

To property management or ownership committee,

I have recently ordered a Tesla Model S, an all-electric premium vehicle that to date is available in North America, Europe, Mainland China, and Hong Kong. I very much look forward to all the ownership benefits of having a Model S, two of which are zero emissions and the ability to charge the car at home (no more gas station visits!).

Tesla Motors is committed to the safe and efficient installation of charging equipment for all customers.

For your information, here are some examples of certifications from independent third parties that confirm the safety and quality standard of the Tesla wall connector

- **Underwriters Laboratories Certification (UL)** – UL is an insurer and self-described as “A not-for-profit organization dedicated to public safety”. UL’s certification process is very thorough and widely accepted. The certification of Tesla’s wall connector took over 10 months and the Tesla factory in Fremont California, where the wall connector is assembled, is audited on a quarterly basis for its adherence to the certification/safety standards.
- **Conformité Européene Certification (CE)** – CE is the mandatory European Conformity marking that indicates a manufacturer's declaration that the product complies with the **essential requirements** of the relevant European health, safety, and environmental protection legislation. This marking is recognized in the 30 state European Economic Area (EEA).

Tesla understands that allowing the first few residents to install an electric vehicle charger will be possible on the existing electrical system, and that any additional installations may require an electrical upgrade to the building for capacity reasons. There are several options to approaching the discussion about expanding the electrical systems capacity with residents, and I would like to illustrate these options here:

- **Property management may poll tenants to gauge interest in electric vehicle charging** – By understanding the interest in EV charging the building management can explore the costs associated with upgrading the electrical system and how these costs would be distributed evenly to each interested party.
- **Property management may allow the first few residents to install charger from the common meter** – The house or common electrical system that lights the hallways and common areas usually has extra power capacity and can support a number of EV chargers. This is the most cost effective way to install a charging system for the first EV adopters in the building.
- **Property management may install charger in common or guest parking space** – This is the option of last resort as it is not the best experience for myself and other EV owners. If the building has limited available power and additional car parks that are not for individual resident use, this type of installation is the most cost-effective solution in case there is very limited EV ownership interest by the residents. It is also an option when individual parking spaces are not assigned

From the large volume of installations Tesla Motors has support around the world, they also have shared options to address the question of how a resident will be billed for the energy they use if taking power from the common electrical system. There are very transparent and low-cost options to manage this:

- **Per use basis** – Utilities will allow buildings to charge tenants on a per use basis when sub-metering is not an option or is not cost-effective. This billing must be based on each use regardless of time, or for daily or monthly access. The amount of energy a customer is expected to use over any given period can be calculated by their daily driving distance so that a fair fee can be established.

I appreciate your consideration of my inquiry, both as a resident and as an early adopter of a revolutionary automotive technology that can make our community, Hong Kong, and the world a better place to live in.