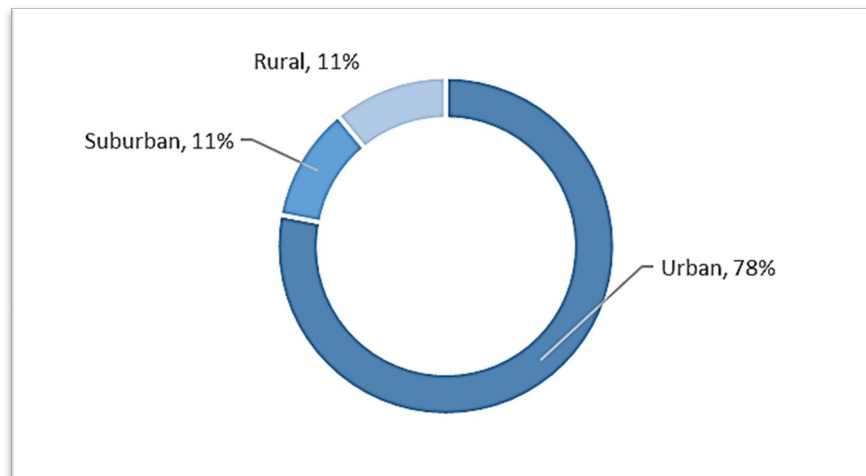


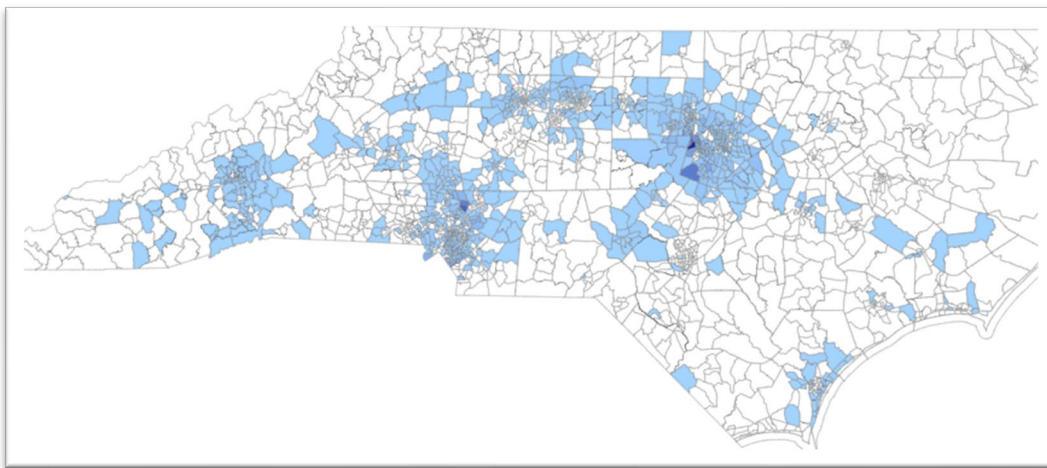
Figure 9. Breakout of Urban and Rural DEP Participants



⁶ Source: Urban and Rural (census.gov)

North Carolina program participants fall within 930 of North Carolina's total 2,195 census tracts, the smallest territorial entity for which population data is available. Of the 930 census tracts, 57% of participants reside in Wake (38%) or Mecklenburg (19%) counties. Figure 10 shows the concentrations of participants across the state and further demonstrates that the program supports residents of rural counties such as Polk, Lee, Moore and Chatham.

Figure 10. Census Tract Participation Heat Map



Census tract data also indicates that residents in Wake, Chatham and Cabarrus Counties are the most likely to participate in the program. Table 6 below shows North Carolina counties and the relative propensity for residents to participate, as measured using an index. An index is a useful tool to compare a specific group of people to a larger population, in this case, MRC participants to nonparticipants. An index value of 100 indicates that a given county has average propensity for MRC participation relative to the rest of the state. An index of 200 shows that the result is twice the average, and an index of 50 is half the average.

