STATE OF INDIANA

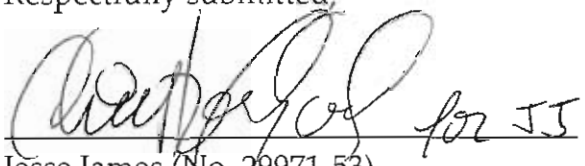
INDIANA UTILITY REGULATORY COMMISSION

VERIFIED PETITION OF NORTHERN INDIANA PUBLIC SERVICE COMPANY FOR APPROVAL OF AN ECONOMIC DEVELOPMENT PROGRAM, INCLUDING VARIOUS PILOTS, TO PROMOTE THE DEPLOYMENT OF ALTERNATIVE FUEL VEHICLES, INCLUDING THE APPROVAL OF APPROPRIATE TARIFFS AND ASSOCIATED TERMS AND CONDITIONS OF SERVICE, FORMS OF STANDARD CONTRACTS AND TIMELY RECOVERY OF COSTS IN ACCORDANCE WITH IND. CODE § 8-1-2-42(a).	)	**CAUSE NO. 44016**

COMPLIANCE FILING

In accordance with the Indiana Utility Regulatory Commission's February 1, 2012 Order in this Cause, Petitioner Northern Indiana Public Service Company, by counsel, respectfully submits the public version of its Second Quarterly Report covering the period May 1, 2012 through July 31, 2012.

Respectfully submitted,



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CERTIFICATE OF SERVICE

The undersigned hereby certifies that on October 1, 2012, the foregoing was served via email transmission upon Karol Krohn, Indiana Office of Utility Consumer Counselor, 115 W. Washington Street, Suite 1500 South, Indianapolis, Indiana 46204 (kkrohn@oucc.in.gov, infomgt@oucc.in.gov).

Christopher C. Earle

IN-Charge Electric Vehicle Program Quarterly Report

Cause No. 44016

(5/1/12 – 7/31/12)

NIPSCO

I. Executive Summary

On April 8, 2011, NIPSCO filed a request in Cause No. 44016 with the Indiana Utility Regulatory Commission (Commission) for approval of an economic development program associated with the deployment of alternative fuel vehicles such as plug-in electric vehicles (EVs). The Commission approved NIPSCO's IN-Charge Electric Vehicle (EV) Pilot Program ("Program") on February 1, 2012.[1]

This is NIPSCO's 2nd quarterly report for the Program, which provides an update on implementation, participation, participant costs, expenditures and preliminary usage information for the first six months of Phase I implementation - which focuses on promoting EV adoption among residential participants.[2] Later reports may include information and data about Phase II initiatives.

On April 2, 2012 - approximately two months after Commission approval - NIPSCO launched its IN-Charge Electric Vehicle Program – "At Home". Thus, even though the report covers six months, participation is based on four months of the Program being available to the public (April –July). As of July 31, 2012, NIPSCO received 46 enrollment requests. Estimates of installation costs, excluding the cost of a home EV charger, ranged from $600 to $2,534 with an average of $1,037. The average incentive amount used by customers was $1,529.

NIPSCO has four Level 2 charging ports and three Level 1 charging ports at the NiSource Headquarters in Merrillville, which became operational on February 16, 2012. Up to six additional Level 2 charging ports are in the process of being installed at NIPSCO's Valparaiso, Hammond and La Porte facilities. NIPSCO plans these chargers will be available to the public. Up to five additional Level 2 charging ports for NIPSCO's EV fleet are being considered as well for NIPSCO's fleet. Consideration would be given, if possible, to install the fleet charging stations at parking spaces that might be able to be used for employees or the public.

II. Location of Known Plug-in Electric Vehicles:

A. Summary

Before the launch of NIPSCO's IN-Charge Program, NIPSCO was aware of only two residential EV locations and had a general idea of the location of approximately 19 EV fleet charging locations. With the launch of the IN-Charge Electric Vehicle Program on April 2, 2012, NIPSCO became aware of 26 additional residential EV locations, one of which had two EVs. The information of where EVs are located along with the additional information regarding the charging level that will be used at each location provides NIPSCO with valuable information regarding the load on distribution transformers.

[1] As part of that approval, the Commission approved a Settlement Agreement between NIPSCO and the Indiana Office of the Utility Consumer Counselor (OUCC). This Settlement Agreement requires NIPSCO to submit quarterly reports for each year of the pilot that provides information about the Program.

[2] NIPSCO designed two phases into the Program: Phase I is targeted at residential adopters; Phase II is in development and will expand offerings beyond residential customers.

