

NYSERDA Electric Vehicle Charging Infrastructure Report



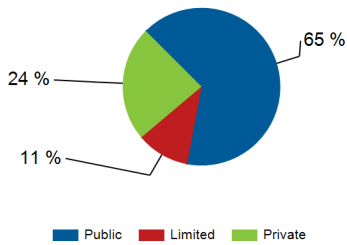
Report period: July 2014 through September 2014

New York State

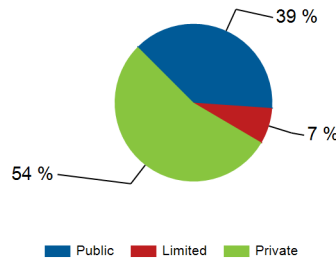
EVSE Usage - By Access Type

| | Public | Limited ³ | Private | Total |
|--|--------|----------------------|---------|-------|
| Number of charging ports ¹ | 262 | 86 | 29 | 377 |
| Number of charging events ² | 5,900 | 985 | 2,131 | 9,016 |
| Electricity consumed (AC MWh) | 36.96 | 7.05 | 51.76 | 95.78 |
| Percent of time with a vehicle connected | 4.2% | 2.7% | 37.1% | 6.8% |
| Percent of time with a vehicle drawing power | 2.0% | 1.4% | 33.7% | 4.6% |

