



Consolidated Edison Company
of New York, Inc.
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July 18, 2023

Honorable Michelle L. Phillips
Secretary to the Commission
New York State Public Service Commission
Empire State Plaza
Agency Building 3
Albany, New York 12223-1350

**RE: Case 22-E-0236, Proceeding to Establish Alternatives to
Traditional Demand-Based Rate Structures for Commercial
Electric Vehicle Charging**

Dear Secretary Phillips:

Consolidated Edison Company of New York, Inc. (the “Company” or “Con Edison”) is filing with the Public Service Commission (the “Commission”) draft amendments to its Schedule for Electricity Service, P.S.C. No. 10 – Electricity (the “Electric Tariff”), applicable to its customers in the City of New York and the County of Westchester.¹

The draft Electric Tariff leaves are identified in Attachment A.

Reason for Filing

The Commission’s January 19, 2023 *Order Establishing Framework for Alternatives to the Traditional Demand-Based Rate Structures* (the “Order”) adopted a suite of operating cost relief solutions for commercial electric vehicle (“EV”) charging customers. The Order directed the Joint Utilities (“JU”)² to file an Immediate Solution implementation plan on March 20, 2023 (60 days after issuance of the Order) and a Near-term Solution proposal on July 18, 2023 (180 days after issuance of the Order). The Immediate Solution included: for the Upstate Utilities,³ a 50 percent Demand Charge Rebate (“DCR”) for all commercial EV charging use cases; for the Downstate Utilities,⁴ a Commercial Managed Charging Program (“CMCP”) with use-case specific adders for transit and public Level 2 (L2) charging, and a 50 percent DCR for public

¹ These amendments are also applicable to delivery by the Company of power and associated energy to customers of the New York Power Authority under the Company’s Schedule for PASNY Delivery Service, P.S.C. No. 12 – Electricity (the “PASNY Tariff”).

² The Joint Utilities are the Company, Central Hudson Gas & Electric Corporation (Central Hudson), New York State Electric & Gas Corporation (NYSEG), Niagara Mohawk Power Corporation d/b/a National Grid (National Grid), Orange and Rockland Utilities, Inc. (O&R), and Rochester Gas and Electric Corporation (RG&E).

³ The Upstate Utilities are Central Hudson, NYSEG, National Grid, and RG&E.

⁴ The Downstate Utilities are the Company and O&R.

Direct Current Fast Charging (“DCFC”) sites; and for all of the JU, termination of the existing Per-Plug Incentive (“PPI”) program for new applicants and a redeployment of those funds for demand management technology incentives.⁵ The Near-term Solution includes temporary EV Phase-In Rates as an alternative to traditional demand rates for customers with EV charging sites. Such EV Phase-In Rates are to be developed for four graduations⁶ of load factors and made available for sites where at least 50% of the load is related to EV charging. The Order also required each of the JU to include in its Near-term Solution proposal a plan to transition customers from the DCR, or CMCP use-case-specific adders, to the EV Phase-In Rate.⁷ The Company presents the following proposals in compliance with the directives of the Order for the Near-term Solution.

Tariff Changes

The Company proposes to establish Rider AD – Electric Vehicle Phase-In Rates in the Electric Tariff. Rider AD is applicable to qualifying customers served under Service Classification (“SC”) No. 9 – Rates I or II of the Electric Tariff or Rates I or II of the PASNY Tariff. Rider AD contains the following provisions:

- To be eligible for the EV Phase-In Rates in Rider AD, a customer is required to have a Charging Ratio of at least 50 percent. For customers with separately metered EV charging load,⁸ the Charging Ratio is assumed to be 100 percent. For customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW⁹ to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the customer’s account.¹⁰
- Four load factor-based tiers have been established under Rider AD to determine the applicable EV Phase-In Rate for each customer.
 - Tier 1: Customers with an Annual Load Factor \leq 10 percent
 - Tier 2: Customers with an Annual Load Factor $>$ 10 percent and \leq 15 percent
 - Tier 3: Customers with an Annual Load Factor $>$ 15 percent and \leq 20 percent

⁵ These filings were made on March 20, 2023 and are pending before the Commission (the “March Filing”).

⁶ The Company in this filing and in its draft tariff language uses the term “tier” which has the same meaning as the term “graduation” used in the Order.

⁷ The DCR and CMCP use-case specific adders are immediate-term operating cost relief solutions described in the Order.

⁸ Separately metered EV charging load shall mean the customer has no more than 10 kW of non-EV charging ancillary load.

⁹ The sum of the EV charging capacity in kW will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.

¹⁰ The sum of the maximum kW demands will be established based on the customer’s load letter submitted at the time of the customer’s application for service, or further updated based on the Customer either submitting a new load letter or based on a reevaluation of the Charging Ratio and program eligibility by the Company subsequent to the application for service.

- Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Under all tiers, the provisions of the customer's otherwise applicable SC will apply, including other delivery surcharges and supply charges. A customer with an Annual Load Factor greater than or equal to 25 percent will pay all applicable charges under their otherwise applicable SC, including the delivery usage and demand rates. Such customer will be considered to be taking service under Rider AD unless the customer elects to leave Rider AD or is removed from Rider AD.

- For qualifying customers with a Charging Ratio of 50 percent or greater, the Company will calculate, twice per year, an Annual Load Factor that will determine the EV Phase-In Rate tier that will apply to the customer. The Annual Load Factor determined based on the customer's load data from the prior January 1 through December 31 period will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following March 1. The Annual Load Factor determined based on the customer's load data from the prior July 1 through June 30 period will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following September 1. The Annual Load Factor will be calculated by dividing the kWh usage during a 12-month period by the product of the maximum demand during that 12-month period and the number of hours in the 12-month period for customers with EV charging load and other on-site load. For customers with separately metered EV charging load, the Annual Load Factor will be calculated by dividing the kWh usage during a 12-month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12-month period.

For new qualifying customers that do not have at least six months of existing load data, the customer shall be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier. For these customers, the Annual Load Factor calculations described above shall be performed based on a 6-month period until such time that the Annual Load Factor can be calculated based on 12 months of load data.

- Participation under Rider AD will be on an opt-in basis. Customers can opt-in at any time to participate under Rider AD; however, once a customer chooses to opt out, such customer will not be permitted to opt back into Rider AD unless: (1) the customer can demonstrate to the Company a change to the number or type of EV chargers associated with the account; and (2) the customer has a Charging Ratio of at least 50 percent.

To the extent that the Annual Load Factor of a customer is 25 percent or greater for four consecutive measurement periods (i.e., a two year period), the customer will no longer be eligible for Rider AD. Such customer may have the ability to opt back onto Rider AD if it can be demonstrated to the Company that there has been a change to the number or type of EV chargers associated with the account and the customer has a Charging Ratio of at least 50 percent.