In Table 6, Wake County is the highest indexing county in the program, meaning that a Wake County resident is ~2.37 times more likely to participate than the average North Carolina

resident. Mecklenburg county has over 1,000 participants but due to its high population, the county indexes relatively low. Cabarrus, Orange, and Durham counties are also among the top five counties for per capita participation.

Table 6. Top NC Counties for Per Capita Participation Rate, Indexed

NC County	# of Customers	Population	Index
Wake	2028	1,112,883	237
Chatham	124	75,070	215
Cabarrus	355	221,200	209
Orange	167	147,376	148
Durham	348	320,146	142
Mecklenburg	1050	1,100,984	124
Buncombe	193	266,981	94
Iredell	104	183,965	74
Moore	48	98,618	63
Forsyth	165	380,583	56

CUSTOMER-OPERATED ELECTRIC VEHICLE SUPPLY EQUIPMENT TARIFF

Section I of this first semiannual report describes Customer-operated EV Supply Equipment (EVSE) tariff and progress made to date. In Section II, the Companies further report on the specific information the Commission directed based on available data. These items include: (i.) the number of EVSE participants, (ii.) cost of the EVSE tariffs, (iii.) and (iv.) information obtained about the charging needs and habits of EVSE participants.

The EVSE Tariff is available to individual customer for electric vehicle chargers and charging infrastructure at locations on either DEC's or DEP's distribution system. Once installed, the charging station is customer operated. Schedule EVSE for DEC and Schedule EVSE pilot for DEP are attached here to as **Attachment A** and **Attachment B**, respectively.

Under the proposed Schedules, for L2 and DCFC EVSE, the customer will be billed

for installations of standard and non-standard equipment installed on the customer's side of the meter on the Company's distribution system. The rates include equipment, maintenance, and annual software networking fees, but will not include charges associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make ready costs, or costs for work on the Company's side of the meter. EVSE extra facilities charges may apply for non-standard equipment. Customers may choose any applicable rate schedule for electricity service. The monthly rates for standard equipment are shown on the attached Schedules (Attachments A and B).

I. Update on Customer-Operated EVSE Tariff

The EVSE Tariff became available for participant enrollment on November 16, 2023, after the NCUC order on August 8, 2023 and the Companies compliance filings 90 days later. Currently there are two completed residential installations and 31 participants in total who have applied.

II. Available Program Data

1. Number of EVSE participants by type.

Table 7 reflects the statuses of applications as of February 14, 2024.

Table 7. EVSE Tariff Application Status by Program Option

Customer Segment	Inquiries	Applications Received	Installations Scheduled	Installations Complete
Residential	-	32	11	2
Non-Residential	30	4	0	0

2. The EVSE Suppliers Being Offered to and Selected By Participants

For the residential segment, there are currently three supplier options (Tesla, Blink, and Enphase) from which participants can select. The program offers seven supplier options (Tesla, Blink, Enphase, ABB, Tritium, BTC, and EvoCharge) for non-residential participants. The program also offers two network options (Blink and EVConnect) and intends to continue adding vendors for both hardware and networking software.

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3. Cost of the EVSE Tariffs Observed Per Installation, Revenue Received from Customers

While cost information is limited given the early stage of program deployment, the average cost for the first two residential installation, including hardware, shipping, fulfillment, and installation is \$925. No meaningful revenue information is available at this time because the very limited duration of time that the participants have been enrolled in the program.

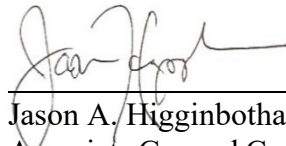
4. Information Obtained About the Charging Needs and Habits (EV Loads) of EVSE Participants

The charging load profile of active participants has not yet been gathered given the recency of their enrollment but will be available by the next semi-annual report. The Companies can offer, however, that both active participants in the EVSE program are also participating in MRC. Further, a variety of non-residential customers have inquired about the program, including customer types such as coffee shops, condominiums, apartments, military bases, convenience stores, HOA associations, and industrial customers. As those installations are deployed, the Companies will be able produce data about EV loads.