B. Known Vehicle Locations as of July 31, 2012

Count	City	County	Vehicle	Program Status
1	Goshen	Elkhart	Nissan Leaf - 2012	EVSE Installation Scheduled
2	Middlebury	Elkhart	Chevy Volt - 2011	EVSE & Meter Installations Completed
3	Syracuse	Kosciusko	Nissan Leaf - 2012	EVSE & Meter Installations Completed
4	La Porte	La Porte	Mitsubishi I - 2012	EVSE & Meter Installations Completed
5	Michigan City	La Porte	Nissan Leaf - 2012	In Process of Scheduling EVSE Installation
6	Westville	La Porte	Telsa EV	Waiting for Customer Response to Complete Online Survey
7	Westville	La Porte	Chevy Volt - 2012	EVSE & Meter Installations Completed
8	Cedar Lake	Lake	Chevy Volt - 2012	Meter Installation Scheduled
9	Crown Point	Lake	Chevy Volt - 2012	EVSE & Meter Installations Completed
10	Crown Point	Lake	Mitsubishi I - 2012	EVSE & Meter Installations Completed
11	Hammond	Lake	Nissan Leaf - 2012	EVSE & Meter Installations Completed
12	Hammond	Lake	Chevy Volt - 2012	In Process of Scheduling Site Survey
13	Highland	Lake	Chevy Volt - 2012	EVSE & Meter Installations Completed
14	Hobart	Lake	Think City - 2011	EVSE & Meter Installations Completed
15	Lowell	Lake	Chevy Volt - 2012 #1	Customer Opt Out
16	Lowell	Lake	Chevy Volt - 2012 #2	Customer Opt Out
17	Lowell	Lake	Chevy Volt - 2012	EVSE & Meter Installations Completed
18	Lowell	Lake	Nissan Leaf - 2012	EVSE & Meter Installations Completed
19	Munster	Lake	Nissan Leaf - 2012	EVSE & Meter Installations Completed
20	Munster	Lake	Chevy Volt - 2012	In Process of Scheduling Site Survey
21	St. John	Lake	Chevy Volt - 2012	EVSE & Meter Installations Completed
22	St. John	Lake	Think City - 2012	EVSE & Meter Installations Completed
23	Whiting	Lake	Chevy Volt - 2012	EVSE & Meter Installations Completed
24	Whiting	Lake	Chevy Volt - 2012	EVSE & Meter Installations Completed
25	Plymouth	Marshall	Chevy Volt - 2012	EVSE & Meter Installations Completed
26	Chesterton	Porter	Nissan Leaf - 2012	Customer Opt Out
27	Chesterton	Porter	Chevy Volt - 2012	EVSE & Meter Installations Completed
28	Chesterton	Porter	Think City - 2012	EVSE & Meter Installations Completed
29	Chesterton	Porter	Think City - 2011	EVSE & Meter Installations Completed
30	Hebron	Porter	Chevy Volt - 2012	EVSE & Meter Installations Completed
31	Valparaiso	Porter	Chevy Volt - 2012	Customer Requested to be Re-contacted at Later Date
32	Valparaiso	Porter	Chevy Volt - 2012	EVSE & Meter Installations Completed
33	Valparaiso	Porter	Chevy Volt - 2012	EVSE & Meter Installations Completed
34	Valparaiso	Porter	Nissan Leaf - 2012	EVSE & Meter Installations Completed

Count	City	County	Vehicle	Program Status
35	Valparaiso	Porter	Chevy Volt - 2011	EVSE & Meter Installations Completed
36	Valparaiso	Porter	Chevy Volt - 2012	EVSE & Meter Installations Completed
37	Valparaiso	Porter	Chevy Volt - 2012	EVSE & Meter Installations Completed
38	Valparaiso	Porter	Tesla Model S 2012	In Process of Scheduling Site Survey
39	Valparaiso	Porter	Chevy Volt - 2012	Meter Installation Scheduled

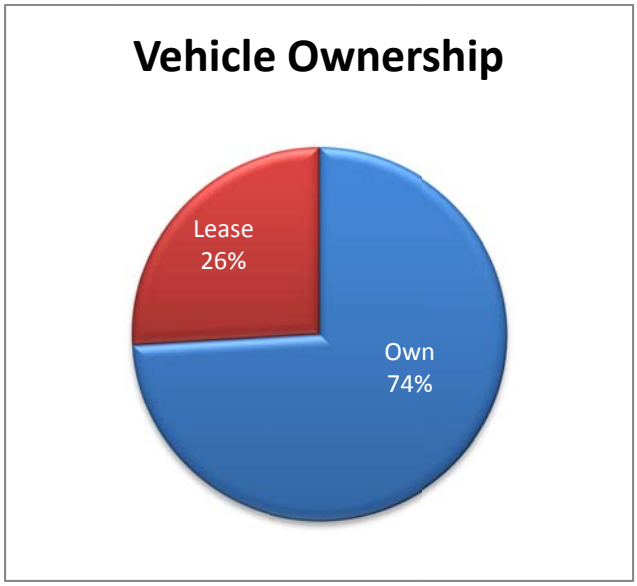
III. Residential Home Charging Station Installations:

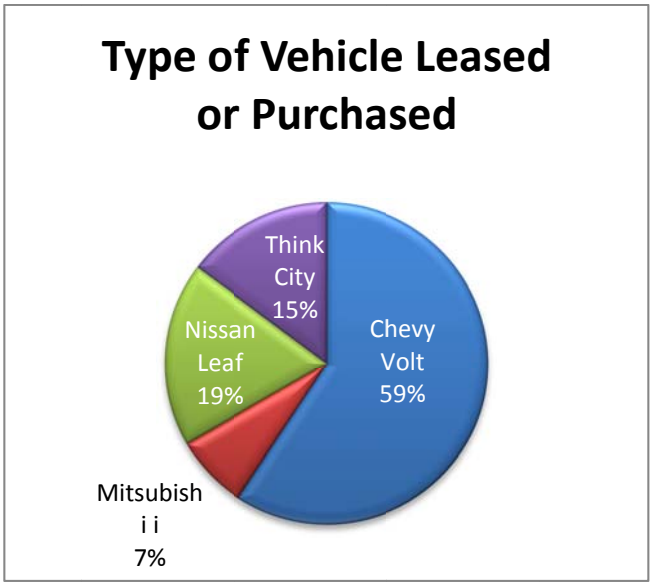
A. Summary

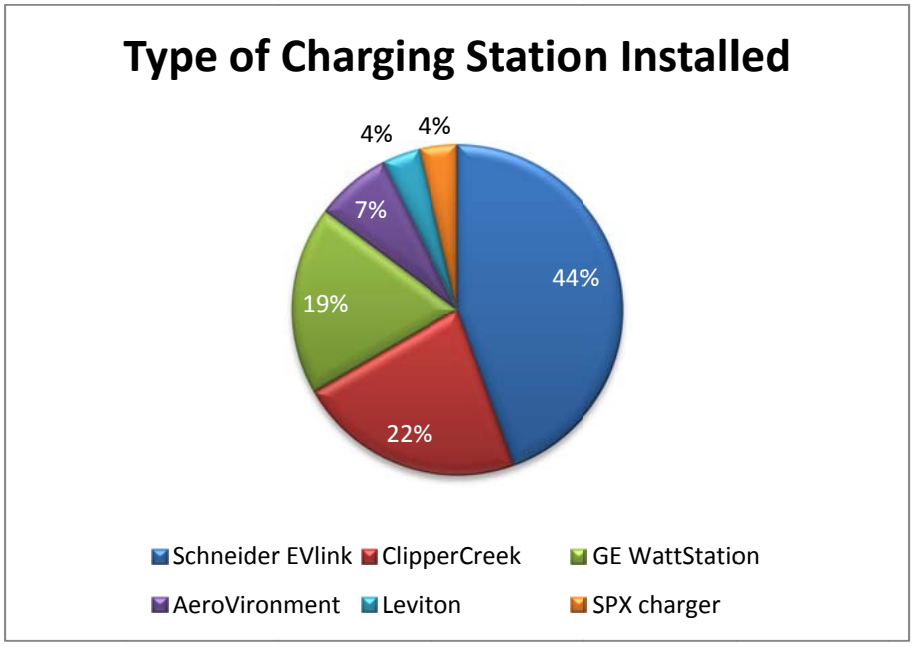
NIPSCO's IN-Charge Electric Vehicle Program – "At Home" was launched to the public on April 2, 2012 with a focus on promoting the adoption of electric vehicles to the residential sector. During the 2nd quarter, 27 residential home charging installations have been installed. In addition, NIPSCO received 18 additional requests to enroll in the Program, bringing the total customer requests to enroll to 46. The status of enrollment requests is provided in the table below:

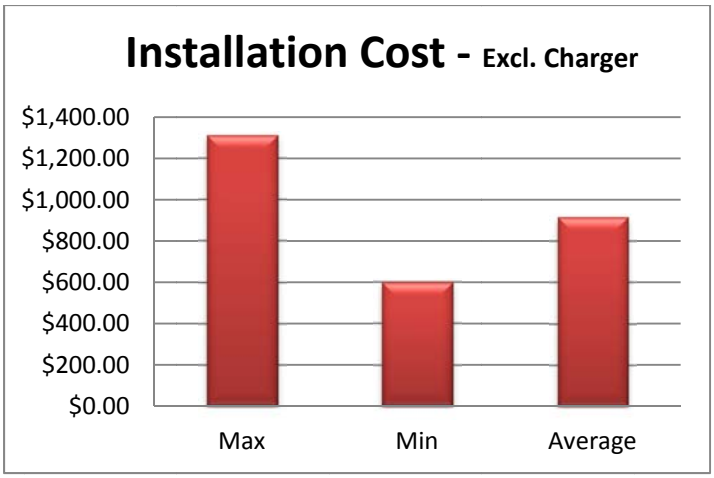
NIPSCO's IN-Charge Electric Vehicle Program – "At Home" *Status Summary as of July 31, 2012*		
Meter Installation Process	Completed	27
	In Scheduling Process	2
Home Charger Installation Process	Completed & Waiting on Meter Install	0
	In Scheduling Process	3
Site Survey Process	Completed	0
	In Scheduling Process	4
Enrollment Process	Waiting for Customer Response to Complete Online Survey	1
	Requested to be Re-contacted at Later Date	2
	Decided Not to proceed	3
	Not Qualified	4
Total Requests to Enroll		46
Notes: Customers who also are on Budget Billing: 18 Customers who also are on Net Billing: 2		

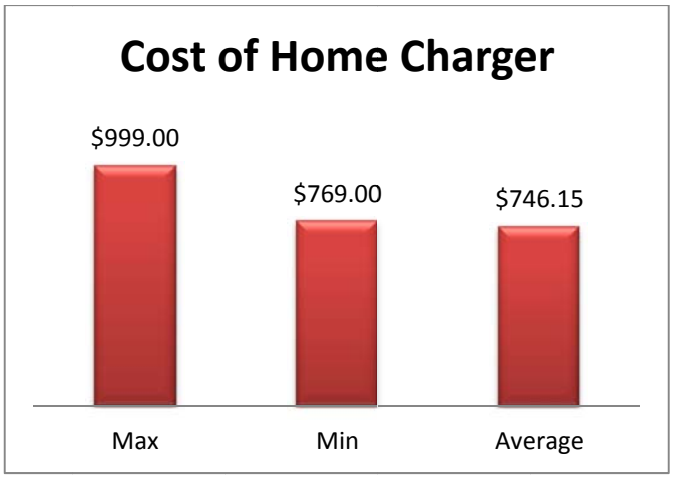
B. Statistical Data for Completed Installations - As of July 31, 2012

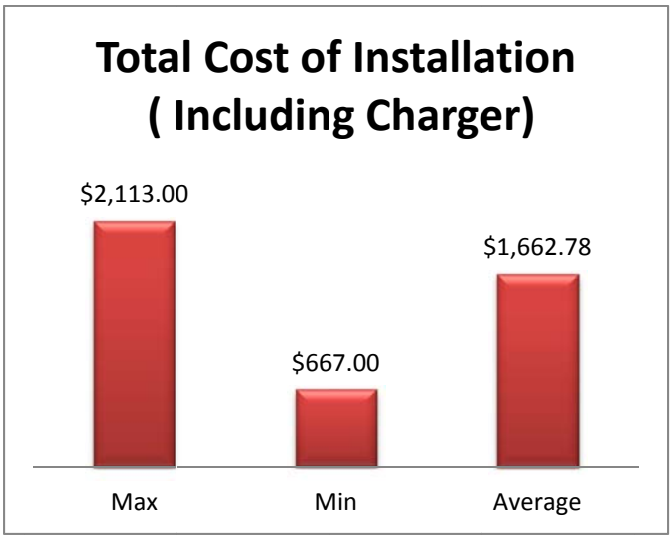







Installation Cost - Excl. Charger
$1,400.00
$1,200.00
$1,000.00
$800.00
$600.00
$400.00
$200.00
$0.00
Max
Min
Average


Cost of Home Charger
$999.00
$769.00
$746.15
Max
Min
Average


Total Cost of Installation
(Including Charger)
$2,113.00
$667.00
$1,662.78
Max
Min
Average