- For Customers billed under Tier 1, the provisions of the SC No. 9 and the PASNY Tariff Rates I and II minimum charge and Minimum Monthly Charge shall not apply.
- Customers receiving delivery discounts under other programs (i.e., Rider J – Business Incentive Rate and SC No. 9 Special Provision H – Excelsior Jobs Program), customers participating in the PPI program, or customers receiving the DCR are not eligible to take service under Rider AD.¹¹
- Customers served under Rider AD are subject to all other rates, charges and terms and conditions of service under their applicable SC (i.e., SC 9 or PASNY Tariff Rates I or II).¹²

The Company has also added Rider AD to the Table of Contents and the list of Service Classification Riders contained in General Rule 24.

Rate Design

The Company developed EV Phase-In Rates for non-residential customers billed under traditional demand rate structures.¹³ The Company calculated the EV Phase-In Rates on a revenue neutral basis to the otherwise applicable class. Customer charges were developed based on the otherwise applicable customer charge in effect under traditional demand rate structures. If a customer charge does not exist for a particular class (e.g., SC 9 Rate I and PASNY Tariff Rates I and II), the customer charge was set based on the customer costs determined in the embedded cost of service study used to set current rates. The delivery usage and demand rates for Tiers 1 through 4 are set forth in Attachment B. The Company has designed the rates for Tiers 1 through 4 to collect a set percentage of revenue¹⁴ through demand charges and usage charges as follows:

	Tier 1	Tier 2	Tier 3	Tier 4
% of Revenue Collected through Demand Rates	0%	25%	50%	75%
% of Revenue Collected through Usage Rates	100%	75%	50%	25%

As required by the Order, the usage rates for Tiers 1 through 4 have been developed on a time of use basis with a super-peak, peak, and off-peak structure in the summer and a peak and

¹¹ The Company proposed to sunset the EV Quick Charging Station Program component of the Business Incentive Rate in the March Filing.

¹² Customers taking service under Rider AD are considered to be taking service under their applicable SC and other charges under such SC will also apply to customers taking service under Rider AD (e.g., the Revenue Decoupling Mechanism would apply to customers taking service under Rider AD even though such mechanism is not explicitly mentioned under Rider AD).

¹³ As such, the Company did not develop EV Phase-In Rates for non-residential customers billed under non-traditional demand rate structures such as Voluntary Time of Use or Standby Service.

¹⁴ Excluding revenue recovered through customer charges.

off-peak structure in the winter. The following chart summarizes the time of use periods for the usage rates for Tiers 1 through 4:¹⁵

Time Period	Summer (June – September)	Winter (October – May)
Super Peak	2 PM – 6 PM, M-F	N/A
Peak	8 AM – 2 PM and 6 PM – 10 PM, M-F	8 AM – 10 PM, M-F
Off-Peak	All Other Days and Hours	All Other Days and Hours

The EV Phase-In Rates were designed to maintain the same seasonal revenue recovery relationships of the otherwise applicable classes. The summer peak rate was set equal to two times the summer off-peak rate and the summer super peak rate was set equal to four times the summer off-peak rate. The winter peak rate was set equal to two times the winter off-peak rate. These ratios are consistent with the recommendations in the Order.

Transition from the Demand Charge Rebate Program and CMCP Use-Case-Specific Adders to the EV Phase-In Rates

Transition from Demand Charge Rebate and CMCP Adders

As mandated by the Order, the Company will terminate the DCR and the CMCP use-case-specific adders once the EV Phase-in Rate is available.

Approximately 60 days prior to implementation of the near-term solutions, Con Edison will reach out to existing Participants and in-process applicants to notify them of the termination of the DCR and CMCP use-case-specific adders and provide details of the EV Phase-in Rate and adjustments to the CMCP.

- Con Edison will reach out twice by email and once by phone, if no response to the emails is received; each communication attempt will be made one week apart. After a total of one initial and three subsequent outreach attempts, Con Edison will cease attempts to reach Participants.

Enrollment in the EV Phase-in Rate

Once the EV-Phase in Rate is implemented, as stated above, participation will transition to the rate on an opt-in basis. Should a customer opt-in to the EV Phase-in Rate, the Company will verify the applicant’s eligibility. For qualifying customers, the Company will calculate the Annual Load Factor and place the customer on the appropriate tier.

¹⁵ The demand rates will match the otherwise applicable SC with regard to whether such rates are time differentiated.

CMCP Incentive Levels

As the CMCP program matures and additional charging infrastructure is installed and operational, the availability of broader data will inform the effectiveness of CMCP incentive levels. Incentives will be reviewed and adjusted as needed before the EV Phase-In Rate becomes available to: (1) incorporate insights from larger EV charging and load profile data sets, (2) cost effectively influence behavior change, (3) manage the program budget, and (4) avoid any market distortionary effects. Adjustments to CMCP incentives will consider the grid value from beneficial charging behavior.

Implementation Matters

The draft tariff amendments included herein are subject to review and approval in this proceeding and, as such, may be modified. Even upon Commission approval of the Company's proposed draft tariff amendments as filed, billing of the various changes included in this filing will require additional time particularly given the Company's migration to a new billing system. Therefore, the Company anticipates that the earliest the EV Phase-In Rates can be implemented is one year after the new billing system is implemented, which is anticipated in the fourth quarter of 2023, or one year after the Commission issues an order approving the EV Phase-In Rates, whichever is later. This proposed timeline will give the Company sufficient opportunity to perform necessary billing system programming and testing to ensure a successful rollout of billing under the EV Phase-In Rates.

Conclusion

As described herein, the Company's proposed EV Phase-In Rate design, draft tariff amendments, and proposal for the transition from the DCR meet the requirements of the Order.¹⁶ The Company looks forward to working with DPS Staff and other stakeholders to discuss these proposals.

Questions regarding this filing can be directed to Ricky Joe at (212) 460-4995.

Sincerely,

/s/ William A. Atzl, Jr.
Director
Rate Engineering Department

¹⁶ Ordering Clause 17 of the Order waived the requirements of Public Service Law §66(12)(b) and 16 NYCRR §720-8.1 as to newspaper publication for the tariff revisions required in Ordering Clause No. 14; however, Ordering Clause 14 related to annual reporting requirements. The Company has interpreted this Ordering Clause 17 to mean that the newspaper publication for the draft tariffs has been waived.

