



February 5, 2020

The Honorable Joseph Bellino, Chair
House Committee on Energy
Anderson House Office Building
124 North Capitol Avenue
Lansing, MI 48933

Re: House Bill Numbers 4806 and 5445

Dear Chair Bellino,

Blue Energy is thankful for the opportunity to testify on the above-referenced bills and welcomes the focus of Rep. Schroeder and the Committee on issues related to Michigan's electric vehicle (EV) charging market. While Blue Energy greatly appreciates the proposed exemption on sale-for-resale restrictions in HB 4806, we are concerned that HB 5445 would impose unreasonable burdens on the small businesses and municipalities that are installing and operating EV charging stations around the state.

Our group of companies have 11 locations across the state of Michigan with offices in Detroit all the way up to Roger City. We have a presence in cities and towns across the entire state. We employ over 1000 employees, providing hundreds of Michigan residents with jobs. Through our convenience store brand we own and operate over 60 gas stations across the state of Michigan. Blue Energy has already started installing chargers at some of these locations to help improve the EV infrastructure within the state.

Transportation electrification is opening up business opportunities all over Michigan. Most EV charging takes place at home and at work, though in increasing percentage can take place at DC fast charging stations, such as those deployed by Blue Energy in Detroit in partnership with the City and DTE Energy. Different charging speeds for vehicles and chargers means that many different companies can be part of the EV charging ecosystem, which will be necessary to support EV adoption statewide.

Unfortunately, HB 5445 would slow down transportation electrification in Michigan. Blue Energy strongly supports making sure that consumers are protected and get what they pay for. However, the proposed registration requirements are not necessary to achieve these outcomes and would have unintended consequences.

HB 5445 would inadvertently impose new regulatory burdens on small businesses and communities, such as obtaining a bond of no less than \$40,000, which would hinder private

sector efforts to increase access to electric transportation. Michigan needs more private investment in EV charging, not less.

Most owners and operators of EV charging stations have never been part of the refueling ecosystem and should be encouraged to continue making their own investments that make it easier for EV drivers to plug in. Long-standing refueling service providers like Blue Energy understand that EV charging equipment is not the same as a traditional fuel pump. Blue Energy appreciates Rep. Schroeder's commitment to consumer protection and would be supportive of alternative approaches that are reasonable, consistent with national best practices and standards, and minimize unintended regulatory barriers.

Thank you for the opportunity to provide these comments and for your consideration of issues that are critical to Michigan's EV charging market.

Sincerely,

/s/

Brian Tucker
Sales Manager
Blue Energy

CC: Members of House Committee on Energy