CONCLUSION

The Companies will continue to work with the ETSG to identify additional ways to improve the programs and to otherwise simplify EV adoption for all customer markets and by all customer classes. Additionally, a review will be conducted using participant AMI data to evaluate actual usage with the standardized kWh figure and assumptions to assess program credit amounts. The Companies expect to file their next semiannual report in September 2024, as required by the Commission.

Respectfully submitted, 1st day of March 2024.



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SCHEDULE EVSE
Electric Vehicle Service EquipmentAVAILABILITY (North Carolina Only)

Available to the individual Customer for electric vehicle charging infrastructure at locations on the Company's distribution system. If safety, reliability, or access hinders delivery of service under this Schedule, service may be withheld or discontinued until such hindrances are remedied.

This program is available for networked or non-networked Electric Vehicle Service Equipment ("EVSE" or "Charger"). Networked EVSE contains wi-fi, cellular, or other communications capabilities to connect to the internet for communications, data gathering, and charging load management purposes by the Customer and/or the Company. The Company may provide programs and/or services to help Customers manage charging during off-peak hours.

RATE(A) Level 2 ("L2") EVSE

L2 charging infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

(1) Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	Up to 7.7 kW	Inside Wall	\$14.95
Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, Includes Software	Up to 7.7 kW	Inside Wall	\$17.28

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	6 to 9.6 kW	Outside Wall	\$18.08
Networked Client 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$75.11
Networked Gateway 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$87.01

SCHEDULE EVSE
Electric Vehicle Service Equipment

(B) Direct-Current Fast Charging (“DCFC”) Equipment (Non-Residential)

DCFC infrastructure will be billed for installations of standard equipment installed on the Customer’s side of the meter on the Company’s distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company’s Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company’s side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer’s expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	\$434.43
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer’s Pad	\$669.79
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer’s Pad	\$935.69
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer’s Pad	\$1,324.08
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer’s Pad	\$1,614.97

(C) Pedestal or Pole Mounting

A special EVSE pedestal or pole is any Company-owned pedestal or pole installed as a part of an electric vehicle charging system and on which no other Company overhead distribution facilities are installed. A Customer may choose to integrate electric vehicle charging infrastructure with facilities that provide outdoor lighting services pursuant to the provisions contained within the Company’s outdoor lighting service tariffs.

Mounting Description	Monthly Mounting Rate
Level 2 – Outdoor EVSE Mount (Residential)	\$6.70
Level 2 – Universal Pedestal (Non-Residential)	\$16.47
30ft Standard Wood Pole (Non-Residential)	\$6.94
Protective Concrete Bollard (Non-Residential)	\$7.94
Cable Management Hoister (Non-Residential)	\$13.74

SCHEDULE EVSE
Electric Vehicle Service Equipment

(D) Make-Ready Upgrades

To receive service under this Schedule, Customers may need to upgrade their electrical panel/wiring on the Customer's side of the meter prior to the installation of L2 and/or DCFC infrastructure. The EVSE Monthly Rate listed does not include estimated electrical panel/wiring make-ready costs.

For L2 and/or DCFC electrical panel/wiring upgrades, a one-time non-refundable contribution will be made by the Customer for the costs above any make-ready incentives the Company may offer, and the Customer has applied for and received. The electrical panel/wiring upgrades on the Customer's side of the meter remain the property of the Customer.

Wiring upgrades on the Company's side of the meter are subject to the Company's Line Extension Policy.

(E) Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay an Extra Facilities charge of 1.0 percent per month, but not less than \$25 per month, of the estimated original installed cost of the Extra Facilities. Extra Facilities that are above normal include, but are not limited to, the following:

- Any distribution transformer and/or primary conductor extension.
- Installing underground circuit to deliver energy service to the EVSE.
- Distribution-related work before the point of delivery as defined in the Company's Service Regulations.