REDLINED TARIFF LEAVES

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date: ~~03/05/2021~~
Issued in compliance with Order in Case ~~20-E-0376 dated 01/27/2021~~ [22-E-0236 dated 1/19/2023](#)

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TABLE OF CONTENTS

General Rules – Continued

24. Service Classification Riders (For Applicability, See Individual Riders)	177
A. Continuance of Agreement for Service by Receiver, etc.	
B. Conjunctional Billing	
C. Intercommunicating Buildings	
D. Operation of Fire Alarm or Signal System	
E. Series Metering - Owner's or Landlord's Agreement	
F. Series Metering - Tenant's Agreement	
G. Submetering	
H. NYSERDA Loan Installment Program	
I. [RESERVED FOR FUTURE USE]	
J. Business Incentive Rate	
K. Pole Attachment Rental Rate	
L. Direct Load Control Program	
M. Day-ahead Hourly Pricing	
N. Emergency Service	
O. [RESERVED FOR FUTURE USE]	
P. Purchases of Installed Capacity	
Q. Standby Rate Pilot	
R. Net Metering and Value Stack Tariff for Customer-Generators	
S. Low Income Program	
T. Commercial Demand Response Programs	
U. NYPA Supply Service	
V. Emergency Demand Response Program	
W. Day Ahead Demand Reduction Program	
X. Rate for Use of Company Facilities for Telecommunications Purposes	
Y. Rates and Charges for Customers Requesting High Load-Density Service	
Z. SC 1 Innovative Pricing Pilot	
AA. SC 2 Innovative Pricing Pilot	
AB. Smart Home Rate	
AC. Term- and Auto-Dynamic Load Management Programs	
AD. Electric Vehicle Phase-In Rates	

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GENERAL RULES

24. Service Classification Riders (Available on Request)

Subject to the terms, conditions and availability of service under each Rider, Customers taking service under this Rate Schedule may be served under the following Riders:

Rider	Applicable to the Following Service Classifications	Comments
A	1, 2, 5, 6, 8, 9, 11, 12, 13	Receivers/trustees
B	1, 2, 5, 8, 9	Conjunctional billing (no applications after May 31, 1959)
C	1, 2, 8, 9	Interconnecting buildings (no applications after May 31, 1959)
D	1, 2, 8, 9, 12	Fire alarms/signals
E	2, 5, 9, 12	Series metering (no applications after February 28, 2014)
F	1, 2, 9	Series metering (no applications after February 28, 2014)
G	2, 8, 9, 12, 13	Submetering
H	1, 2, 8, 9, 12	On-bill recovery of NYSERDA loan installments
I		[RESERVED FOR FUTURE USE]
J	9	Business incentive rate
K	N/A	Attachments by CATV and telecommunications companies
L	1, 2, 8, 9, 12, 13	Direct load control. Also applicable to PASNY Customers
M	5, 8, 9, 11, 12, 13	Hourly pricing for Full Service Customers
N	9	Mobile generators in lower Manhattan
O		[RESERVED FOR FUTURE USE]
P	5, 8, 9, 11, 12, 13	Purchases of installed capacity. Also applicable to PASNY Customers
Q	5, 8, 9, 11, 12, 13	Standby Rate Pilot. Also applicable to PASNY Customers
R	1, 2, 5, 8, 9, 11, 12, 13	Net metering and Value Stack Tariff for customer-generators
S	1	Low income program
T	1, 2, 5, 8, 9, 11, 12, 13	Demand response. Also applicable to Aggregators and PASNY Customers
U	Authority Customers and Public Entities as defined in Public Authorities Law §1005 subdivisions 27.(g) and 17.(b), respectively	NYPA Supply Service
V	8, 9, 12, 13	Emergency demand response. Also applicable to PASNY Customers
W	8, 9, 12, 13	Day-ahead demand reduction
X	N/A	Facilities used for telecommunications
Y	9	High load-density service. Also applicable to PASNY Customers
Z	1	SC 1 Innovative Pricing Pilot
AA	2	SC 2 Innovative Pricing Pilot
AB	1	Smart Home Rate
AC	1, 2, 5, 8, 9, 11, 12, 13	Term- and Auto-Dynamic Load management programs. Also applicable to Aggregators and PASNY Customers

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GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

Rider	Applicable to the Following Service Classifications	Comments
AD	9	Electric Vehicle Phase-In Rates. Also applicable to PASNY Customers

The following Riders may not be applied to Customers taking Standby Service: D, E, F, R, ~~and~~ W, [and AD](#).
The following Riders may not be applied to Retail Access Customers: M, U, W, and AB.

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES

Applicable to SC 9
(Subject to the provisions thereof)

A. Applicability

Demand billed customers with electric vehicle charging sites served under SC Nos. 9 – Rate I or Rate II, or Rate I or II under the PASNY Rate Schedule, will be eligible for the Electric Vehicle Phase-In Rates (the “EV Phase-In Rates”) as follows.

B. Eligibility

To be eligible for the EV Phase-In Rates, a Customer is required to have a Charging Ratio of 50 percent or greater. The Company will calculate the Charging Ratio to determine eligibility as follows:

- (1) For customers with separately metered EV charging load (Customers with no more than 10 kW of non-EV charging ancillary load), the Charging Ratio will be equal to 100 percent.
- (2) For customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the Customer’s account.
- (3) The sum of the EV charging capacity in kW used in the Charging Ratio calculation will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.
- (4) The sum of the maximum kW demands as described herein will be established based on the Customer’s load letter submitted at the time of customer’s application for service, or further updated as specified below.

The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the Customer provides a new load letter revising the Customer’s electric load; however, the Company reserves the right to re-evaluate the Charging Ratio and program eligibility subsequent to application for service.

For qualifying Customers with a Charging Ratio of 50 percent or greater, the Company will calculate, twice per year, an Annual Load Factor that will determine the EV Phase-In Rate tier that will apply to the Customer. The Annual Load Factor determined based on the Customer’s load data from the prior January through December billing periods will be used to determine the tier that will be applicable to the Customer’s bills beginning with the bill having a “from” date on or after the following March 1. The Annual Load Factor determined based on the Customer’s load data from the prior July through June billing periods will be used to determine the tier that will be applicable to the Customer’s bills beginning with the bill having a “from” date on or after the following September 1. The Annual Load Factor will be calculated as follows:

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

B. Eligibility – Continued

For Customers with EV Charging Load and Other On-Site Load

Annual Load factor shall be determined by dividing the kWh usage during a 12-month period by the product of the maximum demand during that 12-month period and the number of hours in the 12-month period.

For Customers with Separately Metered EV Charging Load (Customers with no more than 10 kW of non-EV charging ancillary load)

Annual Load Factor shall be determined by dividing the kWh usage during a 12-month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12-month period.

For new qualifying Customers that do not have at least six months of existing load data, such Customer will be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier. For these Customers, the Annual Load Factor calculations described above shall be performed based on a 6-month period until such time that the Annual Load Factor can be calculated based on 12 months of load data.

C. Term of Service

Service under this Rider will commence with the Customer's first bill having a "from" date on or after the Customer's enrollment under this Rider. A Customer who elects to no longer participate in this Rider will be ineligible for future participation under this Rider unless the Customer can demonstrate to the Company that there has been a change to the number or type of EV chargers associated with the account at which time the Customer may opt back on to Rider AD and will be placed in the applicable tier as described herein provided the Customer has a Charging Ratio of at least 50 percent.