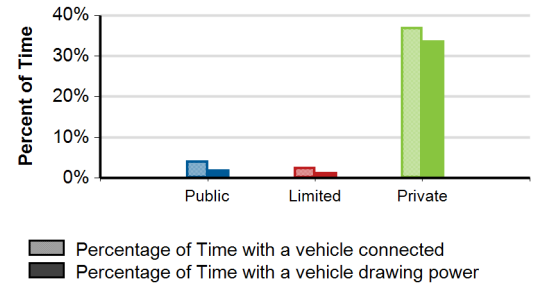
Number of Charging Events



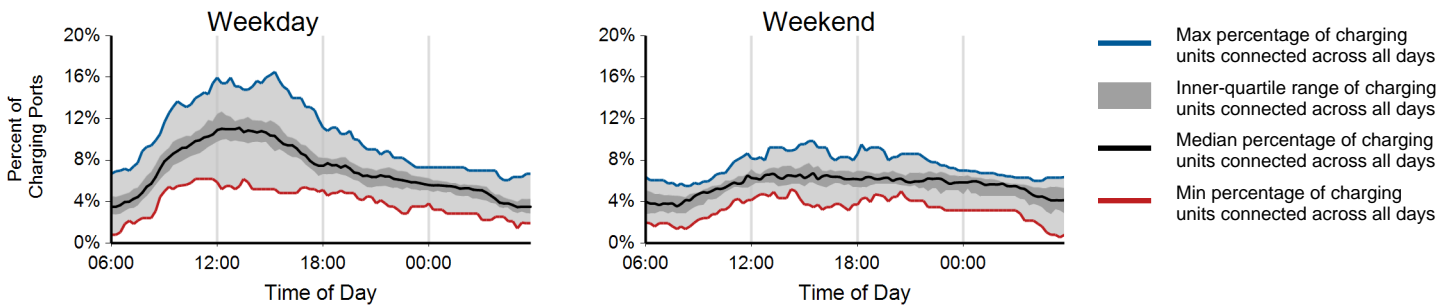
Electricity Consumed



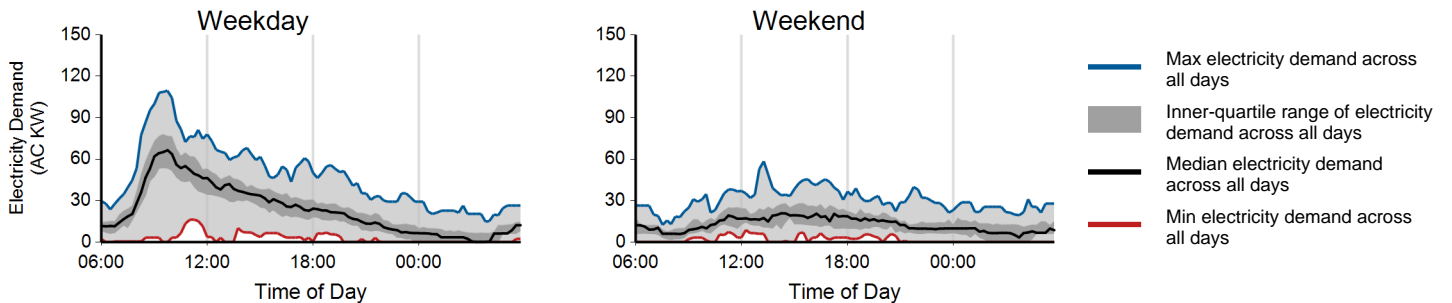
Charging Unit Utilization



Charging Availability: Range of Percentage of All Charging Ports with a Vehicle Connected versus Time of Day⁴



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴ for All Charging Ports



¹ Includes all EVSE ports in use during the reporting period and have reported data to INL.

² A charging event is defined as the period when a vehicle is connected to a charging unit, during which power is transferred.

³ Limited Access EVSE are primarily for use by employees or tenants (including paying guests at hotels) and are placed where these EV drivers would normally park, but others (such as visitors or customers) may be able to plug in on a more limited basis.

⁴ Weekends start at 6:00am on Saturday and end 6:00am Monday local time.

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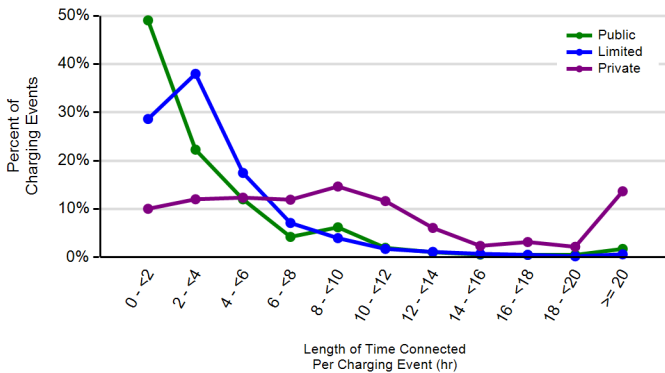


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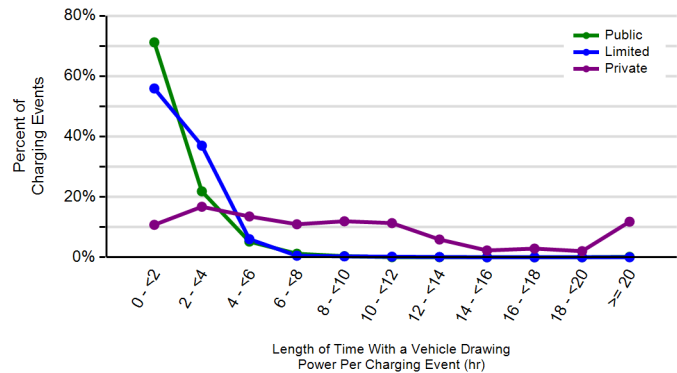
EVSE Usage - By Access Type

| | Public | Limited ³ | Private |
|---|--------|----------------------|---------|
| Number of charging ports ¹ | 262 | 86 | 29 |
| Number of charging events ² | 5,900 | 985 | 2,131 |
| Charging energy consumed (AC MWh) | 37.0 | 7.1 | 51.8 |
| Average percent of time with a vehicle connected per charging port | 4.2% | 2.7% | 37.1% |
| Average percent of time with a vehicle drawing power per charging port | 2.0% | 1.4% | 33.7% |
| Average number of charging events started per charging port per week | 1.9 | 1.2 | 5.6 |
| Average electricity consumed per charging port per week (AC kWh) | 11.6 | 8.5 | 135.8 |
| Average length of time with vehicle connected per charging event (hr) | 3.8 | 3.9 | 11.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 1.8 | 2.0 | 10.1 |
| Average electricity consumed per charging event (AC kWh) | 6.3 | 7.2 | 24.3 |

