The Future Of Compliance Might Be Smarter Than You Think:

THE PAST, PRESENT, & FUTURE - MARINA SHORE POWER DELIVERY SYSTEMS

TREVOR BURGESS CEO
& CO-FOUNDER, VOLTSAFE
NMMA Board of Directors

NMMA CANADA
National Marine Manufacturers Association Canada

TODAY’s GOALS: DEMYSTIFICATION

-How to Navigate NEC & NFPA Code Changes

-Compliance Options

-Smart Marinas

HISTORY -> MARINA SHORE POWER DELIVERY

1920s - 1930s

Earliest Electrified Marinas

1960s - 1980s

Twist-lock plugs

1968 & 1984

NFPA 303 & NEC adds Article 555

1990s

Demand for dockside power Surge

2000s

Marina Safety incidents = scrutiny

2010s

Smart hardware addons emerge

*The rise of Franken-Pedestal Solutions

2020s

Regulation tightens → innovation lags

2026

The rise of the shore power platform → smart from the start

*The shift away from Franken-Pedestal Solutions

“Twist-lock plugs became the marina standard in the late 20th century because it solved yesterday’s problems, but now power delivery is mission critical and we need to solve both today’s tomorrow’s problems.”

***1984 - NEC Article 555 - electrical rules for marinas, boatyards, and docking facilities.**

ABOUT ME…

10:11 5G 100

SuperGrok

Video

Edit image

I DON’T → take myself too seriously.

I DO → take my work seriously.

I BELIEVE → and invest in people.

I BELIEVE → in…

→→→→→ TECHNOLOGY→→→→→→➤

I ALSO → believe…

10:10 5G 100

SuperGrok

Video

Make a pic of me laying on my stomach on the ground...

Edit image


SKYNET

Who am I?

Professional Background?

VISION - why am I so excited about *VoltSafe's prongless technology?*

"But my papi always said → if it ain't broke, don't fix it."

How does this solve liabilities associated with pronged plug designs?

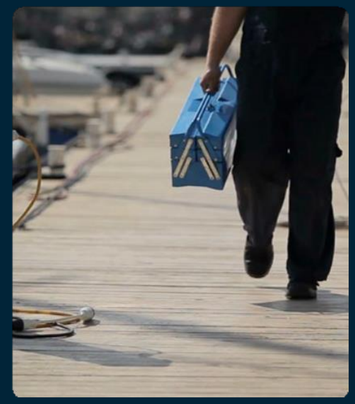
Why start with Marina Shore Power?

***When** will VoltSafe's shore power solution be commercially available?*

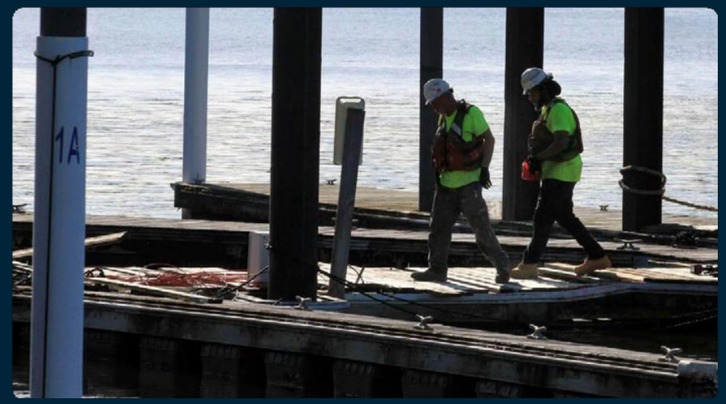
IN FOCUS -> SHORE POWER

THE ‘CURRENT’ CONCERN

- Recent NEC/CEC & NFPA Code Changes
- Hidden risks
- Rising costs
- Liability exposure
- Customer expectations





PACIFIC NORTHWEST: Shore Power Common Pressures

- Aging Waterfront Infrastructure (~48% of marina pedestals are beyond asset life)
- Increased electricity demands
- Seismic/Weather exposure
- Compliance & Safety (Capex & Insurance)
- Operational Excellence (▼Costs, ▲UX)