(F) EVSE Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an EVSE Extra Facilities charge when facilities are requested that exceed EVSE facilities normally supplied by the Company to render charging service. EVSE Extra Facilities are defined as EVSE-related facilities that are optional services chosen by the Customer to customize EVSE operation. Customer shall pay an EVSE Extra Facilities charge of 1.9 percent per month of the estimated original installed cost of the EVSE Extra Facilities. EVSE Extra Facilities that are above normal include, but are not limited to, the following:

- Non-standard EVSE not included in the EVSE Monthly Rate provision above. The EVSE Extra Facilities shall be the difference between the estimated installed cost of the non-standard EVSE and the estimated installed cost of the equivalent standard EVSE.
- Extra Cords.
- Any special EVSE mounting facilities not included in the Monthly Mounting Rate or provided for in the EVSE Monthly Charge.

(G) Non-Refundable Contribution

- If conditions require the use of materials and methods of installation other than the Company's experimental materials and methods under this program, the Customer will contribute additional cost. Experimental materials and methods are those that are reasonably necessary to delivery service as described in the provisions above.
- The Customer will contribute the estimated cost of installing cables and conduit under paved or landscaped surface areas; however, Customer may cut and replace the pavement or surface in lieu of making the contribution.

SCHEDULE EVSE
Electric Vehicle Service Equipment

- Service supplied under the Monthly Rates listed above does not include the conversion of existing overhead circuits to underground. Should the Customer desire such a conversion under this Schedule, the Customer shall pay, in addition to the applicable contribution and charges herein, the estimated net investment depreciated, plus removal costs, less salvage value of the overhead conductor being removed.

EXPLANATORY NOTES AND OTHER CHARGES

- (1) The Company will readily maintain, as soon as practical, the EVSE during working hours (7 AM to 7 PM) following notification by the Customer. After hours service is available from 7 PM to 7 AM at a cost of \$77 per trip.
- (2) At the request of the Customer, the Company shall remove or move L2 EVSE, as required by the Customer, at a cost of \$77 per removal/move for residential Customers or \$117 per removal/move for non-residential Customers. Due to the varied cost of DCFC EVSE, the Company will perform a cost of removal/move calculation based on actual costs to remove/move DCFC EVSE to determine applicable charges.
- (3) The installation of EVSE shall be in a location that is readily accessible by the Company truck to support installation and maintenance of Company facilities. The Company reserves the right to refuse service if is not physically feasible to offer service and/or maintain charging equipment.
- (4) The Customer owns any electrical panel/wiring on the Customer's side of the meter. The Company does not warrant any electrical panel/wiring make-ready work on the Customer's side of the meter.

GENERAL

Service rendered under this Schedule is subject to the provisions of the Company's Service Regulations filed with the state regulatory commission.

SALES TAX

To the above charges will be added any applicable North Carolina Sales Tax.

PAYMENT

Bills under this Schedule are due and payable on the date of the bill at the office of the Company. Bills are past due and delinquent on the twenty-fifth (25th) day after the date of the bill. If any bill is not so paid, the Company has the right to suspend service. In addition, all bills not paid by the twenty-fifth (25th) day after the date of the bill shall be subject to a one percent (1%) overdue payment charge on the unpaid amount. This overdue payment charge shall be rendered on the following month's bill, and it shall become part of, and be due and payable with, the bill on which it is rendered.

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of seven (7) years. Contracts will continue after the original term until terminated by either party on thirty days' written notice. The Customer may amend or terminate the Agreement before the expiration of the initial Contract Period by paying to the Company a sum of money equal to 40% of the monthly bills which otherwise would have been rendered for the remaining term of the initial Contract Period. The Company may require a deposit not to exceed two (2) months of the revenue for the original term. The deposit will be returned at the end of the original term, provided the Customer has met all provisions of the contract. Minimum term of contract for specific situations shall be:

SCHEDULE EVSE
Electric Vehicle Service Equipment

- (a) Three years for Level 2 charging infrastructure installed at a residence and designated by the Company as standard or non-standard equipment.
- (b) Four years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment.
- (c) Seven years for DCFC infrastructure installed and designated by the Company as standard or non-standard equipment.

