

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

### 10. Meter Reading and Billing - Continued

#### 10.11 Reactive Power Demand Charge - Continued

- (3) A Customer subject to the Reactive Power Demand Charge pursuant to paragraph (1)(a), (b), or (c) above will no longer be subject to the Reactive Power Demand Charge commencing in the month following 12 consecutive months in which the maximum demand does not exceed 300 kW.
- (4) After the installation of communications service, the Company will make available to a Customer its kVar and kW interval data via the Internet. Existing Customers subject to the Reactive Power Demand Charge pursuant to paragraphs (1)(a) above will generally be provided access to daily kVar and kW interval data during each of the six months in advance of being subject to the Reactive Power Demand Charge. Customer access to daily kW and kVar interval data via the Internet will generally be provided on a one-day lag, subject to the Company resolving communications issues that may arise from time to time.

#### 10.12 Electric Vehicle Managed Charging Program Participation Incentives

Participation incentives paid to customers under the Managed Charging Program, as described in the Managed Charging Implementation Plan filed by the Company in Case 18-E-0138, are set forth on the Statement of Managed Charging Participation Incentives.

The Statement of Managed Charging Participation Incentives shall be filed with the Commission, apart from this Schedule. Such statement shall be filed not less than thirty days prior to a proposed change in the participation incentives. Such participation incentives shall be designed as follows:

- (a) The participation incentive for light duty vehicles shall be designed so as to not exceed the sum of: (1) the difference between the SC 1 Rate I over 250 kWh block delivery rate and the off-peak SC 1 Rate III delivery rate; and (2) the difference between the forecast of the SC 1 Rate I Market Supply Charge and the SC 1 Rate III off-peak energy Market Supply Charge.
- (b) The participation incentive for medium and heavy duty vehicles shall be designed so as to not exceed the sum of: (1) a per kWh equivalent of the difference between the SC 9 Rate I demand delivery rate and the off-peak SC 9 Rate IV as-used demand delivery rate; and (2) the difference between the forecast of the energy component of the SC 9 Rate I Market Supply Charge and the forecast of the energy component of the SC 9 Rate IV off-peak Market Supply Charge.

The Company may file with the Commission for approval of participation incentives that exceed such values.