GOVERNING SAFETY STANDARDS ORGANIZATIONS

CATEGORY	NFPA 303 Fire Safety for Marinas	NEC 555 Electrical Rules for Marinas	ABYC E-11 Boat Wiring Safety	UL Standards Equipment Safety Testing
What It Covers	Fire prevention, fuel dock rules, emergency access, fire equipment, staff training.	Marina electrical wiring rules: grounding, pedestals, GFPE, leakage limits.	Safe wiring onboard boats: breakers, inlets, grounding, bonding.	Testing & certification for equipment: connectors, cords, pedestals, enclosures.
Primary Focus	Operational safety + fire protection.	Safe electrical construction on docks.	Safe electrical systems on boats.	Safety validation of electrical hardware.
Who Must Follow It	Marinas, ports, operators, boatyards.	Electricians, marinas, inspectors, manufacturers.	Boat builders, electricians, surveyors, owners.	Manufacturers creating electrical equipment.
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Purpose (Simple)	Prevent marina fires.	Prevent electrical shocks/fires at docks.	Prevent boat electrical failures.	Ensure equipment is safe before installation.
How They Fit Together	Creates marina safety procedures.	Creates shore-power wiring rules.	Creates boat wiring rules.	Certifies equipment used by the other three.
New Hire 16-Year-Old Summary	“Keep the marina from burning.”	“Keep the electricity from hurting people.”	“Keep the boat from frying itself.”	“Make sure gear is tested and safe.”

SAFETY CERTIFICATION (Products)

UL (Underwriters Laboratory)

1. Standards Development

UL develops safety standards aka the technical rulebook:

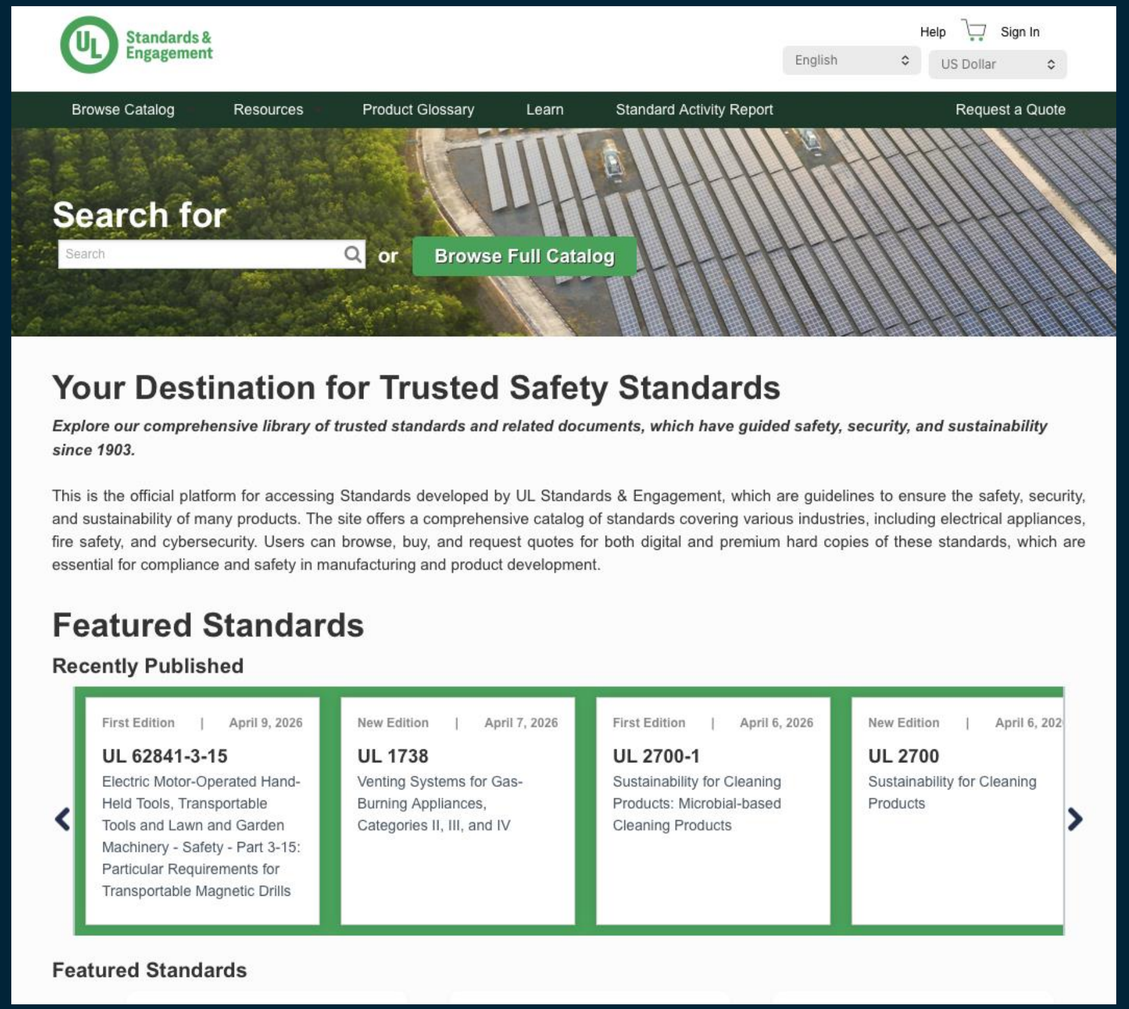
•what hazards must be addressed

•what construction methods are acceptable

•what tests must be passed

•what performance limits apply

•how products should be marked and documented



2. Nationally Recognized Testing Lab (NRTL) -
Product Safety Certification Testing

(UL is just 1 of 18 NRTL's - all OSHA approved):

NRTL's can:

•test products

•inspect factories

•certify compliance

•authorize listing marks

•perform follow-up surveillance

NRTL's - Nationally Recognized Testing Labs

Source: Nationally Recognized Testing Laboratories and OSHA

Legacy Shore Power Systems

Prong-based plugs:
- -Twist-lock receptacles
- -Pin & sleeve

Manual power checks

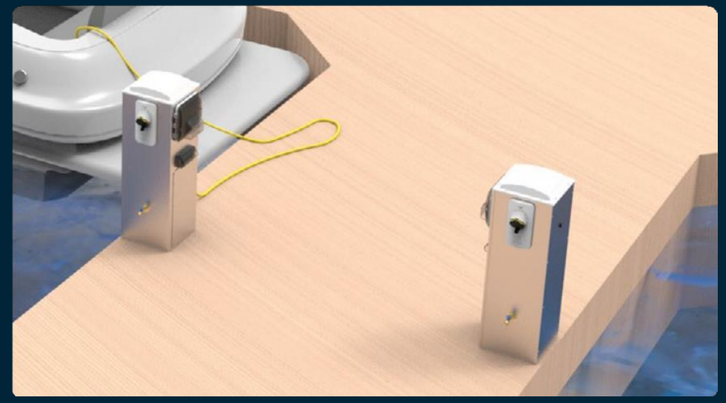
Reactive repairs

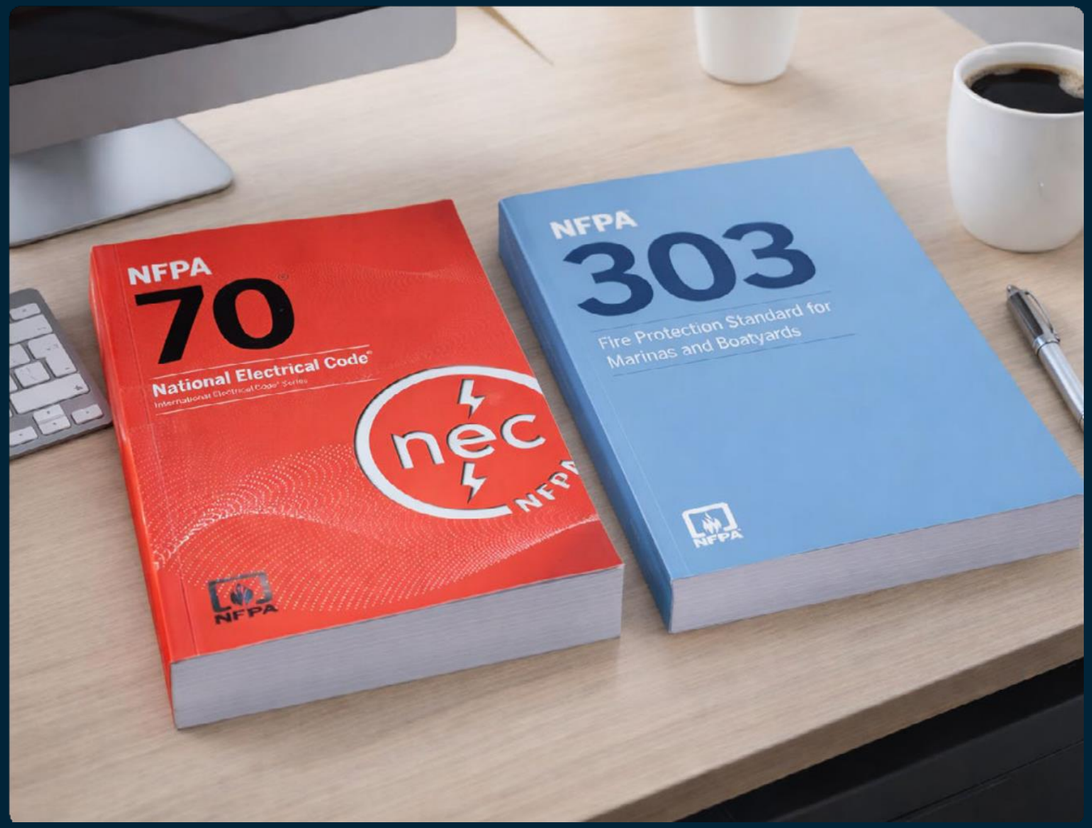
Meter reads by staff (or flat rate – spoiler alert – only live-aboards love flat rates)

Separate billing systems

NEC (Article 555) 2023 & 2026

- Mandatory 30mA GFPE for all marina receptacles >20A
- Disconnects required within line-of-sight
- Equipment must be installed 12” above high-water datum
- No grandfathering of old gear
- Mandatory leakage current testing before any new boat can plug-in





