

MSCs are making great progress preparing for electric vehicle supply equipment (EVSE) installation and the arrival of light-duty (LD) electric vehicles (EVs)/zero-emission vehicles (ZEVs). Read on for recent progress updates and information on how to handle unexpected EV deliveries and appropriately charge Plug-In Hybrid Electric Vehicles (PHEVs).

I'VE RECEIVED AN EV, BUT I DON'T HAVE EVSE YET!

What do I do?

In the Louisville District, some EVs have arrived prior to EVSE installation. To mitigate this issue, projects have bought [portable chargers](#) as a temporary solution. While not meant to replace permanent EVSE installation, the chargers only requires around \$1,000 and one hour of labor, depending on site's available outlets, to enable mission continuity despite the unexpected EVs.

Considerations:

- It is important to get a model with the correct amperage draw based on each project's power capability.
- Projects must self-fund portable charger purchases; the centralized Civil Works (CW) Operations & Maintenance (O&M) EVSE funding can only be used to fund permanent EVSE installation at CW O&M USACE-owned sites
- All Government acquisition requirements must be followed when purchasing portable chargers. These include use of GSA Advantage as required. Time delays with delivery and lower costs may provide documentable reasons for purchases outside usual avenues. Please refer questions to your local Resource Management (RM) or Office of Counsel (OC) office.

PROGRESS ALERT: SAD LEVEL 3 CHARGERS

South Atlantic Division (SAD) is installing thirty-five Level 3 Direct Current (DC) Fast chargers at hydropower and navigation projects across Charleston, Jacksonville, Mobile, Savannah, and Wilmington Districts. These systems were selected due to their ability to use the existing three-phase 480V electrical infrastructure available at each facility. They provide charging speeds that are at minimum 50% faster than the capabilities offered by the highest capacity Level 2 chargers.

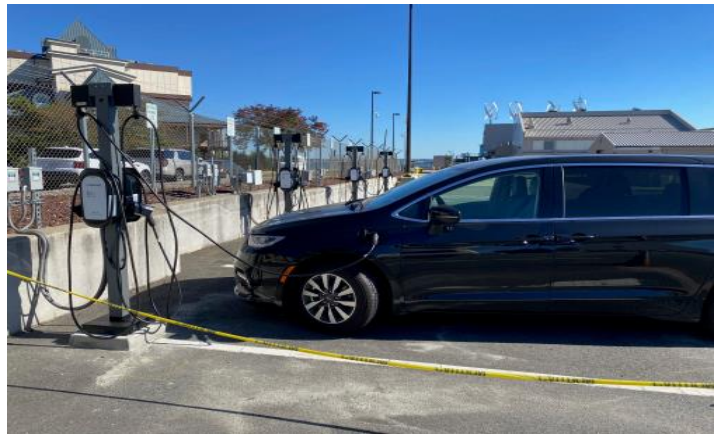
Most of SAD's new chargers are from Espen EV Chargers. These systems have dual charging cables, similar to those shown at right, that can charge two EVs simultaneously by splitting power between each vehicle. Installation can be tailored to specific projects: the chargers can be mounted either to a wall or to a pedestal.



Two projects in Jacksonville District, Canaveral Lock and W.P. Franklin Lock, will instead receive Tritium RTM75 50kW DC Fast Chargers. These systems offer dual charging capabilities and are engineered to ensure operation in the harsh oceanfront environments found at these projects.

PROGRESS ALERT: NAD REVOLVING FUND (RF) INSTALLATION

North Atlantic Division (NAD) recently installed eight Level 2 EVSE at Caven Point, a RF site in New York District. Congratulations to NAD and Caven Point for navigating this installation, despite funding challenges for RF sites – keep up the good work!



Interested in learning more about how this RF site was able to fund EVSE installation?
 Reach out to Ann Marie DiLorenzo (Ann.M.Dilorenzo@usace.army.mil) to be connected with project points of contact!
Have installs or other progress to share?
 Contact Marti Sedgwick or Jay Plucker to be featured in the next newsletter!

Answering Key Questions from the Field

Why is it important to ensure PHEVs are being consistently plugged in?

Keeping PHEVs plugged in when not in use minimizes the use of back-up internal combustion engines. While PHEVs count as ZEVs to meet Administration fleet electrification requirements regardless, minimizing use of the back-up internal combustion engines reduces vehicle emissions and pollution, helping USACE meet broader sustainability goals.

How is HQUSACE working to minimize or eliminate use of back-up PHEV internal combustion engines?

USACE Sustainability and Fleet Management are collaborating to help educate PHEV users on best practices, as well as the general benefits of fleet electrification through formalized classes, webinars, briefings, and these monthly newsletters!

If you have any questions on EVs, EVSEs, or related subject areas, please reach to one of the names listed below. For questions related to CW sites, contact Mr. Scot Dahms. For questions related to RF sites, contact Ms. Marti Sedgwick.

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