

Electric Vehicle Charging Plan Workgroup
Principles Document
1/30/14 Draft

The Workgroup proposes these principles as the framework for developing a fair, equitable and cost-effective policy to implement the electric vehicle (EV) charging plan concepts included in the regulations being drafted by the Maryland Department of the Environment to discontinue Stage II vapor recovery systems.

Principle #1: Designing a Win-Win Program

The goal of this policy is to have a long-term positive impact on both the profits of service station owners and the State's air quality goals. The policy should help promote a market for additional investment into EV charging infrastructure.

Principle #2: Fairness and Equity

Investment into EV charging infrastructure should be directly related to the savings that are realized by not having to install or use Stage II equipment.

Principle #3: Cost Savings Data

The policy should be based on the best available cost savings data, including data generated by the Maryland service station industry.

Principle #4: Focus on Larger Operations

Because large networks of stations/stores under common ownership are responsible for the vast majority of emissions from refueling and they are best able to strategically locate charging infrastructure at sites that maximize return on investment and air quality benefits, the policy should limit the requirement to invest in charging infrastructure to large networks of stations/stores under common ownership.

Principle #5: Level of Reinvestment.

The policy should be implemented at a reasonable cost to station owners consistent with meaningful air quality benefits. The investment level would be relatively small compared to total cost savings to owners – something less than 25% of total savings.

Principle #6: Timing

Investments in EV infrastructure should be phased in over ten years. The timing of the investment should be directly linked to the timing of planned new builds in locations where business opportunities and environmental benefits would be maximized

Principle #7: Flexibility – Strategic Locations

The policy should give station owners maximum flexibility as to how and where to invest in EV infrastructure to take advantage of new builds and other business opportunities, on their properties as well as on properties owned by third parties, consistent with the Fairness and Equity criteria (Principle #2). MDE should develop information that owners could use to help identify strategic locations for investment (the State is developing a strategic EV charging infrastructure plan).

Principle #8: Flexibility – Other Investment Opportunities

Subject to legal constraints, the policy should allow the consideration of other new investments that improve air quality where investment into EV charging infrastructure is not feasible.