

SHEET NO. 106.2
Effective March 18, 2022 to
March 17, 2027

MAUI DIVISION

SCHEDULE EV-P
ELECTRIC VEHICLE CHARGING SERVICE - LARGE DEMAND PILOT

APPLICABILITY:

This Schedule is applicable only for electric on-road vehicle charging facilities, equal to or greater than 200 kW of demand. This Schedule allows other ancillary uses, limited to no more than 5 kW, that are specifically related to the provision of electric vehicle charging, such as area lighting. The load served under this Schedule will be separately metered from all other commercial electrical loads and will be used exclusively for the purpose of charging electric vehicles and the ancillary uses mentioned above. Customers taking service under Schedule EV-P must demonstrate eligibility to the satisfaction of the Company.

Service under this Schedule will be supplied through a single meter and voltage as specified by the Company and will be available through March 17, 2027. A maximum of five hundred (500) customer accounts (i.e., 500 utility meters) will be permitted across all of the Hawaiian Electric service areas under this Schedule. However, if this threshold is attained prior to March 17, 2027, the Company may submit a request to increase the permitted maximum for the review and approval of the Hawaii Public Utilities Commission.

If a Schedule EV-P customer has maximum measured kW demand less than 200 kW for twelve consecutive billing months, the customer will be transferred to Schedule EV-J at the beginning of the next billing month.

Enrollment Criteria:

The Customer must provide the Company with the following: (1) a closed building permit(s) for the electric vehicle charging station(s), and (2) the identification number(s) of the charging equipment.

RATES:

CUSTOMER CHARGE - \$ per customer per month: \$350.00

MAUI ELECTRIC COMPANY, LIMITED

Docket No. 2020-0152, Decision and Order No. 38157 dated December 30, 2021.

Transmittal Letter dated February 1, 2022.

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SCHEDULE EV-P (continued)

RATES (CONTINUED):

DEMAND CHARGE: (To be added to Customer Charge)

All kW of billing demand - per kW per month \$2.00/kW

TIME-OF-USE NON-FUEL ENERGY CHARGE - (To be added to Customer Charge and Demand Charge)

On-Peak Non-Fuel Energy Charge	- per On-Peak kWh	16.2590 ¢
Mid-Day Non-Fuel Energy Charge	- per Mid-Day kWh	5.8310 ¢
Off-Peak Non-Fuel Energy Charge	- per Off-Peak kWh	16.2590 ¢

DETERMINATION OF TIME-OF-USE ENERGY USAGE:

The Company shall install time-of-use metering equipment to measure the customer's kilowatt hour usage by time-of-use rating periods as defined below. Installation of time-of-use metering equipment may include installation of an advanced meter by the Company.

TIME-OF-USE RATING PERIODS:

The Time-of-Use rating periods under this Schedule shall be as follows:

On-Peak Period:	5:00 p.m. - 10:00 p.m., Daily
Mid-Day Period:	9:00 a.m. - 5:00 p.m., Daily
Off-Peak Period:	10:00 p.m. - 9:00 a.m., Daily

Minimum Charge:

The minimum monthly charge shall be the sum of the Customer and the Demand Charges. The Demand Charge shall be computed with the Demand Charge rate applied to the kW of billing demand for the minimum charge calculation specified below.

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SCHEDULE EV-P (continued)

Determination of Demand:

The maximum measured kW demand for each month shall be the maximum average load in kW during any fifteen-minute period as indicated by a demand meter. The billing demand for each month shall be the maximum measured kW demand for such month or the mean of the current month's maximum measured kW demand and the highest maximum measured kW demand for the preceding eleven (11) months, whichever is the higher, but not less than the minimum billing demand of 200 kW.

The billing KW for the minimum charge calculation each month shall be the maximum measured kW demand for the month but not less than the highest maximum measured kW demand for the preceding eleven months nor less than 200 kW.

Power Factor:

The above demand and non-fuel energy charges are based upon an average monthly power factor of 85%. The customer's power factor adjustment rate shall be calculated as $[(85 - \text{average monthly power factor percentage}) \times 0.10\%]$. The average monthly power factor will be determined from the readings of a kWh and KVARh meter. The KVARh meter shall be ratcheted to prevent reversal in the event the power factor is leading at any time. The power factor will be computed to the nearest whole percent. In no case shall the power factor be taken as more than 100% for the purpose of computing the power factor adjustment rate.

The sum of the customer's non-fuel energy and demand charges, as computed under the above rates, plus 15.9777 cents per kWh, shall be multiplied by the customer's power factor adjustment rate to determine the power factor adjustment to be applied to the customer's bill.

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SCHEDULE EV-P (continued)

SPECIAL TERMS AND CONDITIONS:

SUPPLY VOLTAGE DELIVERY:

If the customer takes delivery at the Company's supply line voltage, the customer will receive a credit calculated as the sum of their demand charge, non-fuel energy charge, and 15.9777 cents per kWh, multiplied by the applicable percentage below:

Transmission voltage supplied without further transformation	-4.4%
Distribution voltage supplied without further transformation	-1.1%

Metering will normally be at the delivery voltage. When customer's transformers are adjacent to the delivery point, the customer may elect to be metered at a single point on the secondary side of his transformers where such point is approved by the Company. When the energy is metered on the secondary side of the customer's transformers, the above decreases will be 3.6% and 0.5%, respectively.

ENERGY COST RECOVERY CLAUSE:

The Monthly Energy Cost Recovery Factor provided in the Energy Cost Recovery Clause shall be added to the Time-of-Use Non-Fuel Energy Charge, the Customer Charge, and the Demand Charge.

OTHER APPLICABLE SURCHARGES:

All surcharges applicable to Schedule P shall also apply.

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SCHEDULE EV-P (continued)

CONDITIONS OF SERVICE:

The Company may, from time to time, and in collaboration with the Customer, curtail electric vehicle charging (1) when there is insufficient generation to meet a projected peak demand period (at the discretion of the Company), (2) to support system reliability, (3) for economic purposes, or for pilot evaluation purposes.

Participation by the Customer in these curtailment events is voluntary on an opt-in basis. The Customer may collaborate with the Company on developing load control strategies, equipment, and software on an opt-in basis. Such participation and collaboration would be for the purpose of developing load control capabilities in advance of the possible requirement of such capabilities at some point after March 18, 2022.

The customer will be required to complete an annual survey and the Company may (at its own expense) install a data recording device to profile the load served, and may collect such data at reasonable time intervals. The Company's data collection activities shall not interfere with the provision of service under this Schedule.

ACCESS TO CUSTOMER'S SITE:

Upon reasonable notice, the Company shall be permitted access to the Customer's site in order to inspect, install, maintain, upgrade, replace, or remove Company equipment, or confirm the status of Customer's electric vehicle charging equipment and ancillary loads, and such access shall not be unreasonably denied.

TERMINATION PROVISION:

Due to the limited availability of this pilot program, if a Customer elects to discontinue service on this Schedule, the Customer will not be permitted to return to this Schedule for a period of one year.

RULES AND REGULATIONS:

Service supplied under this Schedule shall be subject to the Rules and Regulations of the Company.