D. Billing

In addition to the rates, charges and terms and conditions of service specified hereunder, Customers served under this Rider are subject to all other rates, charges and terms and conditions of service under SC 9 and Rates I and II under the PASNY Rate Schedule, as applicable, except as specified hereunder.

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges

Delivery Charges Applicable to SC 9 Rate I Customers

Tier 1: Customers with an Annual Load Factor < 10 percent

<u>Customer Charge, per month</u>		<u>\$245.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Winter Billing Period</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.1014</u>	<u>\$0.0740</u>
<u>Super Peak</u>	<u>\$0.2028</u>	<u>\$0.1481</u>
<u>Off Peak</u>	<u>\$0.0507</u>	<u>\$0.0370</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0984</u>	<u>\$0.0754</u>
<u>Off Peak</u>	<u>\$0.0492</u>	<u>\$0.0377</u>

For Customers billed under Tier 1, the provisions of the minimum charge and Minimum Monthly Charge under SC 9 Rate I shall not apply.

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate I Customers - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and < 15 percent

<u>Customer Charge, per month</u>		<u>\$245.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$8.26</u>	<u>\$7.10</u>
<u>Winter Billing Period</u>	<u>\$6.27</u>	<u>\$5.60</u>
<u>Energy Delivery Charge, per kWh</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0761</u>	<u>\$0.0555</u>
<u>Super Peak</u>	<u>\$0.1521</u>	<u>\$0.1111</u>
<u>Off Peak</u>	<u>\$0.0380</u>	<u>\$0.0278</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0738</u>	<u>\$0.0566</u>
<u>Off Peak</u>	<u>\$0.0369</u>	<u>\$0.0283</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate I Customers - Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and < 20 percent

<u>Customer Charge, per month</u>		<u>\$245.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$16.51</u>	<u>\$14.20</u>
<u>Winter Billing Period</u>	<u>\$12.55</u>	<u>\$11.21</u>
<u>Energy Delivery Charge, per kWh</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0507</u>	<u>\$0.0370</u>
<u>Super Peak</u>	<u>\$0.1014</u>	<u>\$0.0740</u>
<u>Off Peak</u>	<u>\$0.0254</u>	<u>\$0.0185</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0492</u>	<u>\$0.0377</u>
<u>Off Peak</u>	<u>\$0.0246</u>	<u>\$0.0189</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate I Customers - Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Customer Charge, per month \$245.00

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$24.77</u>	<u>\$21.29</u>
<u>Winter Billing Period</u>	<u>\$18.82</u>	<u>\$16.81</u>

Energy Delivery Charge, per kWhr

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>On Peak</u>	<u>\$0.0254</u>	<u>\$0.0185</u>
<u>Super Peak</u>	<u>\$0.0507</u>	<u>\$0.0370</u>
<u>Off Peak</u>	<u>\$0.0127</u>	<u>\$0.0093</u>
 <u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0246</u>	<u>\$0.0189</u>
<u>Off Peak</u>	<u>\$0.0123</u>	<u>\$0.0094</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers

Tier 1: Customers with an Annual Load Factor < 10 percent

<u>Customer Charge, per month</u>		<u>\$143.09</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>All hours of all days</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>All hours of all days</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.1277</u>	<u>\$0.0723</u>
<u>Super Peak</u>	<u>\$0.2554</u>	<u>\$0.1447</u>
<u>Off Peak</u>	<u>\$0.0638</u>	<u>\$0.0362</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0683</u>	<u>\$0.0497</u>
<u>Off Peak</u>	<u>\$0.0342</u>	<u>\$0.0248</u>

PSC NO: 10 – Electricity
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and < 15 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$2.61</u>	<u>\$2.77</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$5.26</u>	<u>\$5.58</u>
<u>All hours of all days</u>	<u>\$4.75</u>	<u>\$0.00</u>

Charges applicable for the Winter Billing Period:

<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$4.40</u>	<u>\$4.72</u>
<u>All hours of all days</u>	<u>\$1.32</u>	<u>\$0.00</u>

Energy Delivery Charge, per kWhr

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>On Peak</u>	<u>\$0.0958</u>	<u>\$0.0542</u>
<u>Super Peak</u>	<u>\$0.1915</u>	<u>\$0.1085</u>
<u>Off Peak</u>	<u>\$0.0478</u>	<u>\$0.0272</u>

Charges applicable for the Winter Billing Period:

<u>On Peak</u>	<u>\$0.0512</u>	<u>\$0.0373</u>
<u>Off Peak</u>	<u>\$0.0257</u>	<u>\$0.0186</u>

PSC NO: 10 – Electricity
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers - Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and < 20 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$5.22</u>	<u>\$5.54</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$10.52</u>	<u>\$11.16</u>
<u>All hours of all days</u>	<u>\$9.51</u>	<u>\$0.00</u>

Charges applicable for the Winter Billing Period:

<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$8.79</u>	<u>\$9.44</u>
<u>All hours of all days</u>	<u>\$2.65</u>	<u>\$0.00</u>

Energy Delivery Charge, per kWhr

	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0639</u>	<u>\$0.0361</u>
<u>Super Peak</u>	<u>\$0.1277</u>	<u>\$0.0723</u>
<u>Off Peak</u>	<u>\$0.0319</u>	<u>\$0.0181</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0341</u>	<u>\$0.0248</u>
<u>Off Peak</u>	<u>\$0.0171</u>	<u>\$0.0124</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers - Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$7.83</u>	<u>\$8.31</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$15.78</u>	<u>\$16.74</u>
<u>All hours of all days</u>	<u>\$14.26</u>	<u>\$0.00</u>

Charges applicable for the Winter Billing Period:

<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$13.19</u>	<u>\$14.16</u>
<u>All hours of all days</u>	<u>\$3.97</u>	<u>\$0.00</u>

Energy Delivery Charge, per kWhr

	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0319</u>	<u>\$0.0181</u>
<u>Super Peak</u>	<u>\$0.0638</u>	<u>\$0.0362</u>
<u>Off Peak</u>	<u>\$0.0159</u>	<u>\$0.0091</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0171</u>	<u>\$0.0124</u>
<u>Off Peak</u>	<u>\$0.0086</u>	<u>\$0.0062</u>

PSC NO: 10 – Electricity
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule

Tier 1: Customers with an Annual Load Factor < 10 percent

<u>Customer Charge, per month</u>		<u>\$484.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Winter Billing Period</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0911</u>	<u>\$0.0632</u>
<u>Super Peak</u>	<u>\$0.1822</u>	<u>\$0.1264</u>
<u>Off Peak</u>	<u>\$0.0455</u>	<u>\$0.0316</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.1043</u>	<u>\$0.0832</u>
<u>Off Peak</u>	<u>\$0.0521</u>	<u>\$0.0416</u>

For Customers billed under Tier 1, the provisions of the minimum charge and Minimum Monthly Charge under Rate I of the PASNY Rate Schedule shall not apply.