NIPSCO Incentive Amount
$1,650.00
$667.00
$1,529.55
Max
Min
Average

C. Location of Residential Home PEV Charging Station Installations within NIPSCO's Service Territory

	Residential Home Charging Installations							Vehicle Profile		
	City	County	Type of Charger	Cost of Charger	Total Cost of Installation (Including Charger)	Incentive Applied	Net Customer Cost	Vehicle Purchased or Leased	Vehicle Replaced	Avg. Miles Driven Per Day
1	Lowell	Lake	AeroVironment	N/A	$667.00	$667.00	$0.00	Nissan Leaf - 2012	N/A	30
2	Munster	Lake	AeroVironment	N/A	$1,070.40	$1,070.40	$0.00	Nissan Leaf - 2012	Chevy Impala (2000)	14
3	Valparaiso	Porter	Clipper Creek	$769.00	$1,551.40	$1,551.40	$0.00	Chevy Volt - 2011	Lexus 430 (2004)	35
4	St. John	Lake	Clipper Creek	$769.00	$1,763.32	$1,650.00	$113.32	Chevy Volt - 2012	Nissan Murano (2004)	33
5	Hebron	Porter	Clipper Creek	$769.00	$1,593.64	$1,593.64	$0.00	Chevy Volt - 2012	Chevy Impala (2007)	80
6	Valparaiso	Porter	Clipper Creek	$769.00	$1,823.32	$1,650.00	$173.32	Chevy Volt - 2012	Toyota FJ Cruiser (2010)	15
7	Crown Point	Lake	Clipper Creek	$769.00	$1,496.00	$1,496.00	$0.00	Mitsubishi I - 2012	Chevy pickup truck (1997)	20
8	Hobart	Lake	Clipper Creek	$769.00	$2,081.00	$1,650.00	$431.00	Think City - 2011	Mitsubishi Gallant (1996)	30
9	Middlebury	Elkhart	GE Watt Station	$999.00	$1,799.40	$1,650.00	$149.40	Chevy Volt - 2011	Chevy Traverse (2010)	20
10	Chesterton	Porter	GE Watt Station	$999.00	$2,093.32	$1,650.00	$443.32	Chevy Volt - 2012	Volvo S70 (1998)	35
11	Lowell	Lake	GE Watt Station	$999.00	$2,113.00	$1,650.00	$463.00	Chevy Volt - 2012	Ford F150 (1995)	75
12	Whiting	Lake	GE Watt Station	$999.00	$1,896.36	$1,650.00	$246.36	Chevy Volt - 2012	VW Jetta (2008)	40
13	Whiting	Lake	GE Watt Station	$999.00	$2,021.36	$1,650.00	$371.36	Chevy Volt - 2012	Isuzu Trooper (1993)	40
14	Hammond	Lake	Leviton	$999.00	$1,599.00	$1,599.00	$0.00	Nissan Leaf - 2012	Nissan Altima (2010)	55
15	Crown Point	Lake	Schneider EVlink	$799.00	$1,526.60	$1,526.60	$0.00	Chevy Volt - 2012	Chevy Impala (2003)	40
16	Highland	Lake	Schneider EVlink	$799.00	$1,696.36	$1,650.00	$46.36	Chevy Volt - 2012	Camry Hybrid (2011)	50
17	Valparaiso	Porter	Schneider EVlink	$799.00	$1,811.68	$1,650.00	$161.68	Chevy Volt - 2012	Chrysler Pacifica (2005)	60
18	Westville	La Porte	Schneider EVlink	$799.00	$1,542.76	$1,542.76	$0.00	Chevy Volt - 2012	Dodge Caravan (1997)	30
19	Valparaiso	Porter	Schneider EVlink	$769.00	$1,666.28	$1,650.00	$16.28	Chevy Volt - 2012	Saturn L300 (2002)	35
20	Plymouth	Marshall	Schneider Evlink	$799.00	$1,668.00	$1,650.00	$18.00	Chevy Volt - 2012	Jaguar XF (2009)	60
21	La Porte	La Porte	Schneider Evlink	$799.00	$1,587.20	$1,587.20	$0.00	Mitsubishi I - 2012	Honda CRV (2000)	20
22	Valparaiso	Porter	Schneider EVlink	$799.00	$1,466.00	$1,466.00	$0.00	Nissan Leaf - 2012	Kia Sportage (1999)	135
23	Syracuse	Kosciusko	Schneider EVlink	$799.00	$1,647.88	$1,647.88	$0.00	Nissan Leaf - 2012	N/A	40
24	Chesterton	Porter	Schneider EVlink	$799.00	$2,014.84	$1,650.00	$364.84	Think City - 2011	Mazda 3 (2005)	55
25	Chesterton	Porter	Schneider EVlink	$779.00	$1,870.20	$1,650.00	$220.20	Think City - 2012	N/A	75

	Residential Home Charging Installations							Vehicle Profile		
	City	County	Type of Charger	Cost of Charger	Total Cost of Installation (Including Charger)	Incentive Applied	Net Customer Cost	Vehicle Purchased or Leased	Vehicle Replaced	Avg. Miles Driven Per Day
26	St. John	Lake	Schneider Evlink	$799.00	$2,028.78	$1,650.00	$378.78	Think City - 2012	N/A	40
27	Valparaiso	Porter	SPX charger	N/A	$800.00	$800.00	$0.00	Chevy Volt - 2012	Ford Fusion Hybrid (2010)	30