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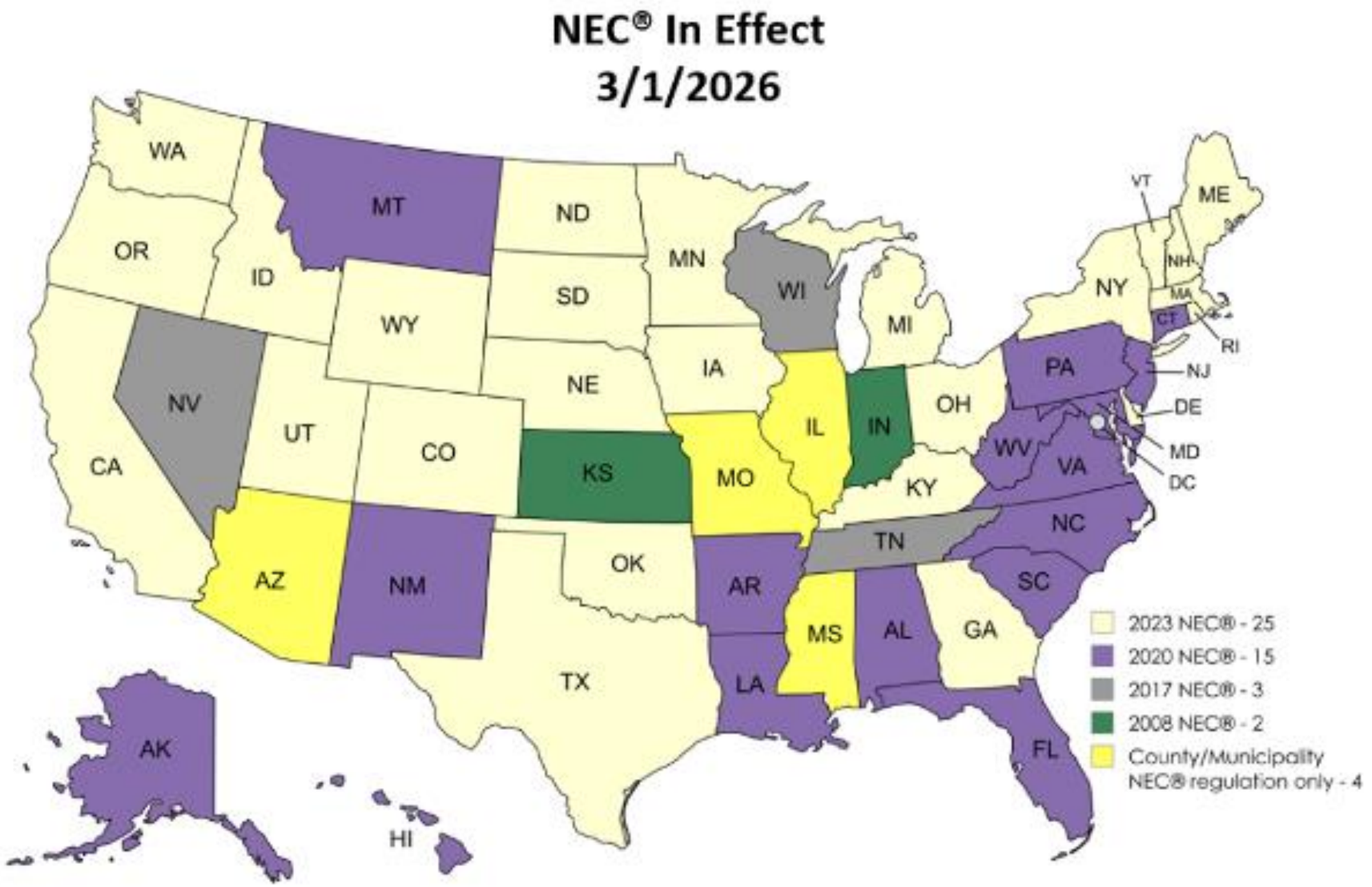


Where is the National Electrical Code in effect?

As of March 1, 2026, the 2023 NEC is in effect in 25 states; the 2020 NEC is in effect in 15 states; the 2017 NEC is in effect in three states; and the 2008 NEC is in effect in two states. If you have a question on the status of *NEC* enforcement in any state, please contact **Tim McClintock**.

Note: The 2026 edition of the NEC was issued by the NFPA Standards Council on August 20, 2025. The effective date was September 9, 2025, when it officially became available for federal, state, county, and municipal governmental entities to update their electrical installation regulations.

“Whether you operate in Alaska, BC, Washington, Oregon, or California, the pressures on marina electrical infrastructure are converging fast.”

Oregon
Publicly on a path toward **2026 NEC**
Expected timeline in **2026**
Often moves relatively quickly on code modernization