SCHEDULE EVSE
Electric Vehicle Service Equipment (NC)

AVAILABILITY

Available to the individual Customer for electric vehicle charging infrastructure at locations on the Company's distribution system. If safety, reliability, or access hinders delivery of service under this Schedule, service may be withheld or discontinued until such hindrances are remedied.

This program is available for networked or non-networked Electric Vehicle Service Equipment ("EVSE" or "Charger"). Networked EVSE contains wi-fi, cellular, or other communications capabilities to connect to the internet for communications, data gathering, and charging load management purposes by the Customer and/or the Company. The Company may provide programs and/or services to help Customers manage charging during off-peak hours.

RATE:(A) Level 2 ("L2") EVSE

L2 charging infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

(1) Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	Up to 7.7 kW	Inside Wall	\$14.80
Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, Includes Software	Up to 7.7 kW	Inside Wall	\$17.10

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	6 to 9.6 kW	Outside Wall	\$17.91
Networked Client 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$74.57
Networked Gateway 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$86.31

(B) Direct-Current Fast Charging ("DCFC") Equipment (Non-Residential)

DCFC infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

NC Original Leaf No. 745

Effective for service rendered on and after August 8, 2023

NCUC Docket No. E-2, Sub 1197

Leaf Indexing is effective as of October 1, 2023, in compliance with NCUC Docket No. E-2, Sub 1300

SCHEDULE EVSE
 Electric Vehicle Service Equipment (NC)

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	\$429.64
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	\$662.40
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	\$924.93
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	\$1,310.50
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	\$1,595.61

(C) Pedestal or Pole Mounting

A special EVSE pedestal or pole is any Company-owned pedestal or pole installed as a part of an electric vehicle charging system and on which no other Company overhead distribution facilities are installed. A customer may choose to integrate electric vehicle charging infrastructure with facilities that provide outdoor lighting services pursuant to the provisions contained within the Company's outdoor lighting service tariffs.

Mounting Description	Monthly Mounting Rate
Level 2 – Outdoor EVSE Mount (Residential)	\$6.62
Level 2 – Universal Pedestal (Non-Residential)	\$16.30
30ft Standard Wood Pole (Non-Residential)	\$5.05
Protective Concrete Bollard (Non-Residential)	\$8.04
Cable Management Hoister (Non-Residential)	\$13.60

(D) Make-Ready Upgrades

To receive service under this Schedule, customers may need to upgrade their electrical panel/wiring on the Customer's side of the meter prior to the installation of L2 and/or DCFC infrastructure. The EVSE Monthly Rate listed does not include estimated electrical panel/wiring make-ready costs.

For L2 and/or DCFC electrical panel/wiring upgrades, a one-time non-refundable contribution will be made by the customer for the costs above any make-ready incentives the Company may offer, and the customer has applied for and received. The electrical panel/wiring upgrades on the customer's side of the meter remain the property of the customer.

Wiring upgrades on the Company's side of the meter are subject to the Company's Line Extension Policy.

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SCHEDULE EVSE
Electric Vehicle Service Equipment (NC)

(E) Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay an Extra Facilities charge of 1.0 percent per month but not less than \$25 per month of the estimated original installed cost of the Extra Facilities. Extra Facilities that are above normal include, but are not limited to, the following:

- Any distribution transformer and/or primary conductor extension.
- Installing underground circuit to deliver energy service to the EVSE.
- Distribution-related work before the point of delivery as defined in the Company's Service Regulations.