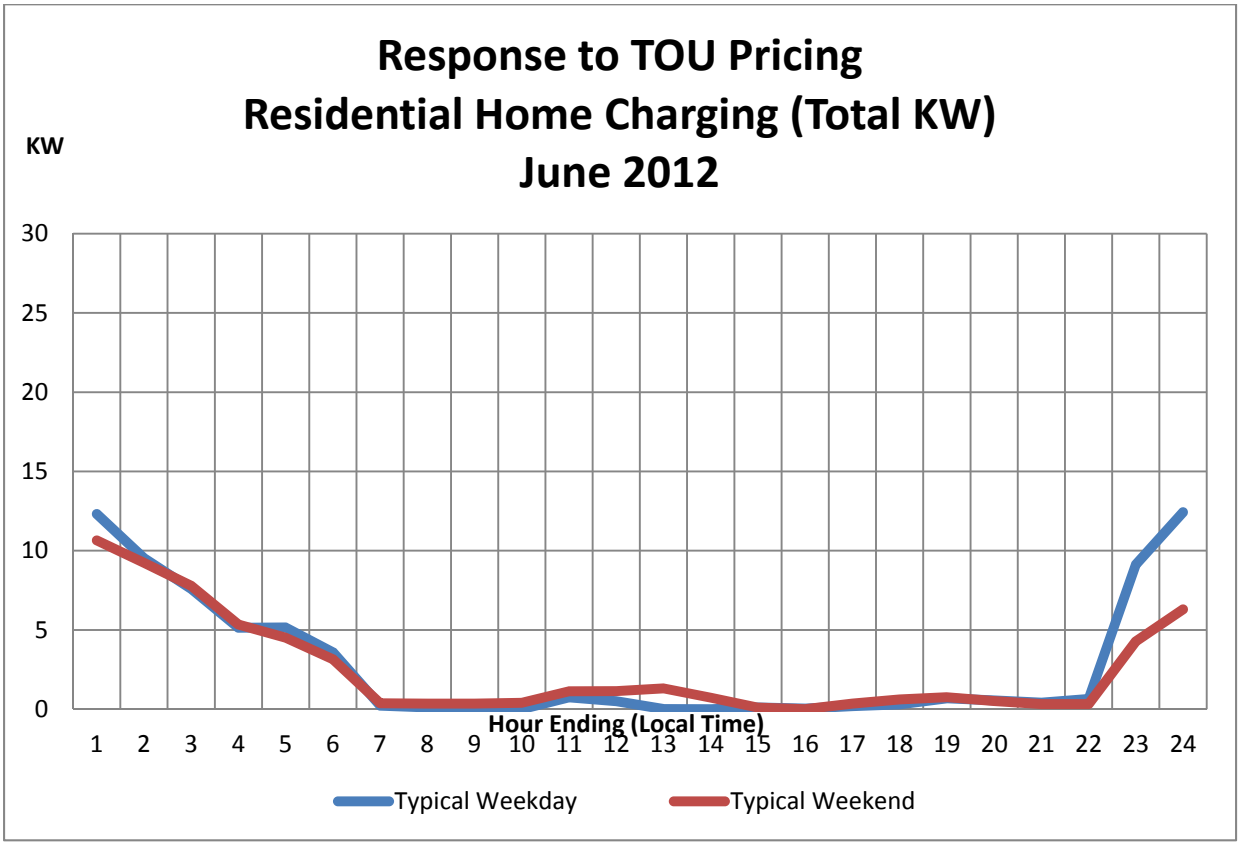
IV. Plug-in Electric Vehicle Charging Behavior – Residential Home Charging Load Shapes

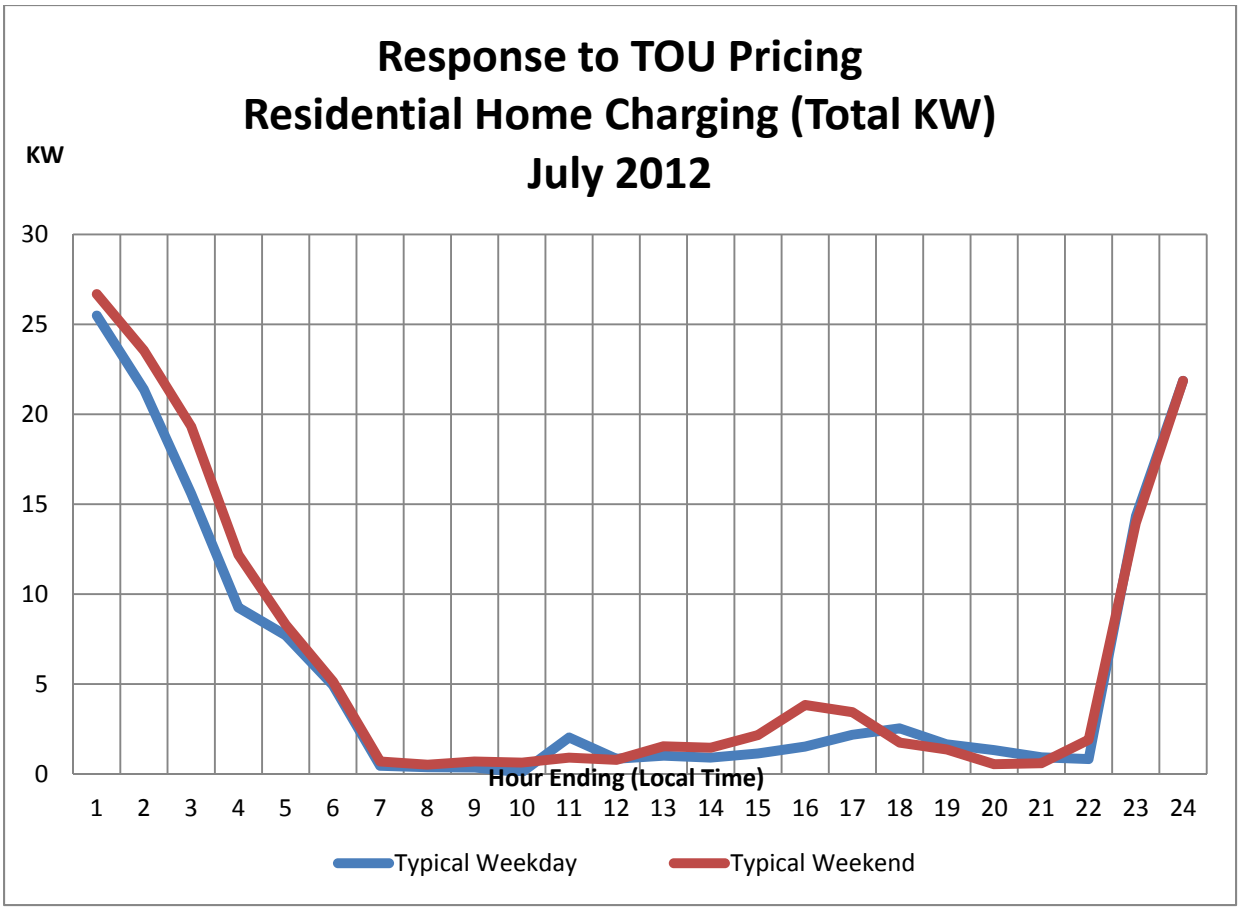
The tables below provide load shape information regarding how customers are responding to free off-peak charging, in addition to the impact on system load. The data suggests that the offer of free electricity during the off peak hours has a direct impact on the charging habits of its participants and also minimizes the impact to system peak load.