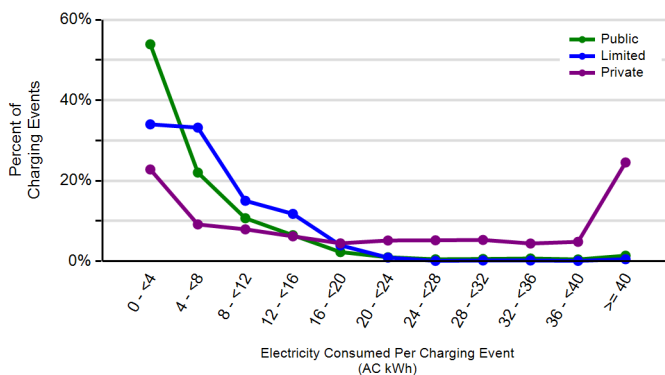
Distribution of Length of Time with a Vehicle Connected per Charging Event



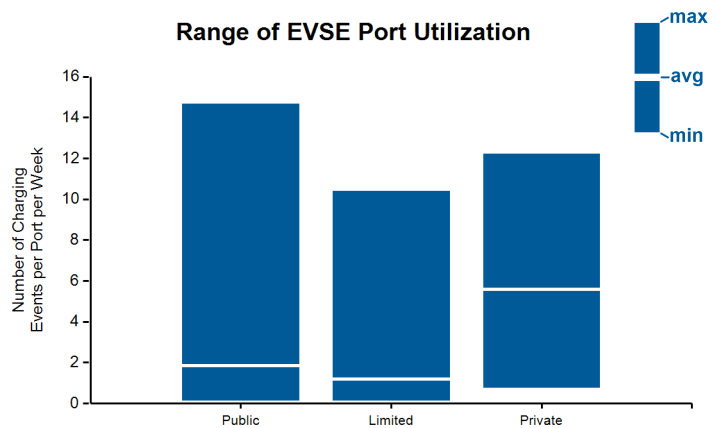
Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of AC Energy Consumed per Charging Event



Range of EVSE Port Utilization



¹ Includes all EVSE ports in use during the reporting period and have reported data to INL.

² A charging event is defined as the period when a vehicle is connected to a charging unit, during which power is transferred.

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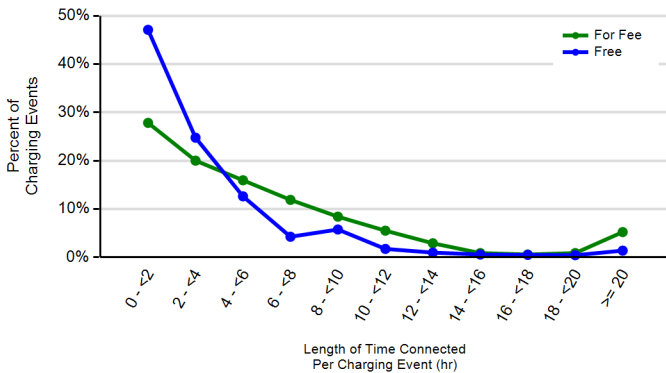


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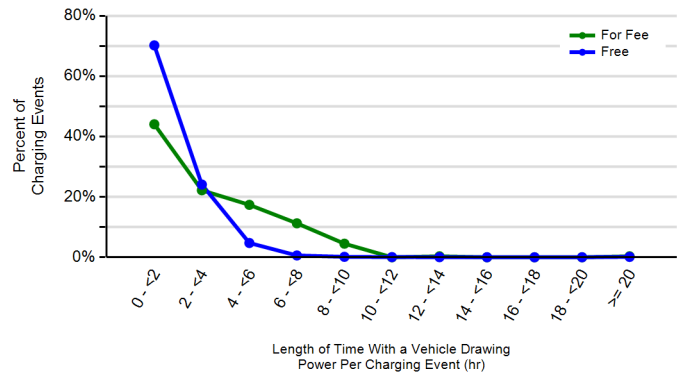
EVSE Usage - By Required Payment³