(F) EVSE Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an EVSE Extra Facilities charge when facilities are requested that exceed EVSE facilities normally supplied by the Company to render charging service. EVSE Extra Facilities are defined as EVSE-related facilities that are optional services chosen by the Customer to customize EVSE operation. Customer shall pay an EVSE Extra Facilities charge of 1.9 percent per month of the estimated original installed cost of the EVSE Extra Facilities. EVSE Extra Facilities that are above normal include, but are not limited to, the following:

- Non-standard EVSE not included in the EVSE Monthly Rate provision above. The EVSE Extra Facilities shall be the difference between the estimated installed cost of the non-standard EVSE and the estimated installed cost of the equivalent standard EVSE.
- Extra Cords.
- Any special EVSE mounting facilities not included in the Monthly Mounting Rate or provided for in the EVSE Monthly Charge.

(G) Non-Refundable Contribution

- If conditions require the use of materials and methods of installation other than the Company's experimental materials and methods under this program, the customer will contribute additional cost. Experimental materials and methods are those that are reasonably necessary to delivery service as described in the provisions above.
- The customer will contribute the estimated cost of installing cables and conduit under paved or landscaped surface areas; however, Customer may cut and replace the pavement or surface in lieu of making the contribution.
- Service supplied under the Monthly Rates listed above does not include the conversion of existing overhead circuits to underground. Should the customer desire such a conversion under this Schedule, the customer shall pay, in addition to the applicable contribution and charges herein, the estimated net investment depreciated, plus removal costs, less salvage value of the overhead conductor being removed.

EXPLANATORY NOTES AND OTHER CHARGES

- (1) The Company will readily maintain, as soon as practical, the EVSE during working hours (7 AM to 7 PM) following notification by the Customer. After hours service is available from 7 PM to 7 AM at a cost of \$77 per trip.
- (2) At the request of the Customer, the Company shall remove or move L2 EVSE, as required by the Customer, at a cost of \$77 per removal/move for residential Customers or \$117 per removal/move for non-residential Customers. Due to the varied cost of DCFC EVSE, the Company will perform a cost of removal/move calculation based on actual costs to remove/move DCFC EVSE to determine applicable charges.
- (3) The installation of EVSE shall be in a location that is readily accessible by the Company truck to support installation and maintenance of Company facilities. The Company reserves the right to refuse service if it is not physically feasible to offer service and/or maintain charging equipment.
- (4) The customer owns any electrical panel/wiring on the customer's side of the meter. The Company does not warrant any electrical panel/wiring make-ready work on the customer's side of the meter.

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SCHEDULE EVSE
Electric Vehicle Service Equipment (NC)

GENERAL

Service rendered under this Schedule is subject to the provisions of the Company's Service Regulations filed with the state regulatory commission.

SALES TAX

To the above charges will be added any applicable North Carolina Sales Tax.

PAYMENT

Bills under this Schedule are due and payable on the date of the bill at the office of the Company. Bills are past due and delinquent on the twenty-fifth (25th) day after the date of the bill. If any bill is not so paid, the Company has the right to suspend service. In addition, all bills not paid by the twenty-fifth (25th) day after the date of the bill shall be subject to a one percent (1%) overdue payment charge on the unpaid amount. This overdue payment charge shall be rendered on the following month's bill, and it shall become part of, and be due and payable with, the bill on which it is rendered.

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of seven (7) years. Contracts will continue after the original term until terminated by either party on thirty days' written notice. The Customer may amend or terminate the Agreement before the expiration of the initial Contract Period by paying to the Company a sum of money equal to 40% of the monthly bills which otherwise would have been rendered for the remaining term of the initial Contract Period. The Company may require a deposit not to exceed two (2) months of the revenue for the original term. The deposit will be returned at the end of the original term, provided the Customer has met all provisions of the contract. Minimum term of contract for specific situations shall be:

- (a) Three years for Level 2 charging infrastructure installed at a residence and designated by the Company as standard or non-standard equipment.
- (b) Four years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment.
- (c) Seven years for DCFC infrastructure installed and designated by the Company as standard or non-standard equipment.