Response to Time of Use Pricing
Typical Load Shape for Total Residential EV Charging Load
Data Stated in Local Time for both Central and Eastern Time Zones
(Off-Peak is 10:00 PM to 6:00 AM Local Time)

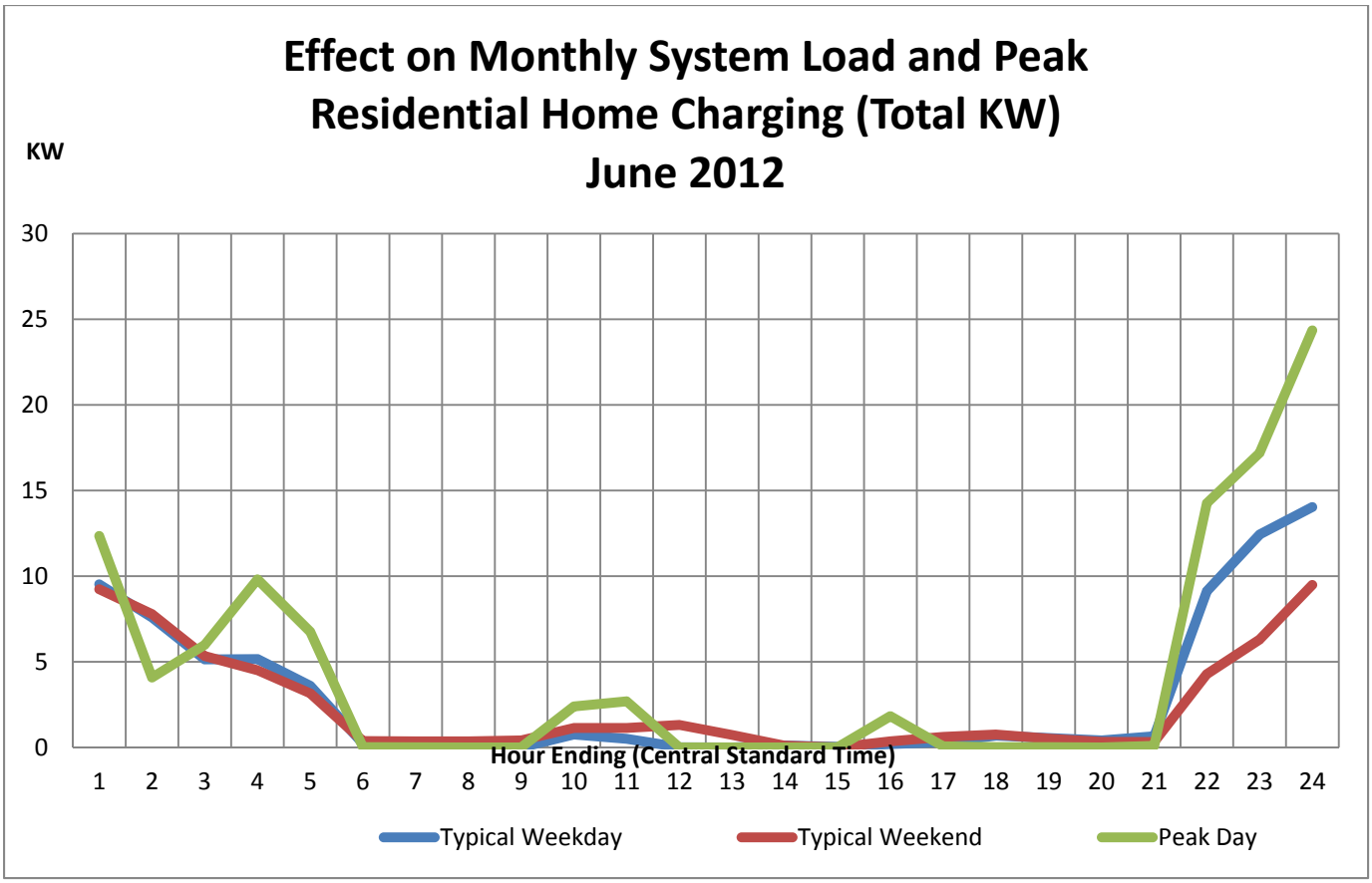
	May 2012 (No. of Observations = 0)		June 2012 (No. of Observations =4 to 22)		July 2012 (No. of Observations = 22 to 26)		Quarter (No. of Observations = 4 to 26)	
Hr.	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
1			12.317	10.652	25.492	26.682	19.058	18.667
2			9.526	9.235	21.37	23.538	15.586	16.386
3			7.589	7.781	15.585	19.325	11.68	13.553
4			5.142	5.338	9.252	12.185	7.244	8.762
5			5.162	4.51	7.711	8.307	6.466	6.409
6			3.597	3.153	4.94	5.143	4.284	4.148
7			0.221	0.373	0.455	0.693	0.341	0.533
8			0.108	0.359	0.374	0.521	0.244	0.44
9			0	0.358	0.361	0.699	0.185	0.529
10			0	0.408	0.086	0.633	0.044	0.521
11			0.751	1.133	2.03	0.912	1.405	1.022
12			0.503	1.14	0.842	0.788	0.676	0.964
13			0.008	1.311	1.013	1.544	0.522	1.427
14			0	0.724	0.906	1.459	0.463	1.091
15			0.115	0.099	1.137	2.166	0.638	1.133
16			0.04	0.001	1.52	3.836	0.797	1.919
17			0.192	0.355	2.182	3.432	1.21	1.893
18			0.307	0.614	2.534	1.747	1.447	1.181
19			0.688	0.757	1.651	1.366	1.181	1.061