| | For Fee | Free |
|---|---------|-------|
| Number of charging ports ¹ | 62 | 286 |
| Number of charging events ² | 345 | 6,540 |
| Charging energy consumed (AC MWh) | 5.6 | 38.4 |
| Average percent of time with a vehicle connected per charging port | 2.0% | 4.4% |
| Average percent of time with a vehicle drawing power per charging port | 0.9% | 2.1% |
| Average number of charging events started per charging port per week | 0.5 | 2.0 |
| Average electricity consumed per charging port per week (AC KWh) | 7.9 | 11.6 |
| Average length of time with vehicle connected per charging event (hr) | 6.8 | 3.7 |
| Average length of time with vehicle drawing power per charging event (hr) | 3.2 | 1.8 |
| Average electricity consumed per charging event (AC kWh) | 16.4 | 5.9 |

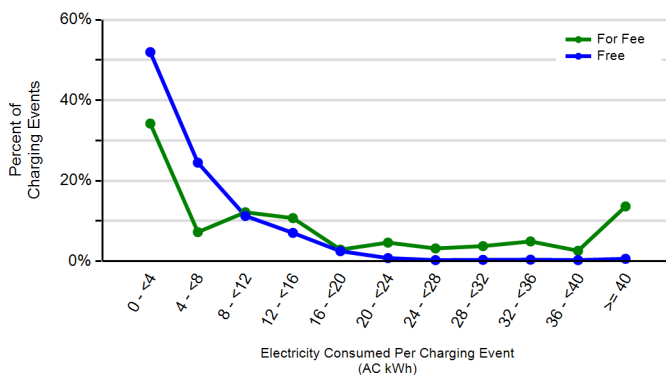
Distribution of Length of Time with a Vehicle Connected per Charging Event



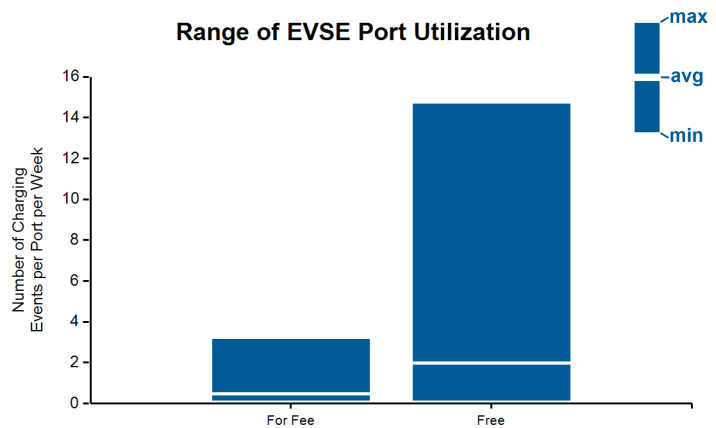
Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of AC Energy Consumed per Charging Event



Range of EVSE Port Utilization



¹ Includes all EVSE ports in use during the reporting period and have reported data to INL.

² A charging event is defined as the period when a vehicle is connected to a charging unit, during which power is transferred.

³ Only includes data from EVSE providing Public or Limited access.

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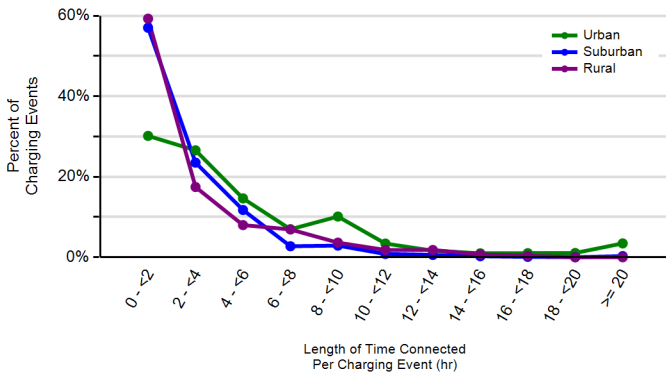


