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May 10, 2024

VIA ELECTRONIC FILING

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

**RE: Informational Update on Duke Energy’s Customer Operated Electric Vehicle Supply Equipment Program
Docket Nos. E-2, Sub 1197 and E-7, Sub 1195**

Dear Ms. Dunston:

Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP” and together with DEC, “Duke Energy” or the “Companies”) hereby provide the following informational update to the North Carolina Utilities Commission (“Commission”) on the Companies’ Customer Operated Electric Vehicle (“EV”) Supply Equipment (“EVSE”) programs, which the Commission approved in its August 8, 2023 *Order Approving Customer Operated Vehicle Supply Equipment Tariffs with Conditions* in the above-referenced dockets.

As the Commission is aware, the EVSE programs reduce customer costs for EV chargers and related equipment by allowing program participants to rent Duke Energy-owned EVSE for EV charging, which the Companies will install, maintain, and replace as needed. Under the program, residential customers may rent Level 2 (“L2”) EVSE, and non-residential customers may rent either L2 or Direct-Current Fast Charging (“DCFC”) EVSE. The Companies’ tariffs establishing the EVSE programs identify certain L2 and DCFC EVSE options that are available for program participants. The tariffs currently identify five available DCFC options for non-residential participants, including an option with an output of 75 kilowatts (“kW”).

There are limited suppliers for EVSE and only one supplier of the standard 75 kW EVSE identified in the Companies EVSE tariffs. Recently, the Companies learned that the vendor which produces the 75 kW model is experiencing certain business-related challenges that will impact the vendor’s ability to continue producing the model. As a result, the Companies’ supplier of the 75 kW model has issued a “Stop-Sale” on the product, and it is no longer available for purchase by the Companies. The Companies are not aware of any alternatives for sourcing the 75 kW EVSE.

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May 10 2024

To date, no existing or prospective EVSE program participants have expressed an interest in the 75 kW option. Therefore, the sourcing limitations have not impacted program participation. In addition, to avoid confusion among participants, the Companies have removed the 75 kW EVSE option from their website. Given that the 75 kW EVSE vendor is continuing to navigate its business challenges, and the outcome of that process is not final, the Companies are not proposing any changes to their respective EVSE tariffs at this time. However, the Companies will continue to monitor the situation and will keep the Commission apprised of any material updates. Additionally, the Companies will inform the Public Staff and the Electric Transportation Stakeholder Group (“ETSG”) of the situation and will evaluate any recommendations from the Public Staff or the ETSG to address the issue.

If you have any questions, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Higginbotham", with a long horizontal flourish extending to the right.

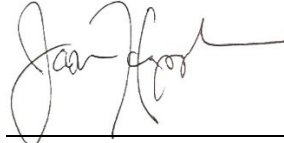
Jason A. Higginbotham

cc: Parties of Record

CERTIFICATE OF SERVICE

I certify that a copy of the Informational Update on Duke Energy's Customer Operated Electric Vehicle Supply Equipment Program, in Docket Nos. E-2, Sub 1197 and E-7, Sub 1195, 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 10th day of May, 2024.



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