



Electric vehicle adoption port vila

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Charging behavior. Electric vehicle charging behavior differs significantly from the refueling behaviors of cars owners with conventional internal combustion engines. According to the Department of Energy, 80 percent of EV charging is done at home. However, many consumers are uneasy about the prospect of long charging times at public stations on longer trips that exceed the range of their vehicles.

The EV Freedom Act's primary aim is to eliminate range anxiety on long-distance trips, and therefore address one of the major concerns of would-be EV drivers. By mandating the use of DC fast chargers, the bill also intends to eliminate inconvenience to drivers as much as possible, allowing drivers to fill 80 percent of the car battery in about half an hour. As of mid-2020, according to the Department of Energy, only 3,653 publicly available fast-charging stations were operating in the United States, so this bill would constitute a dramatic expansion.

The bill's concern for standardization of DC fast-charging stations would also remedy the current problems of interoperability between car manufacturers. Setting this DC standard would require coordination between manufacturers, but the bill provides for extensive consultations with them and other stakeholders.

The legislation calls for a plan to impose "pricing guidelines that enable operators of publicly available electric vehicle supply equipment (EVSE), namely charging stations, to allow free charging or impose a fee for charging, promoting a consistent, reliable consumer charging and payment experience." This addresses concerns over inconsistent or unreasonably high charging prices, but leaves the response to those concerns an open question without favoring specific tools to keep prices low, such as regulated utility rates or per-kWh pricing.

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