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and < 15 percent

Customer Charge, per month \$484.00

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$6.62</u>	<u>\$5.39</u>
<u>Winter Billing Period</u>	<u>\$6.62</u>	<u>\$5.39</u>

Energy Delivery Charge, per kWhr

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>On Peak</u>	<u>\$0.0683</u>	<u>\$0.0474</u>
<u>Super Peak</u>	<u>\$0.1367</u>	<u>\$0.0948</u>
<u>Off Peak</u>	<u>\$0.0341</u>	<u>\$0.0237</u>
 <u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0782</u>	<u>\$0.0624</u>
<u>Off Peak</u>	<u>\$0.0391</u>	<u>\$0.0312</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule – Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and < 20 percent

Customer Charge, per month \$484.00

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$13.24</u>	<u>\$10.79</u>
<u>Winter Billing Period</u>	<u>\$13.24</u>	<u>\$10.79</u>

Energy Delivery Charge, per kWh

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>On Peak</u>	<u>\$0.0455</u>	<u>\$0.0316</u>
<u>Super Peak</u>	<u>\$0.0911</u>	<u>\$0.0632</u>
<u>Off Peak</u>	<u>\$0.0227</u>	<u>\$0.0158</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0521</u>	<u>\$0.0416</u>
<u>Off Peak</u>	<u>\$0.0260</u>	<u>\$0.0208</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule – Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

<u>Customer Charge, per month</u>		<u>\$484.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Summer Billing Period</u>	<u>\$19.85</u>	<u>\$16.18</u>
<u>Winter Billing Period</u>	<u>\$19.85</u>	<u>\$16.18</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0228</u>	<u>\$0.0158</u>
<u>Super Peak</u>	<u>\$0.0456</u>	<u>\$0.0316</u>
<u>Off Peak</u>	<u>\$0.0114</u>	<u>\$0.0079</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0261</u>	<u>\$0.0208</u>
<u>Off Peak</u>	<u>\$0.0130</u>	<u>\$0.0104</u>

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule

Tier 1: Customers with an Annual Load Factor < 10 percent

<u>Customer Charge, per month</u>		<u>\$1,054.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>All hours of all days</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>All hours of all days</u>	<u>\$0.00</u>	<u>\$0.00</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.1336</u>	<u>\$0.0629</u>
<u>Super Peak</u>	<u>\$0.2673</u>	<u>\$0.1258</u>
<u>Off Peak</u>	<u>\$0.0668</u>	<u>\$0.0314</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0514</u>	<u>\$0.0382</u>
<u>Off Peak</u>	<u>\$0.0257</u>	<u>\$0.0191</u>

For Customers billed under Tier 1, the provisions of the minimum charge and Minimum Monthly Charge under Rate II of the PASNY Rate Schedule shall not apply.

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and < 15 percent

Customer Charge, per month \$1,054.00

Demand Delivery Charges, per kW of maximum demand

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$2.08</u>	<u>\$2.08</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$6.12</u>	<u>\$6.12</u>
<u>All hours of all days</u>	<u>\$5.64</u>	<u>\$0.00</u>

Charges applicable for the Winter Billing Period:

<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$3.71</u>	<u>\$3.71</u>
<u>All hours of all days</u>	<u>\$1.33</u>	<u>\$0.00</u>

Energy Delivery Charge, per kWhr

<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>On Peak</u>	<u>\$0.1002</u>	<u>\$0.0472</u>
<u>Super Peak</u>	<u>\$0.2005</u>	<u>\$0.0943</u>
<u>Off Peak</u>	<u>\$0.0501</u>	<u>\$0.0236</u>

Charges applicable for the Winter Billing Period:

<u>On Peak</u>	<u>\$0.0386</u>	<u>\$0.0286</u>
<u>Off Peak</u>	<u>\$0.0193</u>	<u>\$0.0143</u>

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24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule - Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and < 20 percent

<u>Customer Charge, per month</u>		<u>\$1,054.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$4.17</u>	<u>\$4.17</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$12.23</u>	<u>\$12.23</u>
<u>All hours of all days</u>	<u>\$11.29</u>	<u>\$0.00</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$7.42</u>	<u>\$7.42</u>
<u>All hours of all days</u>	<u>\$2.67</u>	<u>\$0.00</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0668</u>	<u>\$0.0314</u>
<u>Super Peak</u>	<u>\$0.1336</u>	<u>\$0.0629</u>
<u>Off Peak</u>	<u>\$0.0334</u>	<u>\$0.0157</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0257</u>	<u>\$0.0191</u>
<u>Off Peak</u>	<u>\$0.0129</u>	<u>\$0.0096</u>

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24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule – Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

<u>Customer Charge, per month</u>		<u>\$1,054.00</u>
<u>Demand Delivery Charges, per kW of maximum demand</u>		
<u>Charges applicable for the Summer Billing Period:</u>	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Monday through Friday, 8 AM to 6 PM</u>	<u>\$6.25</u>	<u>\$6.25</u>
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$18.35</u>	<u>\$18.35</u>
<u>All hours of all days</u>	<u>\$16.93</u>	<u>\$0.00</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>Monday through Friday, 8 AM to 10 PM</u>	<u>\$11.13</u>	<u>\$11.13</u>
<u>All hours of all days</u>	<u>\$4.00</u>	<u>\$0.00</u>
<u>Energy Delivery Charge, per kWhr</u>		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
<u>Charges applicable for the Summer Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0334</u>	<u>\$0.0157</u>
<u>Super Peak</u>	<u>\$0.0668</u>	<u>\$0.0314</u>
<u>Off Peak</u>	<u>\$0.0167</u>	<u>\$0.0079</u>
<u>Charges applicable for the Winter Billing Period:</u>		
<u>On Peak</u>	<u>\$0.0129</u>	<u>\$0.0095</u>
<u>Off Peak</u>	<u>\$0.0064</u>	<u>\$0.0048</u>

On-Peak is applicable Monday through Friday, from 8 AM through 2 PM and 6 PM through 10 PM for the Summer Billing Period; 8 AM through 10 PM for the Winter Billing Period.

Super-Peak is applicable to Monday through Friday from 2 PM through 6 PM for the Summer Billing Period.

Off-Peak is applicable to weekends, and all other hours

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date:
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

F. Customers with an Annual Load Factor > 25 percent

Customers with an Annual Load Factor of 25 percent or greater shall pay the Delivery Charges specified in SC No. 9 or Rates I or II of the PASNY Rate Schedule, as applicable, until such time that the Annual Load Factor is less than 25 percent, at which time the Customer will be placed on the applicable EV Phase-In Rate Tier.