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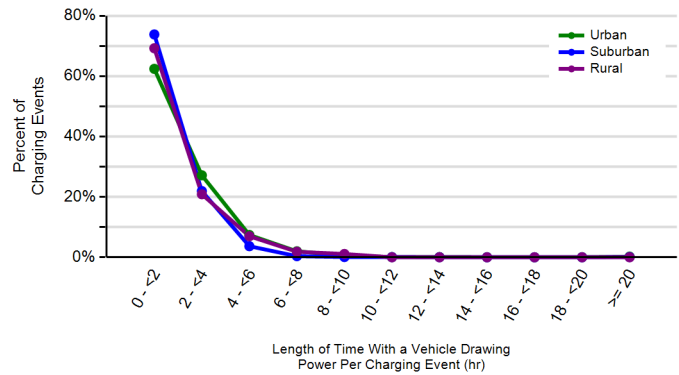
EVSE Usage - By Land Use Type³

| | Urban | Suburban | Rural |
|---|-------|----------|-------|
| Number of charging ports ¹ | 140 | 172 | 36 |
| Number of charging events ² | 2,816 | 3,794 | 275 |
| Charging energy consumed (AC MWh) | 22.9 | 19.1 | 2.0 |
| Average percent of time with a vehicle connected per charging port | 5.6% | 3.1% | 1.1% |
| Average percent of time with a vehicle drawing power per charging port | 2.2% | 1.9% | 0.7% |
| Average number of charging events started per charging port per week | 1.7 | 2.0 | 0.6 |
| Average electricity consumed per charging port per week (AC kWh) | 13.5 | 10.2 | 4.7 |
| Average length of time with vehicle connected per charging event (hr) | 5.7 | 2.6 | 2.9 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.3 | 1.6 | 1.8 |
| Average electricity consumed per charging event (AC kWh) | 8.1 | 5.0 | 7.4 |

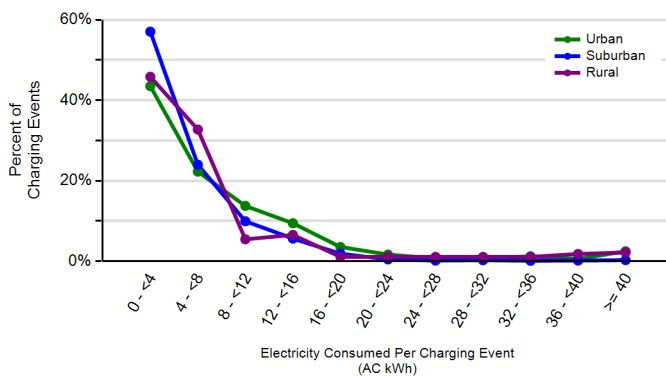
Distribution of Length of Time with a Vehicle Connected per Charging Event



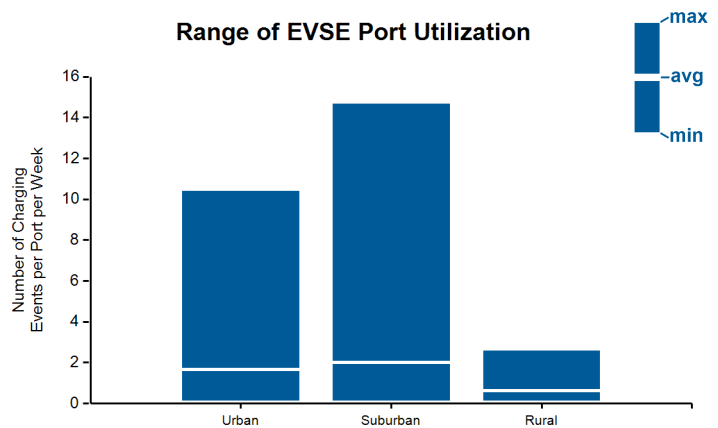
Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of AC Energy Consumed per Charging Event



