Can we add an amendment to the Advanced Clean Cars II regulations to improve enforcement of people who leave their cars blocking level 3 DC fast chargers including on private property? Anyone should be able to call the local police department to have them ticket or tow an offending vehicle, even on private property. Without stricter enforcement, people will continue to abuse this valuable and scarce infrastructure without consequences.

Tesla solves this problem by charging $1/minute if you leave your vehicle connected without charging. They may give a five or ten minute grace period. An alternate approach would be to mandate penalty fees for non-charging vehicles connected to Level 3 DC fast chargers. EVgo, Electrify America, Chargepoint, and others would have to build the mandatory fee into their software and not allow owners to decrease the penalty.

Incentivizing private industry to penalize and tow offenders would go a long way to improving non-Tesla level 3 DC fastcharger availability. Plugshare could add a feature where people report a blocked DC fastcharger, and tow truck companies could monitor the infractions as they occur and work hand-in-hand with local law enforcement to get the vehicles removed.

I would also like to point out that it is not in a hotel’s best interest to ticket and tow their guests but if the requirement is out of their hands, it makes it much easier to accomplish. Most level 3 DC fast chargers are on private property or government owned property, not public property. Without some steps to mitigate abuse of level 3 DC fast chargers, this valuable infrastructure will continue to be blocked by inconsiderate people or people who want to slow the adoption of electric vehicles.

When people start getting their vehicles ticketed or towed for abusing a level 3 DC fast charger, they will think twice about abusing those spaces.

I recently was in Buena Park. When I finally drove to a fourth location to charge because all the others were full or broken, the right station has a person charging at it, the left station had a car plugged in but it was no longer charging. I barely managed to squeeze my car between the two cars so I could charge. I also alerted the hotel front desk person to see if they could request the car be towed. That person did not make it a priority claiming that his one person on duty had many things to do and would get to checking on the situation. They also needed to determine if the person was a guest at the hotel.

While my car was charging, I went to the Outback Steakhouse next door for some food. When I came back from eating, the charging vehicle had left and now there was an electric vehicle parked in the right spot, not plugged in, not charging. Obviously they never even bothered to charge and only took advantage of the spot to park.

I spent about 2-1/2 hours at the hotel trying to get the these vehicles towed. The Plugshare app shows the chargers as available so people kept showing up to try charge their cars. I asked them to go in and complain to the person at the front desk, and the two people that showed up did that.

Eventually a new front desk person started his shift and he seemed much more interested in calling about getting the cars towed. As the owner’s representative, he was calling the police department and the towing company. With the towing company, they said they would connect him with someone and the line would simply go dead. Finally the request got put in. But, in the meantime the guy that had parked on the right for an hour, came out and left. I did confront him and he said he was sorry but not as sorry as I was that he incurred no penalty whatsoever for his selfish behaviour. At some point the other drive came out, and apologized profusely in a meek and mild manner.

This really was an eye opening experience for me. The state of non-Tesla EV charging is abysmyl and we are headed towards a decline in EV adoption as word spreads about the sad state of affairs.