To the extent that the Annual Load Factor of a Customer is 25 percent or greater for four consecutive measurement periods (i.e., a two year period), such Customer will no longer be eligible for this Rider. Such Customer may have the ability to opt back onto Rider AD if it can be demonstrated to the Company that there has been a change to the number or type of EV chargers associated with the account and the Customer has a Charging Ratio of at least 50 percent.

G. Increase in Rates and Charges

The rates and charges under this Rider are increased by the applicable percentage as explained in General Rule 30 and shown on the related Statement.

H. Restrictions as to the Availability of this Rider

Service will not be provided under this Rider as follows: (a) to Customers served under Rider J; (b) to Customers served under the Excelsior Jobs Program, SC 9 Special Provision H; (c) to Customers participating in the Company’s DCFC per-plug incentive (“PPI”) program; and (d) to Customers receiving the Public DCFC Demand Charge Rebate described in General Rule 10.13.

CLEAN TARIFF LEAVES

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date:
Issued in compliance with Order in Case 22-E-0236 dated 1/19/2023

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Revision: DRAFT
Superseding Revision:

TABLE OF CONTENTS

General Rules – Continued

24. Service Classification Riders (For Applicability, See Individual Riders)	177
A. Continuance of Agreement for Service by Receiver, etc.	
B. Conjunctional Billing	
C. Intercommunicating Buildings	
D. Operation of Fire Alarm or Signal System	
E. Series Metering - Owner's or Landlord's Agreement	
F. Series Metering - Tenant's Agreement	
G. Submetering	
H. NYSERDA Loan Installment Program	
I. [RESERVED FOR FUTURE USE]	
J. Business Incentive Rate	
K. Pole Attachment Rental Rate	
L. Direct Load Control Program	
M. Day-ahead Hourly Pricing	
N. Emergency Service	
O. [RESERVED FOR FUTURE USE]	
P. Purchases of Installed Capacity	
Q. Standby Rate Pilot	
R. Net Metering and Value Stack Tariff for Customer-Generators	
S. Low Income Program	
T. Commercial Demand Response Programs	
U. NYPA Supply Service	
V. Emergency Demand Response Program	
W. Day Ahead Demand Reduction Program	
X. Rate for Use of Company Facilities for Telecommunications Purposes	
Y. Rates and Charges for Customers Requesting High Load-Density Service	
Z. SC 1 Innovative Pricing Pilot	
AA. SC 2 Innovative Pricing Pilot	
AB. Smart Home Rate	
AC. Term- and Auto-Dynamic Load Management Programs	
AD. Electric Vehicle Phase-In Rates	

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 1/19/2023

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 Revision: DRAFT
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GENERAL RULES

24. Service Classification Riders (Available on Request)

Subject to the terms, conditions and availability of service under each Rider, Customers taking service under this Rate Schedule may be served under the following Riders:

Rider	Applicable to the Following Service Classifications	Comments
A	1, 2, 5, 6, 8, 9, 11, 12, 13	Receivers/trustees
B	1, 2, 5, 8, 9	Conjunctional billing (no applications after May 31, 1959)
C	1, 2, 8, 9	Interconnecting buildings (no applications after May 31, 1959)
D	1, 2, 8, 9, 12	Fire alarms/signals
E	2, 5, 9, 12	Series metering (no applications after February 28, 2014)
F	1, 2, 9	Series metering (no applications after February 28, 2014)
G	2, 8, 9, 12, 13	Submetering
H	1, 2, 8, 9, 12	On-bill recovery of NYSERDA loan installments
I		[RESERVED FOR FUTURE USE]
J	9	Business incentive rate
K	N/A	Attachments by CATV and telecommunications companies
L	1, 2, 8, 9, 12, 13	Direct load control. Also applicable to PASNY Customers
M	5, 8, 9, 11, 12, 13	Hourly pricing for Full Service Customers
N	9	Mobile generators in lower Manhattan
O		[RESERVED FOR FUTURE USE]
P	5, 8, 9, 11, 12, 13	Purchases of installed capacity. Also applicable to PASNY Customers
Q	5, 8, 9, 11, 12, 13	Standby Rate Pilot. Also applicable to PASNY Customers
R	1, 2, 5, 8, 9, 11, 12, 13	Net metering and Value Stack Tariff for customer-generators
S	1	Low income program
T	1, 2, 5, 8, 9, 11, 12, 13	Demand response. Also applicable to Aggregators and PASNY Customers
U	Authority Customers and Public Entities as defined in Public Authorities Law §1005 subdivisions 27.(g) and 17.(b), respectively	NYPA Supply Service
V	8, 9, 12, 13	Emergency demand response. Also applicable to PASNY Customers
W	8, 9, 12, 13	Day-ahead demand reduction
X	N/A	Facilities used for telecommunications
Y	9	High load-density service. Also applicable to PASNY Customers
Z	1	SC 1 Innovative Pricing Pilot
AA	2	SC 2 Innovative Pricing Pilot
AB	1	Smart Home Rate
AC	1, 2, 5, 8, 9, 11, 12, 13	Term- and Auto-Dynamic Load management programs. Also applicable to Aggregators and PASNY Customers

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date:
Issued in compliance with Order in Case 22-E-0236 dated 1/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

Rider	Applicable to the Following Service Classifications	Comments
AD	9	<u>Electric Vehicle Phase-In Rates. Also applicable to PASNY Customers</u>

The following Riders may not be applied to Customers taking Standby Service: D, E, F, R, W, and AD.
The following Riders may not be applied to Retail Access Customers: M, U, W, and AB.

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
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Issued in compliance with Order in Case 22-E-0236 dated 1/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES

Applicable to SC 9
(Subject to the provisions thereof)

A. Applicability

Demand billed customers with electric vehicle charging sites served under SC Nos. 9 – Rate I or Rate II, or Rate I or II under the PASNY Rate Schedule, will be eligible for the Electric Vehicle Phase-In Rates (the “EV Phase-In Rates”) as follows.

B. Eligibility

To be eligible for the EV Phase-In Rates, a Customer is required to have a Charging Ratio of 50 percent or greater. The Company will calculate the Charging Ratio to determine eligibility as follows:

- (1) For customers with separately metered EV charging load (Customers with no more than 10 kW of non-EV charging ancillary load), the Charging Ratio will be equal to 100 percent.
- (2) For customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the Customer’s account.
- (3) The sum of the EV charging capacity in kW used in the Charging Ratio calculation will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.
- (4) The sum of the maximum kW demands as described herein will be established based on the Customer’s load letter submitted at the time of customer’s application for service, or further updated as specified below.

