MAUI DIVISION

SCHEDULE EV-C

COMMERCIAL ELECTRIC VEHICLE CHARGING SERVICE PILOT

APPLICABILITY:

This Schedule is applicable only for commercial charging of batteries of on-road electric vehicles. The battery charged must have a capacity of not less than 4 kilowatt hours, and the electric vehicle must be capable of operation on public streets, roads, and highways. The load served under this Schedule will be separately metered from all other commercial electrical load and will be used exclusively for the purpose of charging electric vehicle batteries. Customers taking service under Schedule EV-C must demonstrate eligibility to the satisfaction of the utility.

Service under this Schedule will be supplied through a single meter at a secondary voltage as specified by the Company.

If a customer’s electric vehicle charging load is less than or equal to 5,000 kWh per month, and less than or equal to 25 kW, the rates for Non-Demand Service shall apply.

If a customer’s electric vehicle charging load exceeds 5,000 kWh per month or in the opinion of the Company, equals or exceeds 25 kW of demand, three times in a twelve-month period, a time-of-use demand meter will be installed and the rates for Demand Service shall apply.

Service under this Schedule combined with service under Schedule Residential TOU EV and Schedule EV-R across all MECO divisions is limited to 300 meters and will terminate on December 31, 2013.

Enrollment Criteria:

The customer must provide closed building permit(s) for electric vehicle charging station(s).

The customer must maintain and provide a valid, current electric vehicle registration for the customer’s vehicles charging at the account location, where applicable.

The customer must provide certification that service under this rate will be for compliance with Hawaii Revised Statutes Chapter 291-A and/or for electric vehicle charging only, and such additional certification as the pilot may determine is required.
MAUI ELECTRIC COMPANY, LIMITED
Transmittal Letter Dated March 14, 2011.

MAUI DIVISION
SCHEDULE EV-C (continued)

RATES:

TIME-OF-USE METERING CHARGE - per month $5.00

Non-Demand Service:

TIME-OF-USE ENERGY CHARGE - (To be added to Time-of-Use Metering Charge)

- On-Peak Energy Charge - per on-peak kWh 31.2713 ¢
- Off-Peak Energy Charge - per off-peak kWh 19.9992 ¢

Demand Service:

TIME-OF-USE ENERGY CHARGE - (To be added to Time-of-Use Metering Charge)

- On-Peak Energy Charge - per on-peak kWh 28.6333¢
- Off-Peak Energy Charge - per off-peak kWh 19.9992¢

ON-PEAK DEMAND CHARGE - (To be added to Time-of-Use Metering and Time-of-Use Energy Charges)

- All On-Peak billing demand - per kW per month $7.50

Minimum Charge:

- Non-Demand Service: Time-of-Use Metering Charge.
- Demand Service: Sum of Time-of-Use Metering Charge and On-Peak Demand Charge.

DETERMINATION OF TIME-OF-USE DEMAND AND ENERGY USAGE:

The Company shall install time-of-use metering equipment to measure the customer’s electric vehicle charging kilowatts of demand and kilowatt hour usage by time-of-day rating periods as defined below. The on-peak billing kW per month shall be the maximum on-peak demand for such month but not less than 25 kW. The maximum on-peak demand for each month shall be the maximum average on-peak load in kW during any fifteen-minute period as indicated by a time-of-use meter.

TIME-OF-USE RATING PERIODS:

- The Time-of-Day rating periods under this Schedule shall be as follows:
  - On-Peak Period: 7:00 a.m. - 9:00 p.m., Monday-Friday
  - Off-Peak Period: 9:00 p.m. - 7:00 a.m., Daily
  - 7:00 a.m. - 9:00 p.m., Saturday-Sunday

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Transmittal Letter Dated March 14, 2011.
ENERGY COST ADJUSTMENT CLAUSE:

The energy cost adjustment provided in the Energy Cost Adjustment Clause shall be added to the Time-of-Use Metering Charge and to the Time-of-Use Energy Charge.

OTHER APPLICABLE SURCHARGES:

All surcharges applicable to Schedule G shall also apply to Non-Demand Service rates, and all surcharges applicable to Schedule J shall also apply to Demand Service rates.

LOAD PROFILE DATA RECORDING:

The Company at its option may 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.

LOAD CONTROL:

The Company at its option may install a load control device to manage the customer electric vehicle charging load. The Company may, from time to time, interrupt electric service to the electric vehicle charging load when there is insufficient generation to meet a projected peak demand period (at the discretion of the utility), automatically via an under-frequency relay (UFR) when the utility’s system frequency drops to a specified level, or for pilot evaluation purposes.

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.