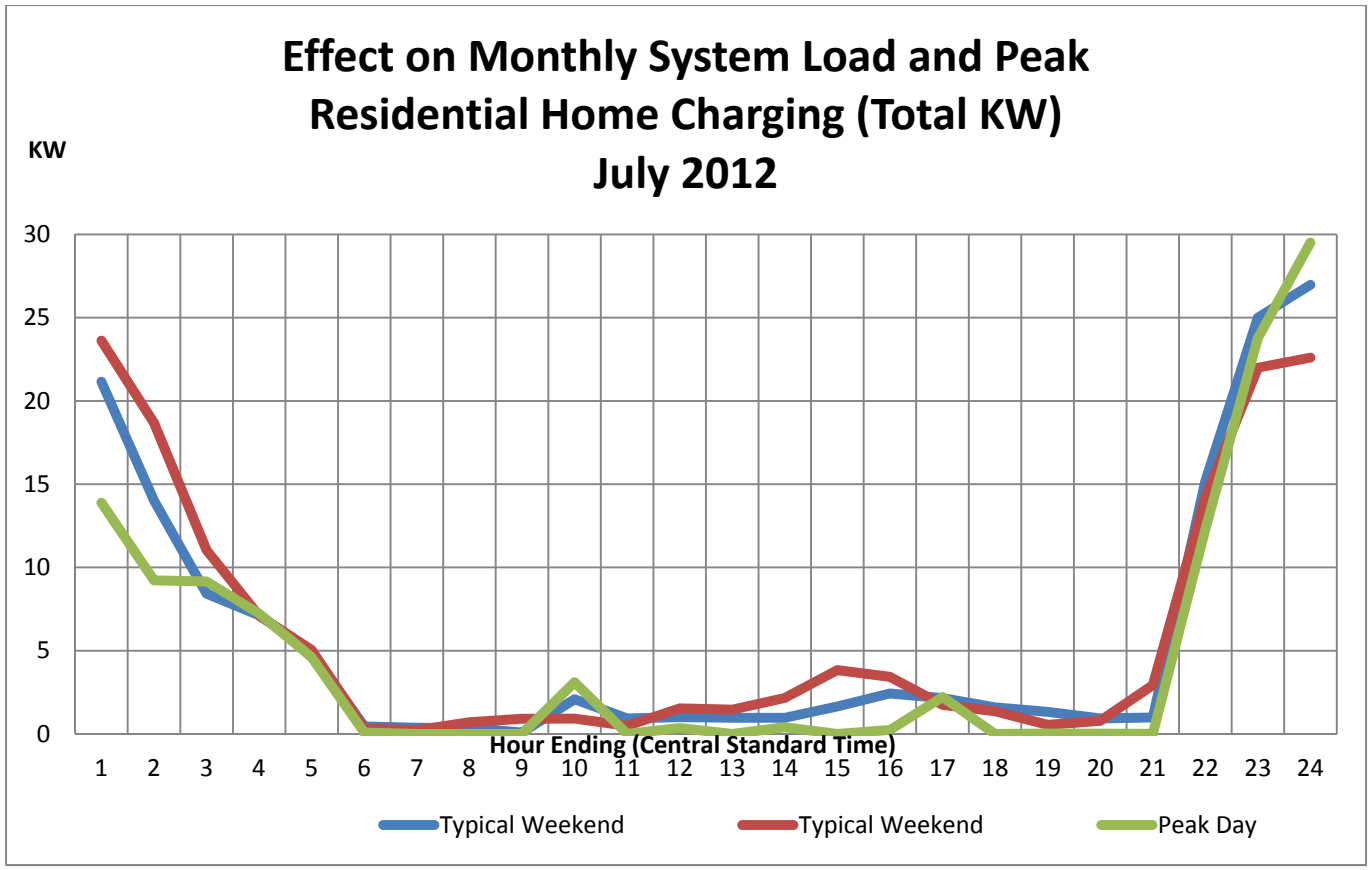
Response to Time of Use Pricing Typical Load Shape for Total Residential EV Charging Load Data Stated in Local Time for both Central and Eastern Time Zones (Off-Peak is 10:00 PM to 6:00 AM Local Time)								
	May 2012 (No. of Observations = 0)		**June 2012** (No. of Observations =4 to 22)		**July 2012** (No. of Observations = 22 to 26)		**Quarter** (No. of Observations = 4 to 26)	
Hr.	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
20			0.553	0.513	1.329	0.545	0.95	0.529
21			0.415	0.323	0.93	0.6	0.678	0.461
22			0.648	0.32	0.827	1.909	0.739	1.115
23			9.127	4.282	14.333	13.939	11.791	9.11
24			12.426	6.302	21.859	21.859	17.252	14.08




Response to TOU Pricing
Residential Home Charging (Total KW)
July 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend

Effect on System Load Typical Load Shape for All Customers Data Stated in Central Standard Time									
	May 2012 (No Usage Data)			June 2012 (No. of Observations =4 to 22)			July 2012 (No. of Observations = 22 to 26)		
Hr.	Weekday	Weekend	Peak Day 5/27 - HE 16	Weekday	Weekend	Peak Day 6/28 - HE 14	Weekday	Weekend	Peak Day 7/6 - HE 13
1				9.526	9.235	12.350	21.147	23.622	13.883
2				7.589	7.781	4.079	14.008	18.674	9.227
3				5.142	5.338	5.989	8.426	11.042	9.161
4				5.162	4.51	9.812	7.134	7.099	7.229
5				3.597	3.153	6.752	4.931	5.046	4.606
6				0.221	0.373	.023	0.455	0.329	.088
7				0.108	0.359	.006	0.374	0.22	.001
8				0	0.358	.000	0.361	0.699	.000
9				0	0.408	.000	0.087	0.918	.000
10				0.751	1.133	2.396	2.087	0.92	3.109
11				0.503	1.14	2.695	0.936	0.495	.000
12				0.008	1.311	.000	1.013	1.543	.352
13				0	0.724	.000	0.971	1.459	.000
14				0.115	0.099	.004	0.971	2.166	.404
15				0.04	0.001	.010	1.655	3.836	.003
16				0.192	0.355	1.829	2.433	3.432	.244
17				0.307	0.614	.068	2.151	1.748	2.224
18				0.688	0.757	.022	1.598	1.366	.004
19				0.553	0.513	.017	1.329	0.545	.026
20				0.415	0.323	.005	0.929	0.785	.020
21				0.648	0.32	.097	0.995	2.936	.014
22				9.127	4.282	14.261	15.185	14.213	12.281
23				12.426	6.302	17.192	25.002	21.999	23.779
24				14.029	9.487	24.350	26.967	22.603	29.506


Effect on Monthly System Load and Peak
Residential Home Charging (Total KW)
June 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Central Standard Time)
Typical Weekday
Typical Weekend
Peak Day


Effect on Monthly System Load and Peak
Residential Home Charging (Total KW)
July 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Central Standard Time)
Typical Weekend
Typical Weekend
Peak Day

V. Voucher Process Timelines:

This section provides data on the average time between various steps in the application process from the initial customer contact to actual installation.