Range of EVSE Port Utilization



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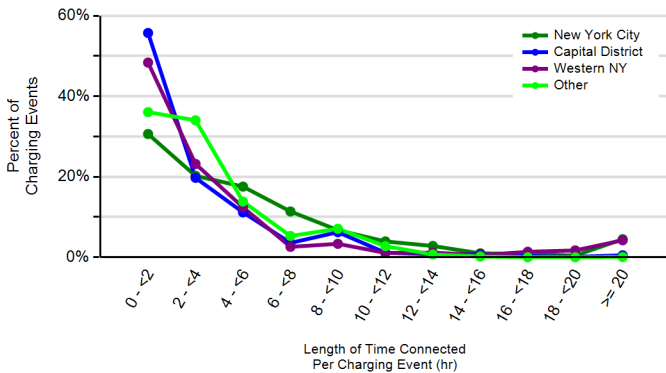


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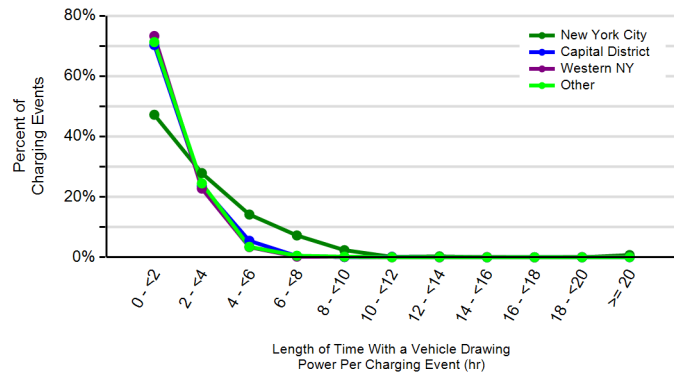
EVSE Usage - By Region³

| | New York City | Long Island | Hudson Valley | Capital District | Syracuse/Central NY | Rochester/Finger Lakes | North Country | Western NY | Other ⁴ |
|---|---------------|-------------|---------------|------------------|---------------------|------------------------|---------------|------------|--------------------|
| Number of charging ports ¹ | 70 | 23 | 33 | 95 | 17 | 29 | 17 | 54 | 10 |
| Number of charging events ² | 712 | 378 | 192 | 2,660 | 178 | 1,039 | 161 | 1,466 | 99 |
| Charging energy consumed (AC MWh) | 9.5 | 2.8 | 0.8 | 14.5 | 1.3 | 5.1 | 0.8 | 8.0 | 1.1 |
| Average percent of time with a vehicle connected per charging port | 3.2% | 4.0% | 0.8% | 4.0% | 1.5% | 7.0% | 1.4% | 6.4% | 1.0% |
| Average percent of time with a vehicle drawing power per charging port | 1.6% | 2.1% | 0.5% | 2.1% | 1.0% | 3.1% | 0.8% | 2.5% | 1.1% |
| Average number of charging events started per charging port per week | 0.8 | 2.0 | 0.7 | 2.3 | 0.9 | 2.9 | 0.8 | 2.3 | 0.8 |
| Average electricity consumed per charging port per week (AC kWh) | 11.1 | 14.9 | 2.9 | 12.3 | 6.9 | 14.4 | 4.3 | 12.7 | 8.4 |
| Average length of time with vehicle connected per charging event (hr) | 6.5 | 3.4 | 2.1 | 3.0 | 2.7 | 4.0 | 2.9 | 4.6 | 2.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 3.2 | 1.8 | 1.2 | 1.6 | 1.8 | 1.8 | 1.6 | 1.8 | 2.5 |
| Average electricity consumed per charging event (AC kWh) | 13.3 | 7.5 | 4.3 | 5.5 | 7.5 | 4.9 | 5.2 | 5.4 | 11.1 |

