



California Environmental Protection Agency

# Air Resources Board

## Low Carbon Fuel Standard

### Application and Reporting Instructions For

#### *Smart Charging Lookup Table Pathway*

**Release Date: October, 2019**

*The California Air Resources Board's (CARB) Low Carbon Fuel Standard regulation, which appears at sections 95480 to 95503 of title 17, California Code of Regulations, is designed to reduce greenhouse gas emissions associated with the life cycle of transportation fuels used in California. Unlike the regulation itself, this user guide does not have the force of law. It is not intended to and cannot establish new mandatory requirements beyond those that are already in the LCFS Regulation, nor supplant, replace or amend any of the legal requirements of the regulation. Conversely, any omission or truncation of regulatory requirements does not relieve entities of their legal obligation to fully comply with all requirements of the regulation.*

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## Contents

1. Introduction.....	3
2. Requirements for Smart Charging Lookup Table Pathway.....	3
3. Application Process for Smart Charging Lookup Table Pathway.....	3
4. Quarterly Reporting for Smart Charging Lookup Table Pathway.....	4
Contact.....	5

## 1. Introduction

A fuel reporting entity may apply for the Smart Charging Lookup Table Pathway that can be used for reporting hourly use of electricity for electric vehicle (EV) charging to generate Low Carbon Fuel Standard (LCFS) credits.<sup>1</sup> The Smart Charging pathway is designed to incentivize shifting electricity use for EV charging to the times when marginal greenhouse gas emission rates of grid electricity are lower than the average emission rate.<sup>2</sup> Using Smart Charging Lookup Table Pathway for residential EV charging will generate incremental credits, which are in addition to base credits issued to utilities using the California Average Grid electricity carbon intensity value<sup>3</sup>.

## 2. Requirements for Smart Charging Lookup Table Pathway

1. The entity applying for the Smart Charging Lookup Table Pathway must be registered as a fuel reporting entity in the LCFS Reporting Tool and Credit Banking and Transfer System (LRT-CBTS).
2. The Fueling Supply Equipment (FSE) used for smart charging must be registered in the LRT-CBTS and it must be capable of measuring and recording electricity used for EV charging at least per hour.
3. The entity must be able to provide records, upon request, to demonstrate that each FSE was enrolled in a Time-of-Use (TOU) rate plan, or provide records demonstrating that the Load Serving Entity (LSE) for the FSE did not offer a TOU rate plan during the reporting period.

## 3. Application Process for Smart Charging Lookup Table Pathway

The following steps describe the process to apply for a Smart Charging Lookup Table Pathway:

### **Step 1: Establish an account in the LCFS Reporting Tool and Credit Banking and Transfer System (LRT-CBTS).**

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<sup>1</sup> All citations to the LCFS Regulation are found in Title 17, California Code of Regulations (CCR), sections 95480-95503. Lookup Table pathways are primarily addressed in section 95488.5 of the LCFS Regulation.

<sup>2</sup> Technical information on the determination of hourly carbon intensity (CI) values for use in 2019 reporting is available at: [https://www.arb.ca.gov/fuels/lcfs/fuelpathways/comments/tier2/elec\\_update.pdf](https://www.arb.ca.gov/fuels/lcfs/fuelpathways/comments/tier2/elec_update.pdf)

<sup>3</sup> Entities that use smart charging pathways may not also claim credits under the incremental crediting provision of section 95483(c)(1)(B) paragraph 1a of the LCFS Regulation.

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To create an LRT-CBTS account, visit the [LRT-CBTS account](#) page.

*For detailed instructions on how to establish an account, please refer to the Registration section of the LRT-CBTS User Guide available here:  
<https://www.arb.ca.gov/fuels/lcfs/guidance/guidance.htm#guidance>*

**Step 2: Upload the following via “Correspondence” in the LRT-CBTS:**

- a) On company letterhead, provide the following information:
  - i. Name of the fuel pathway requested: “Lookup Table Pathway for Smart Charging”
  - ii. The initial calendar quarter for which the fuel pathway is requested for reporting (e.g., Q2 2019). The fuel pathway cannot be requested for a quarter for which the reporting period is over.
  - iii. Time-of-Use Enrollment: A signed attestation letter stating that the FSE or the residence where EV charging is taking place is enrolled in a TOU rate plan offered by the LSE; or, stating that a TOU rate plan is not offered by the LSE during the reporting period.
- b) Hourly EV charging or electricity consumption records: To support the application, the applicant should supply source records that will be used for calculating and reporting electricity per hour used for smart charging. This is needed to approve the application, as it demonstrates that the reporting entity has the ability to measure electricity dispensed at least per hour and provide the records upon request.

**Step 3: Register Fueling Supply Equipment (FSE)**

The reporting entity must register the FSE through which the electricity is being dispensed for EV charging.

*Please refer to LCFS Guidance 19-04 Fueling Supply Equipment Registration available here: <https://www.arb.ca.gov/fuels/lcfs/guidance/guidance.htm#guidance>*

*For detailed instructions on how to register FSE in the LRT-CBTS, please refer to the FSE Registration section of the LRT-CBTS User Guide available here:  
<https://www.arb.ca.gov/fuels/lcfs/guidance/guidance.htm#guidance>*

## **4. Quarterly Reporting for Smart Charging Lookup Table Pathway**

The reporting entity using the Smart Charging Lookup Table Pathway may upload a completed Smart Charging Reporting Template to report the quantity of electricity

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used per FSE for each hour in a given quarter. Complete reporting information must be uploaded as part of the quarterly report in the LRT-CBTS by the reporting deadline for each quarter.

*The Smart Charging Reporting Template is available on the LRT-CBTS homepage and is also available here:*  
<https://www.arb.ca.gov/fuels/lcfs/guidance/guidance.htm#guidance>

## Contact

If you have questions regarding the above information, please visit the LCFS Contacts webpage: <https://www.arb.ca.gov/fuels/lcfs/contact.htm>.