



## Energy based Billing and Idle fees

Starting May 1, [energy-based billing](#) (\$ per kWh) will apply at all of our public EV chargers. With costs based on the amount of electricity delivered to the vehicle, drivers will pay for what they use.

[Idle fees](#) also come into effect at our fast chargers starting May 1. Once a vehicle finishes charging, drivers will have five minutes to disconnect before being charged a \$0.40 per-minute idle fee.

We're making the change in response to customer feedback and industry best practice. Under time-based billing, the cost to charge at a public charger could vary due to vehicle and battery size, the beginning and ending state of charge (i.e. battery percentages), and the temperature. Switching to energy-based billing (\$ per kWh) removes these variables.

An idle fee is an additional cost that's applied to the charging session bill if the vehicle finishes charging but stays connected to the fast charger, which prevents other drivers from using the charger.

Idle fees encourage considerate EV charging etiquette, shorten wait times, and help to promote efficient use of our fast-charging sites.

Starting May 1, 2024, the idle fee is:

| EV charger power level | Idle fee (before tax)  |
|------------------------|--|
| Fast charging          | \$0.40 per minute  |
| Level 2                | Not applicable. We're asking drivers to please be courteous to other drivers and move the vehicle as soon as it's done charging. |

Once the vehicle stops charging, drivers will have a five-minute grace period to disconnect before they'll be charged the idle fee.

For example, if the vehicle finishes charging at 10 a.m. but remains connected to our fast charger until 10:20 am, drivers will be charged an idle fee of \$6 (before tax).