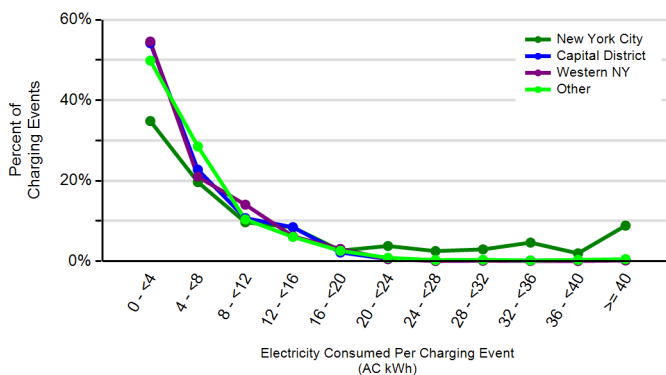
Distribution of Length of Time with a Vehicle Connected per Charging Event⁵



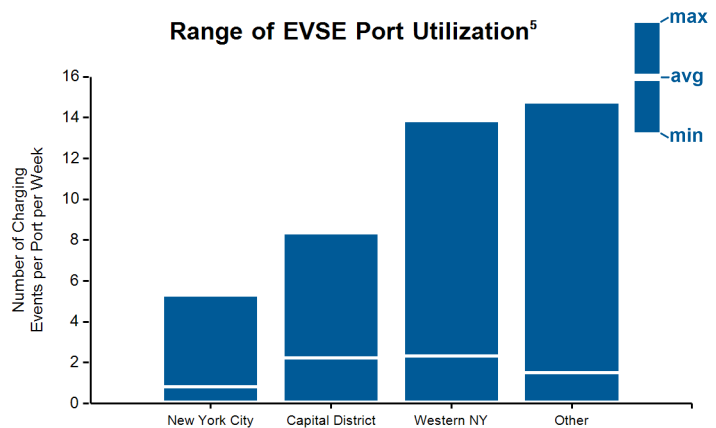
Distribution of Length of Time with a Vehicle Drawing Power per Charging Event⁵



Distribution of AC Energy Consumed per Charging Event⁵



Range of EVSE Port Utilization⁵



¹ Includes all EVSE ports in use during the reporting period and have reported data to INL.

² A charging event is defined as the period when a vehicle is connected to a charging unit, during which power is transferred.

³ Only includes data from EVSE providing Public or Limited access.

⁴ Regions with less than 10 EVSE ports are not individually represented, and are combined and reported as 'Other'.

⁵ Only the 3 regions with the most EVSE ports are individually represented, with the remaining regions combined and shown as 'Other'.

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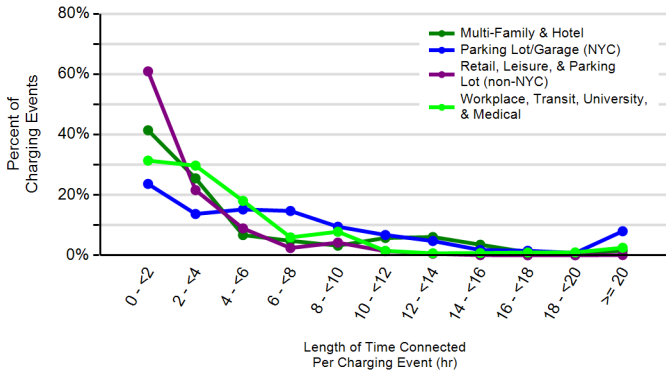


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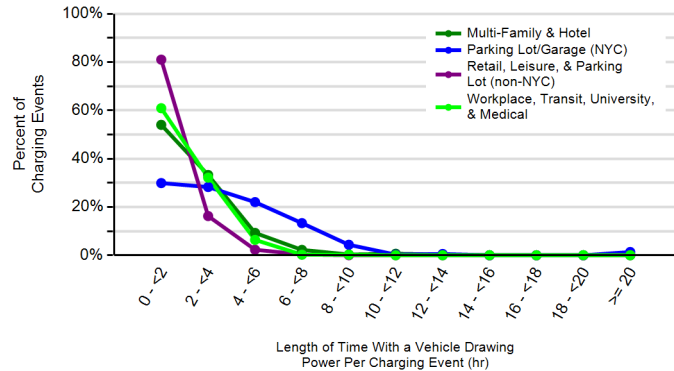
EVSE Usage - By Venue³

