The NW Energy Coalition (“NWEC” or “Coalition”) appreciates the opportunity to comment on the Washington State Department of Agriculture (WSDA) rulemaking regarding Section 6 of 2SSB 5192. These comments are in response to the request for stakeholder input released on September 15, 2021.

The Coalition is a public interest nonprofit that focuses on clean energy issues in the Northwest. As an alliance of more than 100 organizations, the Coalition’s work focuses on energy efficiency, renewable energy, fish and wildlife preservation and restoration in the Columbia basin, low-income and consumer protections, and informed public involvement in building a clean and affordable energy future.

**RCW 19.94.570 (Section 6 of 2SSB 5192)**

What should we be trying to achieve?

With almost 80,000 EVs in Washington, electricity has become an essential fuel to support the movement of goods and people in Washington state but the lack of EVSE interoperability can substantially lessen competition, leave EVSE site hosts at risk of stranded assets, and ultimately result in an unreliable and inaccessible EVSE ecosystem for consumers. As WSDA considers the intended outcome of requiring all electric vehicle service providers to, at a minimum, meet and maintain nonproprietary interoperability standards, we encourage WSDA to adopt rules that achieve the following:

- Promote market competition in a manner consistent with RCW 19.86.050.²
- Safeguard site hosts from the risk of stranded assets.
- Increase access and reliability for consumers.

Which national and international best practices/standards should we be considering aligning the rule with? OCPI? OCPP? Others? A combination of multiple standards?

RCW 19.94.570(3) defines interoperability as “the ability of hardware, software, or a communications network provided by one party, vendor, or service provider to interact with or exchange and make use of information, including payment

1 [https://data.wa.gov/Demographics/Electric-Vehicles-By-County/smxa-ttv3](https://data.wa.gov/Demographics/Electric-Vehicles-By-County/smxa-ttv3)
2 [RCW 19.86.050](https://leg.wa.gov/laws/)
information, between hardware, software, or a communications network provided by a different party, vendor, or service provider.” In order to achieve the outcomes outlined above, NWEC recommends adopting rules that ensure:

- Any EV charging station can interact or communicate with any network management system (hardware-software interoperability); and,
- EVSPs install and maintain communications protocols that enable roaming agreements for members of an EVSP.

NWEC does not recommend adopting rules requiring charging port connector interoperability at this time as automakers and EVSPs operating in North America are coalescing around SAE J1772 for Level 2 charging and CCS connectors for DCFC.

When selecting the standards that this rule will align with:

What version? Does a specific version need to be specified or can other requirements be used to meet this requirement and maintain flexibility?

We propose that the rules ensure any EV charging station can interact with any network management system by requiring publicly available level 2 and DCFC EVSE to be technically capable and not contractually limited to operate on another EVSP’s network and that the EVSE be third-party certified to an internationally- or nationally-recognized and royalty-free open communication protocol to facilitate this capability. Open Charge Point Protocol (OCPP) is an internationally and nationally recognized protocol that could support this approach. NWEC has reservation about naming a specific version of a protocol in the rule because of the speed in which the protocols may evolve.

NWEC proposes the rules ensure EVSPs install and maintain communications protocols that enable roaming agreements for members of an EVSP by adopting the billing interoperability standard, Open Charge Point Interface (OCPI), included in California’s EVSE Standards.

Considering that California has already adopted certain standards, what should we be considering regarding standards that may not align exactly with theirs?

As stated above, NWEC recommends adopting OCPI in the same manner as California and additional interoperability requirements that ensure any EV charging station can interact with any network management system.

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3 Tesla vehicles use their own physical port connector but adapters exist so they may use other chargers.  
4 https://www.openchargealliance.org/  
5 https://ww2.arb.ca.gov/sites/default/files/2020-06/evse_fro_ac.pdf  
NWEC is encouraged by the current stakeholder process and appreciates WSDA’s efforts to gather stakeholder input.

Respectfully,

Annabel Drayton
Policy Associate
NW Energy Coalition
annabel@nwenergy.org