The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the Customer provides a new load letter revising the Customer’s electric load; however, the Company reserves the right to re-evaluate the Charging Ratio and program eligibility subsequent to application for service.

For qualifying Customers with a Charging Ratio of 50 percent or greater, the Company will calculate, twice per year, an Annual Load Factor that will determine the EV Phase-In Rate tier that will apply to the Customer. The Annual Load Factor determined based on the Customer’s load data from the prior January through December billing periods will be used to determine the tier that will be applicable to the Customer’s bills beginning with the bill having a “from” date on or after the following March 1. The Annual Load Factor determined based on the Customer’s load data from the prior July through June billing periods will be used to determine the tier that will be applicable to the Customer’s bills beginning with the bill having a “from” date on or after the following September 1. The Annual Load Factor will be calculated as follows:

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date:
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

B. Eligibility – Continued

For Customers with EV Charging Load and Other On-Site Load

Annual Load factor shall be determined by dividing the kWh usage during a 12-month period by the product of the maximum demand during that 12-month period and the number of hours in the 12-month period.

For Customers with Separately Metered EV Charging Load (Customers with no more than 10 kW of non-EV charging ancillary load)

Annual Load Factor shall be determined by dividing the kWh usage during a 12-month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12-month period.

For new qualifying Customers that do not have at least six months of existing load data, such Customer will be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier. For these Customers, the Annual Load Factor calculations described above shall be performed based on a 6-month period until such time that the Annual Load Factor can be calculated based on 12 months of load data.

C. Term of Service

Service under this Rider will commence with the Customer's first bill having a "from" date on or after the Customer's enrollment under this Rider. A Customer who elects to no longer participate in this Rider will be ineligible for future participation under this Rider unless the Customer can demonstrate to the Company that there has been a change to the number or type of EV chargers associated with the account at which time the Customer may opt back on to Rider AD and will be placed in the applicable tier as described herein provided the Customer has a Charging Ratio of at least 50 percent.

D. Billing

In addition to the rates, charges and terms and conditions of service specified hereunder, Customers served under this Rider are subject to all other rates, charges and terms and conditions of service under SC 9 and Rates I and II under the PASNY Rate Schedule, as applicable, except as specified hereunder.

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges

Delivery Charges Applicable to SC 9 Rate I Customers

Tier 1: Customers with an Annual Load Factor \leq 10 percent

Customer Charge, per month \$245.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$0.00	\$0.00
Winter Billing Period	\$0.00	\$0.00

Energy Delivery Charge, per kWhr

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.1014	\$0.0740
Super Peak	\$0.2028	\$0.1481
Off Peak	\$0.0507	\$0.0370
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0984	\$0.0754
Off Peak	\$0.0492	\$0.0377

For Customers billed under Tier 1, the provisions of the minimum charge and Minimum Monthly Charge under SC 9 Rate I shall not apply.

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate I Customers - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and ≤ 15 percent

Customer Charge, per month \$245.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$8.26	\$7.10
Winter Billing Period	\$6.27	\$5.60

Energy Delivery Charge, per kWh

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0761	\$0.0555
Super Peak	\$0.1521	\$0.1111
Off Peak	\$0.0380	\$0.0278
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0738	\$0.0566
Off Peak	\$0.0369	\$0.0283

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate I Customers - Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and ≤ 20 percent

Customer Charge, per month \$245.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$16.51	\$14.20
Winter Billing Period	\$12.55	\$11.21

Energy Delivery Charge, per kWh

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0507	\$0.0370
Super Peak	\$0.1014	\$0.0740
Off Peak	\$0.0254	\$0.0185
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0492	\$0.0377
Off Peak	\$0.0246	\$0.0189

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate I Customers - Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Customer Charge, per month \$245.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$24.77	\$21.29
Winter Billing Period	\$18.82	\$16.81

Energy Delivery Charge, per kWh

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0254	\$0.0185
Super Peak	\$0.0507	\$0.0370
Off Peak	\$0.0127	\$0.0093
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0246	\$0.0189
Off Peak	\$0.0123	\$0.0094

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers

Tier 1: Customers with an Annual Load Factor \leq 10 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$0.00	\$0.00
Monday through Friday, 8 AM to 10 PM	\$0.00	\$0.00
All hours of all days	\$0.00	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$0.00	\$0.00
All hours of all days	\$0.00	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.1277	\$0.0723
Super Peak	\$0.2554	\$0.1447
Off Peak	\$0.0638	\$0.0362

Charges applicable for the Winter Billing Period:

On Peak	\$0.0683	\$0.0497
Off Peak	\$0.0342	\$0.0248

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date:
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and ≤ 15 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$2.61	\$2.77
Monday through Friday, 8 AM to 10 PM	\$5.26	\$5.58
All hours of all days	\$4.75	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$4.40	\$4.72
All hours of all days	\$1.32	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.0958	\$0.0542
Super Peak	\$0.1915	\$0.1085
Off Peak	\$0.0478	\$0.0272

Charges applicable for the Winter Billing Period:

On Peak	\$0.0512	\$0.0373
Off Peak	\$0.0257	\$0.0186

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date:
Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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Revision: DRAFT
Superseding Revision:

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers - Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and ≤ 20 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$5.22	\$5.54
Monday through Friday, 8 AM to 10 PM	\$10.52	\$11.16
All hours of all days	\$9.51	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$8.79	\$9.44
All hours of all days	\$2.65	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.0639	\$0.0361
Super Peak	\$0.1277	\$0.0723
Off Peak	\$0.0319	\$0.0181
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0341	\$0.0248
Off Peak	\$0.0171	\$0.0124

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

Leaf: 327.36
 Revision: DRAFT
 Superseding Revision:

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges - Continued

Delivery Charges Applicable to SC 9 Rate II Customers - Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Customer Charge, per month \$143.09

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$7.83	\$8.31
Monday through Friday, 8 AM to 10 PM	\$15.78	\$16.74
All hours of all days	\$14.26	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$13.19	\$14.16
All hours of all days	\$3.97	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.0319	\$0.0181
Super Peak	\$0.0638	\$0.0362
Off Peak	\$0.0159	\$0.0091
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0171	\$0.0124
Off Peak	\$0.0086	\$0.0062

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule

Tier 1: Customers with an Annual Load Factor \leq 10 percent

Customer Charge, per month \$484.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$0.00	\$0.00
Winter Billing Period	\$0.00	\$0.00

Energy Delivery Charge, per kWhr

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0911	\$0.0632
Super Peak	\$0.1822	\$0.1264
Off Peak	\$0.0455	\$0.0316
Charges applicable for the Winter Billing Period:		
On Peak	\$0.1043	\$0.0832
Off Peak	\$0.0521	\$0.0416

For Customers billed under Tier 1, the provisions of the minimum charge and Minimum Monthly Charge under Rate I of the PASNY Rate Schedule shall not apply.