| | Parking Lot/Garage (non-NYC) | Parking Lot/Garage (NYC) | Retail Location | Workplace | Hotel | University or Medical Campus | Leisure Destination | Transit Station |
|---|------------------------------|--------------------------|-----------------|-----------|-------|------------------------------|---------------------|-----------------|
| Number of charging ports ¹ | 41 | 62 | 58 | 57 | 29 | 57 | 21 | 17 |
| Number of charging events ² | 931 | 402 | 1,924 | 729 | 266 | 1,945 | 583 | 57 |
| Charging energy consumed (AC MWh) | 4.9 | 8.0 | 7.1 | 5.0 | 2.3 | 13.2 | 3.0 | 0.2 |
| Average percent of time with a vehicle connected per charging port | 4.6% | 2.9% | 2.2% | 5.7% | 1.9% | 6.7% | 3.9% | 0.5% |
| Average percent of time with a vehicle drawing power per charging port | 1.9% | 1.4% | 1.8% | 1.5% | 0.9% | 3.4% | 2.2% | 0.3% |
| Average number of charging events started per charging port per week | 2.0 | 0.5 | 2.5 | 1.3 | 0.7 | 2.8 | 2.1 | 0.6 |
| Average electricity consumed per charging port per week (AC kWh) | 10.3 | 10.6 | 9.3 | 9.2 | 6.2 | 19.3 | 10.8 | 1.7 |
| Average length of time with vehicle connected per charging event (hr) | 3.9 | 9.2 | 1.5 | 7.1 | 4.3 | 4.0 | 3.1 | 1.5 |
| Average length of time with vehicle drawing power per charging event (hr) | 1.6 | 4.4 | 1.2 | 1.9 | 2.2 | 2.0 | 1.8 | 0.8 |
| Average electricity consumed per charging event (AC kWh) | 5.2 | 19.8 | 3.7 | 6.9 | 8.6 | 6.8 | 5.1 | 2.9 |

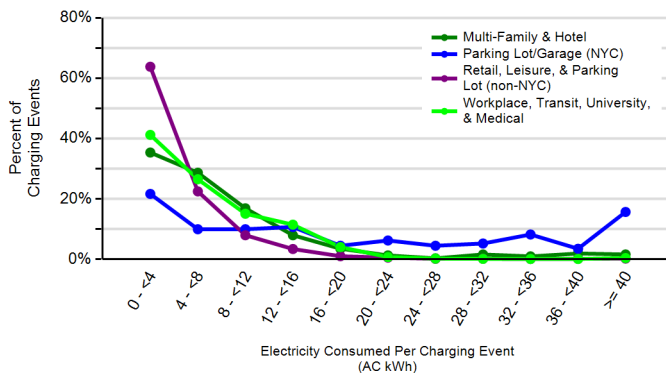
Distribution of Length of Time with a Vehicle Connected per Charging Event



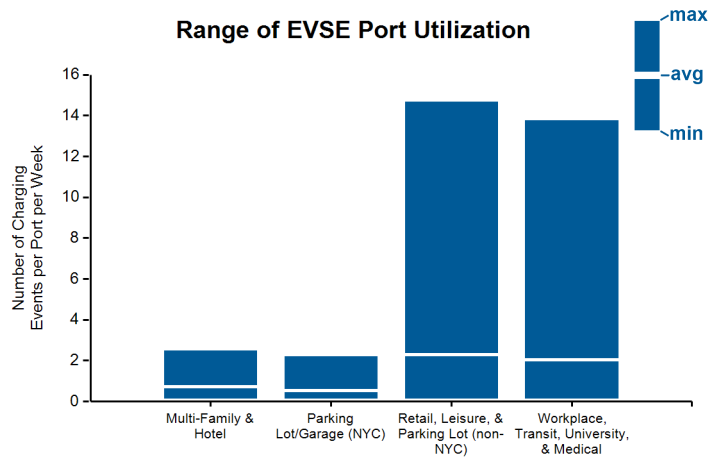
Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of AC Energy Consumed per Charging Event



Range of EVSE Port Utilization



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