

THE EMPIRE DISTRICT ELECTRIC COMPANY d/b/a LIBERTY

P.S.C. Mo. No. 6 Sec. 3 Original Sheet No. 14
Canceling P.S.C. Mo. No. _____ Sec. _____ Original Sheet No. _____
For ALL TERRITORY

NON-ROAD ELECTRIFICATION PILOT PROGRAM SCHEDULE NREPP
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NON-ROAD ELECTRIFICATION PILOT PROGRAM
Schedule NREPP

PROGRAM DESCRIPTION

The Non-Road Electrification Pilot Program provides incentives to encourage adoption of qualifying electric technologies that would otherwise be powered by gasoline or diesel, including electric forklifts of qualifying tonnage, electric-standby truck refrigeration units (“TRUs”) and truck stop electrification equipment to power driver cabin appliances.

AVAILABILITY AND PROGRAM RULES

This Schedule NREPP is available to non-residential customers currently receiving permanent, metered electric service under the Empire District Electric Company’s (“Company”) retail rate schedules, with the application of the following eligibility requirements for incentives in support of purchase and/or lease and commissioning of eligible electrically charged non-road equipment and/or charging infrastructure:

- The **Forklift Equipment** rebate is available to commercial and industrial customers, including customers in the manufacturing, wholesale and retail trade, and warehousing sectors who own and/or lease and operate eligible forklift equipment that meets the following criteria:
 - Eligible forklift equipment shall be defined as vehicles with two power-operated prongs at the front that can be slid under heavy loads and then raised for moving and stacking materials in warehouses, shipping depots, distribution center, etc.
 - Incentives are only available for Class I Lift Trucks having a capacity of greater than 6,000 pounds only, and which are not replacing existing equipment that utilizes propane as its fuel source.
- The **Electric-Standby Truck Refrigeration Unit (TRU) Equipment** rebate is available to commercial and industrial customers, including customers in the trucking, manufacturing, wholesale and retail trade, and warehousing sectors who install an electrical port powered by the electric grid for the purpose of powering a tractor trailer or box truck refrigeration system until and/or while perishable items are unloaded/loaded.
- The **Truck Stop Electrification Equipment** rebate is available to commercial trucking customers both at public truck stops and travel centers, as well as in warehouses and shipping depots who purchase and install single- or dual-system electrification equipment for the purpose of providing truck drivers’ rest-period needs.

The incentives shall be available to applicants who satisfy all requirements prescribed in this tariff schedule and will be allocated on a first come – first served basis until the Company’s incentive budget has been expended in full. There are no pre-determined minimal amounts that must be allocated across the three categories of equipment eligible for incentives.

DEFINITIONS

Participant: A customer of the Company that meets the eligibility criteria established in Schedule NREPP for participation in the Non-Road Electrification Pilot Program and who executes a Participant Agreement.

Participation Agreement: An agreement between the Company and the Participant further describing the terms and conditions governing the Participant’s participation in the Non-Road Electrification Pilot Program.

Minority or Women Business Enterprise (“M/WBE”): Any business certified by the Missouri Office of Equal Opportunity as an M/WBE.

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MAXIMUM INCENTIVE AMOUNTS AND ELIGIBILITY REQUIREMENTS

Schedule NREPP incentives will be provided by the Company via customer rebates. Eligible customers will be required to provide documentation of the required equipment specifications and evidence of payment.

Maximum rebate amounts are as follows:

- **Forklift Equipment** – up to \$2,500 (owned forklifts) or \$1,250 (leased forklifts).
- **Electric-Standby TRU Equipment** – up to \$1,600 per TRU port
- **Truck Stop Electrification Equipment** – up to \$2,300 per connection or pedestal

Customers may receive only one incentive per Measure. Should the interest in the program exceed the available incentives at any time, first preference for participation shall be given to customers who agree to incorporate suitable technology that allows for remote monitoring of equipment usage. Additional criteria upon which the Company will prioritize the distribution of incentives shall include:

- The Applicant's willingness to transition their facilities to the Time of Use rate schedules;
- Location in economically challenged areas in the Company's service territory;
- Lower (relative to other participants applying at the same time) estimated distribution system reinforcement expenditures required to accommodate the installation of chargers.

WAITING LIST

If a customer wishes to enroll after the Company has exhausted program funding, the customer may elect to be placed on a waiting list. The Company will maintain records related to the waiting list until the conclusion of the Program's term.

PROGRAM PROVISIONS AND SPECIAL TERMS

1. Customers applying for the Non-Road Electrification Pilot Program must have and maintain an account that is not more than 60 days delinquent or in default at the time of application.
2. Participants waive all rights to any retrospective billing reductions arising from a claim that the Participant's service would be or would have been at a lower cost had it not participated in the Non-Road Electrification Pilot Program for any period of time.