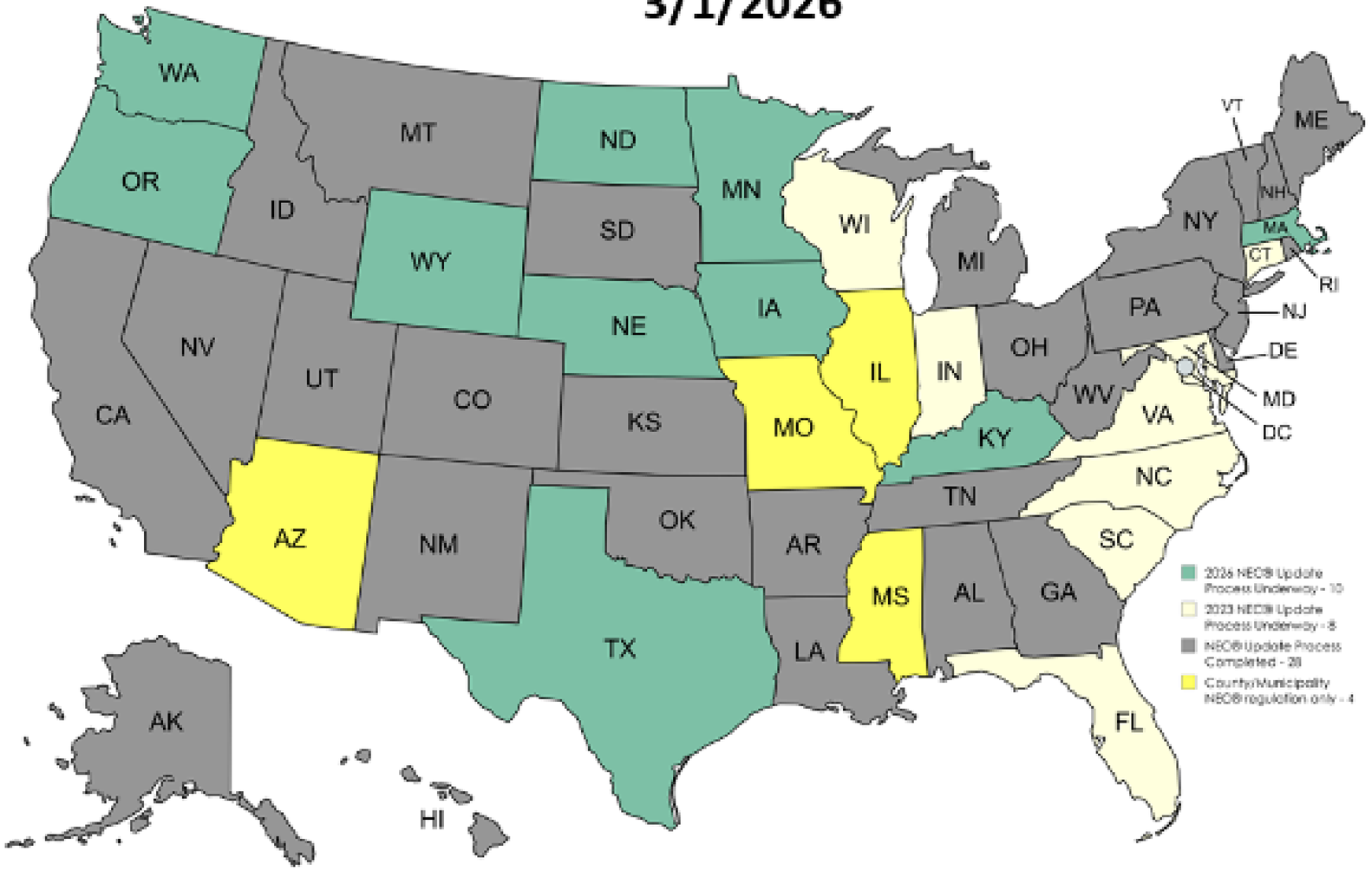
California
Much larger regulatory process
Separate building standards cycle
Typically slower than WA/OR to newest NEC edition adoption statewide

Alaska
More variable / verify current state and local enforcement path

Hawaii
Independent adoption cycle / verify current status

British Columbia
Uses **Canadian Electrical Code (CEC)**, not NEC

NEC® Update Process In Progress
3/1/2026



https://www.nfpa.org/education-and-research/electrical/nec-enforcement-maps

Why This Topic Matters Right Now

Three CORE forces are colliding at marinas:

1. Aging Marina Infrastructure – doesn’t age like a fine wine

2. New Code Requirements – safety driven

3. Higher Marina UX Expectations – marina stakeholders→ premium experiences

For decades, shore power was treated as background infrastructure.