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and ≤ 15 percent

Customer Charge, per month \$484.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$6.62	\$5.39
Winter Billing Period	\$6.62	\$5.39

Energy Delivery Charge, per kWh

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0683	\$0.0474
Super Peak	\$0.1367	\$0.0948
Off Peak	\$0.0341	\$0.0237
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0782	\$0.0624
Off Peak	\$0.0391	\$0.0312

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
 Issued in compliance with Order in Case 22-E-0236 dated 01/19/2023

Leaf: 327.39
 Revision: DRAFT
 Superseding Revision:

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule – Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and ≤ 20 percent

Customer Charge, per month \$484.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$13.24	\$10.79
Winter Billing Period	\$13.24	\$10.79

Energy Delivery Charge, per kWh

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0455	\$0.0316
Super Peak	\$0.0911	\$0.0632
Off Peak	\$0.0227	\$0.0158
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0521	\$0.0416
Off Peak	\$0.0260	\$0.0208

PSC NO: 10 – Electricity
 Consolidated Edison Company of New York, Inc.
 Initial Effective Date:
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate I under the PASNY Rate Schedule – Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Customer Charge, per month \$484.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Summer Billing Period	\$19.85	\$16.18
Winter Billing Period	\$19.85	\$16.18

Energy Delivery Charge, per kWh

	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.0228	\$0.0158
Super Peak	\$0.0456	\$0.0316
Off Peak	\$0.0114	\$0.0079
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0261	\$0.0208
Off Peak	\$0.0130	\$0.0104

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule

Tier 1: Customers with an Annual Load Factor \leq 10 percent

<u>Customer Charge</u> , per month		\$1,054.00
<u>Demand Delivery Charges</u> , per kW of maximum demand		
Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$0.00	\$0.00
Monday through Friday, 8 AM to 10 PM	\$0.00	\$0.00
All hours of all days	\$0.00	\$0.00
Charges applicable for the Winter Billing Period:		
Monday through Friday, 8 AM to 10 PM	\$0.00	\$0.00
All hours of all days	\$0.00	\$0.00
<u>Energy Delivery Charge</u> , per kWhr		
	<u>Low Tension Service</u>	<u>High Tension Service</u>
Charges applicable for the Summer Billing Period:		
On Peak	\$0.1336	\$0.0629
Super Peak	\$0.2673	\$0.1258
Off Peak	\$0.0668	\$0.0314
Charges applicable for the Winter Billing Period:		
On Peak	\$0.0514	\$0.0382
Off Peak	\$0.0257	\$0.0191

For Customers billed under Tier 1, the provisions of the minimum charge and Minimum Monthly Charge under Rate II of the PASNY Rate Schedule shall not apply.

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule - Continued

Tier 2: Customers with an Annual Load Factor > 10 percent and ≤ 15 percent

Customer Charge, per month \$1,054.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$2.08	\$2.08
Monday through Friday, 8 AM to 10 PM	\$6.12	\$6.12
All hours of all days	\$5.64	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$3.71	\$3.71
All hours of all days	\$1.33	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.1002	\$0.0472
Super Peak	\$0.2005	\$0.0943
Off Peak	\$0.0501	\$0.0236

Charges applicable for the Winter Billing Period:

On Peak	\$0.0386	\$0.0286
Off Peak	\$0.0193	\$0.0143

PSC NO: 10 – Electricity
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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule - Continued

Tier 3: Customers with an Annual Load Factor > 15 percent and ≤ 20 percent

Customer Charge, per month \$1,054.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$4.17	\$4.17
Monday through Friday, 8 AM to 10 PM	\$12.23	\$12.23
All hours of all days	\$11.29	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$7.42	\$7.42
All hours of all days	\$2.67	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.0668	\$0.0314
Super Peak	\$0.1336	\$0.0629
Off Peak	\$0.0334	\$0.0157

Charges applicable for the Winter Billing Period:		
On Peak	\$0.0257	\$0.0191
Off Peak	\$0.0129	\$0.0096

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GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

E. Delivery Charges – Continued

Delivery Charges Applicable to Rate II under the PASNY Rate Schedule – Continued

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

Customer Charge, per month \$1,054.00

Demand Delivery Charges, per kW of maximum demand

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
Monday through Friday, 8 AM to 6 PM	\$6.25	\$6.25
Monday through Friday, 8 AM to 10 PM	\$18.35	\$18.35
All hours of all days	\$16.93	\$0.00

Charges applicable for the Winter Billing Period:

Monday through Friday, 8 AM to 10 PM	\$11.13	\$11.13
All hours of all days	\$4.00	\$0.00

Energy Delivery Charge, per kWhr

Charges applicable for the Summer Billing Period:	<u>Low Tension Service</u>	<u>High Tension Service</u>
On Peak	\$0.0334	\$0.0157
Super Peak	\$0.0668	\$0.0314
Off Peak	\$0.0167	\$0.0079

Charges applicable for the Winter Billing Period:

On Peak	\$0.0129	\$0.0095
Off Peak	\$0.0064	\$0.0048

On-Peak is applicable Monday through Friday, from 8 AM through 2 PM and 6 PM through 10 PM for the Summer Billing Period; 8 AM through 10 PM for the Winter Billing Period.

Super-Peak is applicable to Monday through Friday from 2 PM through 6 PM for the Summer Billing Period.

Off-Peak is applicable to weekends, and all other hours

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24. Service Classification Riders (Available on Request) – Continued

RIDER AD – ELECTRIC VEHICLE PHASE-IN RATES - Continued

F. Customers with an Annual Load Factor \geq 25 percent

Customers with an Annual Load Factor of 25 percent or greater shall pay the Delivery Charges specified in SC No. 9 or Rates I or II of the PASNY Rate Schedule, as applicable, until such time that the Annual Load Factor is less than 25 percent, at which time the Customer will be placed on the applicable EV Phase-In Rate Tier.

To the extent that the Annual Load Factor of a Customer is 25 percent or greater for four consecutive measurement periods (i.e., a two year period), such Customer will no longer be eligible for this Rider. Such Customer may have the ability to opt back onto Rider AD if it can be demonstrated to the Company that there has been a change to the number or type of EV chargers associated with the account and the Customer has a Charging Ratio of at least 50 percent.

G. Increase in Rates and Charges

The rates and charges under this Rider are increased by the applicable percentage as explained in General Rule 30 and shown on the related Statement.

H. Restrictions as to the Availability of this Rider

Service will not be provided under this Rider as follows: (a) to Customers served under Rider J; (b) to Customers served under the Excelsior Jobs Program, SC 9 Special Provision H; (c) to Customers participating in the Company's DCFC per-plug incentive ("PPI") program; and (d) to Customers receiving the Public DCFC Demand Charge Rebate described in General Rule 10.13.