

W. CHARLES PARADEE, III  
STATE REPRESENTATIVE  
29<sup>th</sup> District



HOUSE OF REPRESENTATIVES  
STATE OF DELAWARE  
411 LEGISLATIVE AVENUE  
DOVER, DELAWARE 19901

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## Energy Committee Minutes

4.25.18

Chair Paradee called the meeting to order at 3:44. Members present included Reps. Smyk, Collins, and Postles. Rep. Baumbach was also present.

Chair Paradee called upon Rep. Baumbach to introduce **SB 152, AN ACT TO AMEND TITLE 26 OF THE DELAWARE CODE RELATING TO GENERATING SYSTEMS WITH THE NEW SAE ELECTRIC SAFETY STANDARD.**

Rep. Baumbach stated that this bill updates the Delaware Code to incorporate the current engineering safety standard from the Society of Automotive Engineers for electric vehicles that provide battery power back to the electric grid through interconnection. He said that this engineering standard, known as J3072, reflects a great advancement in the technology of energy storage and release in the electric grid's ability to store energy throughout the day. He mentioned that this bill was created with support from a study conducted by the University of Delaware. Additionally, he said that the bill's prime sponsor, Sen. Simpson, stated that the bill received support from the Delaware Department of Natural Resources and Environmental Control (DNREC).

Chair Paradee opened the floor to questions from committee members.

Rep. Postles asked if the bill ensures that interconnection technology is standardized to allow energy to flow both ways between the vehicle and the grid-integrated power system.

Rep. Baumbach responded that the purpose of the bill is to bring interconnection technology in line with the updated engineering safety standard.

Rep. Collins asked if a grid-integrated power system could be prevented from taking an excessive amount of energy that would be needed for an electric vehicle to function properly.

Rep. Baumbach responded that electric companies that operate grid-integrated power systems have an incentive to ensure that this would not occur because they would lose customers if the power system took an excessive amount of energy from an electrical vehicle's battery that would leave that vehicle unusable for the daily needs of the car owner.

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Rep. Collins asked for clarification on a specific deadline included in line 24 of the bill regarding when municipal electric companies should establish rules for interconnection.

Rep. Baumbach said that the bill is intended to allow municipal electric companies that operate grid-integrated power systems an adequate time frame to update their systems with the updated safety standards.

Chair Paradee called upon Sara Parkisin, a representative of the University of Delaware's study regarding electric vehicle research and development to provide testimony on SB 152. She agreed with Rep. Baumbach that the updates included in this bill have been approved by electric companies including Delmarva Power, the Delaware Public Service Commission (PSG), and the Delaware Municipal Electric Corporation (DEMEC). She stated that these requirements apply to electric companies engaging in interconnection with electric vehicles and a grid-integrated power system, and she added that it is on the onus of the electric company to incorporate these new safety standards.

Rep. Baumbach offered an example that Delmarva Power could have a fleet of electric vehicles to use as an extension of the grid-integrated power system to be used for power storage. He also added that a customer should consult with their particular electric company before using a grid-integrated power system to ensure that they have installed the proper wiring and technology to facilitate safe interconnection based on the safety standards in SB 152.

Rep. Collins asked how it would be possible for electric companies to store a large amount of excess energy through interconnection unless they had a large fleet of electric vehicles.

Ms. Parkisin responded that interconnection between an electric vehicle and a grid-integrated power system is a bi-directional system that would constantly be charging back and forth. She added customers can set a limit of how much energy should be discharged and that the technology of interconnection approaches a limit where the amount of energy discharged from a vehicle's battery would not exceed that amount necessary for daily needs of operating the vehicle.

Rep. Postles asked if other major electric companies, such as the Delaware Electric Cooperative, were involved in the formulation of this legislation.

Rep. Baumbach stated that SB 152 has been approved by DELMARVA Power, DEMEC, and PSC. He added that the safety standards included in SB 152 have only been introduced in participating electric companies in Newark so far.

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Rep. Postles asked if incorporation of these standards would be integrated with participating electric companies in the rest of the State.

Ms. Parkinsin stated that these electric companies have cleared the safety standards in SB 152 because they are the considered to be the safest standards by the Society of Automotive Engineers, and she added that there are plans to implement these standards with electric companies throughout the rest of the State.

Rep. Smyk asked why the Delaware Electric Cooperative did not opt in to these new safety standards.

Rep. Baumbach responded that most of the research and development regarding interconnection technology has been conducted in Newark; therefore participating electric companies in Newark have been more directly involved in incorporating these engineering safety standards first before they could be introduced to electric companies in other parts of the State.

Rep. Smyk asked if there were any global examples of electric companies implementing these safety standards for interconnection technology.

Ms. Parkinsin responded that similar standards have been adopted in Denmark and Taiwan.

Rep. Collins asked for clarification regarding why the Delaware Electric Cooperative was not included in line 15 of the bill.

Rep. Baumbach replied that the legislation does cover the Delaware Electric Cooperative because the regulation says that if they wish to support customers using interconnection, they will ensure that customers are using the current engineering standards.

Rep. Collins stated that the bill seems to give electric companies permission to opt into incorporating these safety standards rather than a mandate.

Rep. Baumbach agreed that this bill was not a mandate, and that it is intended to encourage electric companies that engage in interconnection to conduct it in a way that follows the current engineering safety standards.

Chair Paradee opened the floor to public comments. Seeing none, he requested a motion.

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A motion was made by Rep. Collins and seconded by Rep. Postles to release SB 152 from committee; motion carried. Yes=4 (Chair Paradee, Reps. Collins, Postles, Smyk); No=0; Absent=5 (Reps. Heffernan, Bentz, Kowalko, Mulrooney).

SB 152 was released from committee with an F=0, M=5, U=0 vote.

Chair Paradee adjourned the meeting at 3:54 p.m.

Respectfully submitted by:

Nicole Jacoby

In attendance:

1. Sara Parkisin -University of Delaware