A. Applications for Residential Home PEV Charging Stations

The average number of days to respond to a customer's initial application to enroll in the NIPSCO IN-Charge Program was one day. Statistics for the maximum, minimum and average number of days for each step in the enrollment process in noted in the table below:

Customer	Enrollment Request to Home Estimate	Estimate to Charger Installation	Charger Installation to Meter Installation	Enrollment Request to Meter Installation
1	17	32	3	52
2	17	36	11	64
3	17	36	11	64
4	17	31	11	59
5	24	38	18	80
6	23	23	7	53
7	11	41	3	55
8	17	42	6	65
9	17	42	9	68
10	10	36	15	61
11	10	50	5	65
12	18	28	25	71
13	10	48	23	81
14	17	41	8	66
15	14	50	15	79
16	14	45	20	79
17	17	36	24	77
18	14	25	3	42
19	18	36	9	63
20	69	14	11	94
21	11	35	8	54
22	21	45	6	72
23	13	20	12	45
24	67	7	18	92
25	48	21	10	79
26	17	21	6	44
27	35	9	8	52
Max	69	50	25	94
Min	10	7	3	42
Average	22	33	12	66

VI. Public Charging Stations

A. Summary

As of April 30, 2012, three public charging locations exist within NIPSCO's electric service territory. Two locations (NIPSCO Southlake and Town of Dyer) are within Lake County and one location (Michigan City Mall) is in La Porte County.

B. Locations of Public Charging Stations

Up to 6 additional Level 2 charging ports are in the process of being installed at NIPSCO's Valparaiso, Hammond and La Porte facilities that would be available to the public.

Sector	Name	Address	City	County	Number of Ports		Cost
					Level 1	Level 2	
Workplace	NIPSCO Southlake	801 E 86th Ave	Merrillville	Lake	3	4	Free
Municipality	Town of Dyer	One Town Square	Dyer	Lake	3	3	Free
Retail	Michigan City Mall	601 Wabash Street	Michigan City	La Porte		2	Free

VII. Summary of Expenditures through July 31, 2012

Item	Description	Phase 1 Budget	Expenditures	Amount Remaining
1	**NIPSCO Fleet Purchase**			
	Think Vehicles	$90,000	$90,000	$0
	Less: Federal Tax Credit ($7,500/EV)	($30,000)	($30,000)	$0
	Total	$60,000	$60,000	$0
2	**NIPSCO Fleet Charging Stations (6 Stations)**			
	Fleet EVSE and Installation	$40,000	$3,680	$36,320
	Metering	$5,000	$0	$5,000
	Total	$45,000	$3,680	$41,320
3	**NIPSCO Residential Charging Stations**			
	Financial Incentives ($1650/Cust)	$413,000	$49,500	$363,500
	2nd Sub-Meter ($432*250)	$108,000		$108,000
	Total	$521,000	$49,500	$471,500
4	**NIPSCO Public Charging Stations**	$70,000	$27,613	$42,387
5	**IT Cost**	$21,000	$21,000	$0
6	**Education/Outreach/ and Marketing**	$45,000	$0	$45,000
7	**Market Penetration & Infrastructure Plan**	$80,000	$73,625	$6,375
8	**Internal Administration**	$20,000	$13,764	$6,236
9	**External Administration**			
	South Shore Clean Cities	$25,000	$15,639	$9,361
	Residential EV Charging Station Administrator	$107,000	$15,000	$92,000
	Total	$132,000	$30,639	$101,361
10	**Renewable Energy Credits**	$0	$0	$0
11	**Total Proposed Budget**	**$994,000**	**$279,821**	**$714,179**

Note: The actual expenditure for the four NIPSCO Fleet EVs, before the tax credit was $97,970.

VIII. Customer Education and Outreach

This information will be provided in the Annual Report.

A. Summary

B. Events

IX. Results of Customer Surveys

This information will be provided in the Annual Report.

X. Information for Similar Activities

This information will be provided in the Annual Report.

XI. Estimate of Annual Emission Savings

Emissions are based on EPA's estimate for a typical passenger vehicle (5.5 metric tons of carbon dioxide equivalent or 1.5 metric tons of carbon equivalent), found in "Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle, EPA420-F-05-004 February 2005". Since NIPSCO will be using Renewable Energy Certificates ("RECs") to supply fuel for these vehicles, reductions in emissions are assumed to be equal to those produced by the average passenger vehicle. The emission reductions below reflect various penetration levels of PEVs and the corresponding annual amount of CO2 reduced. The amount of annual emission savings noted below is based on emission reductions of 5.5 metric tons of carbon dioxide equivalent per plus-in EV.

This information will be provided in the Annual Report.

XII. Program Implementation Update

As a result of an RFP process, NIPSCO selected 350Green as our implementer for Phase I Electric vehicle program. 350Green manages the incoming customer calls as well as scheduling and performing the site surveys and charger installations at the customer premise. 350Green coordinates with NIPSCO for the installation for the installation of the separate electric meter and enrolling the customer for the free night time charging rate. 350Green uses subcontractors to perform the site surveys and installations of the charging stations.

As of September 28, 2012, 350Green is currently in the process of being acquired by Car Charging Group. The transaction has not closed at this time and has been delayed in its expectations of when the deal may close. As a result of the acquisition delay, NIPSCO has taken a direct responsibility in paying installation subcontractors and charging station manufacturers used in the process. 350Green continues to manage the call center and coordinate scheduling customers at this time. NIPSCO will continue to monitor program performance and take additional measures to ensure customer and program expectations are being met.