Now → Strategic Infrastructure → MISSION CRITICAL

Marina Cap-Ex decisions today → dictate future doors of possibility that open/close:

Safety compliance — future proofing: ability to meet evolving NEC / code requirements

Revenue growth — monetizing power fairly and profitably

Future vessel demand — supporting larger boats, higher loads, EVs, hybrid systems

Operating costs — reducing outages, maintenance, wasted energy and increasing efficiencies

Guest experience — Premium UX, reliable power, easy connection, modern amenities

Scalability — adding slips, services, and new technologies without ripping everything out later

Data & control — data driven decision making, metering, monitoring, remote diagnostics, smart billing

Insurance & liability — lowering risk exposure from faults, fire, shock, and failures

Asset value — increasing marina attractiveness, valuation, and competitiveness

Speed of adaptation — whether the marina can evolve fast… or gets trapped by yesterday's hardware**

Why Legacy Systems Are Under Pressure

SAFETY issues – code changes

Hidden leakage current

Corrosion, Arcing, burnt plugs

GFPE - Nuisance tripping

Customer friction & frustration

OPERATIONAL REALITY of 2023 NEC (GFPE) Compliance

Installing GFPE devices - “plug and play”? (Think again)

Almost ALL marinas quickly discover: SYSTEMIC ISSUE

- Nuisance tripping from leakage on boats - upstream feeder GFPE sometimes trips before slip GFPE (ie. >100mA)
- Hidden wiring faults
- Old cords causing issues
- Poor system coordination
- Significant Marina Stakeholder resolution $ costs = friction = pissed off boaters
- Need for vessel testing policies

AHJ’s (Authorities Having Jurisdiction)

Wield the enforcement sword

Determine how adopted codes are:

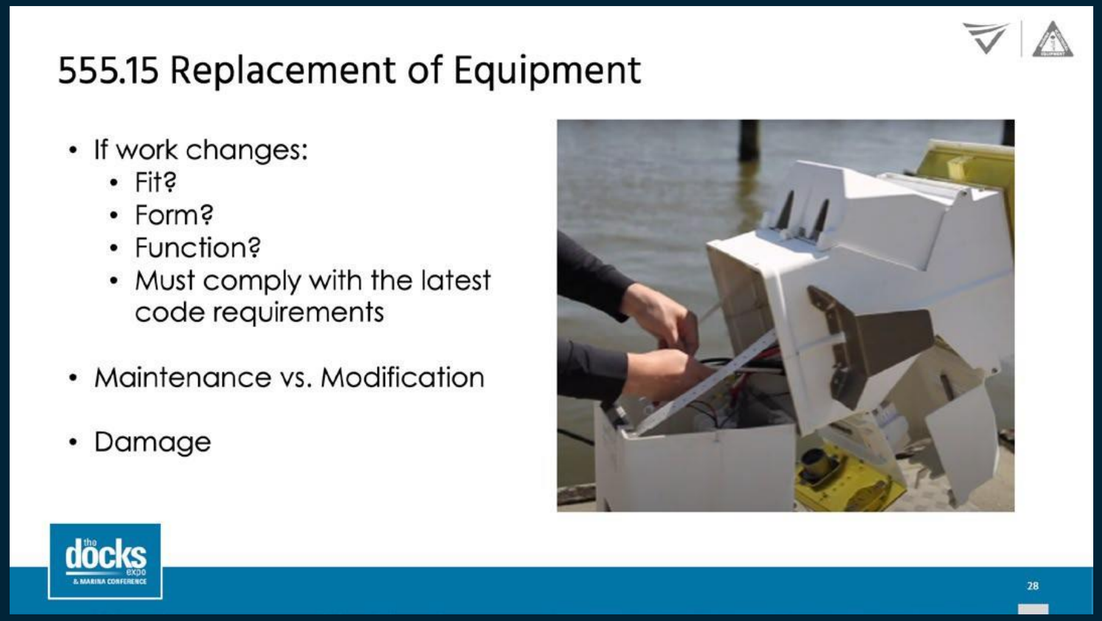
> Interpreted
> Enforced
> Approved (& signed off in the real world)

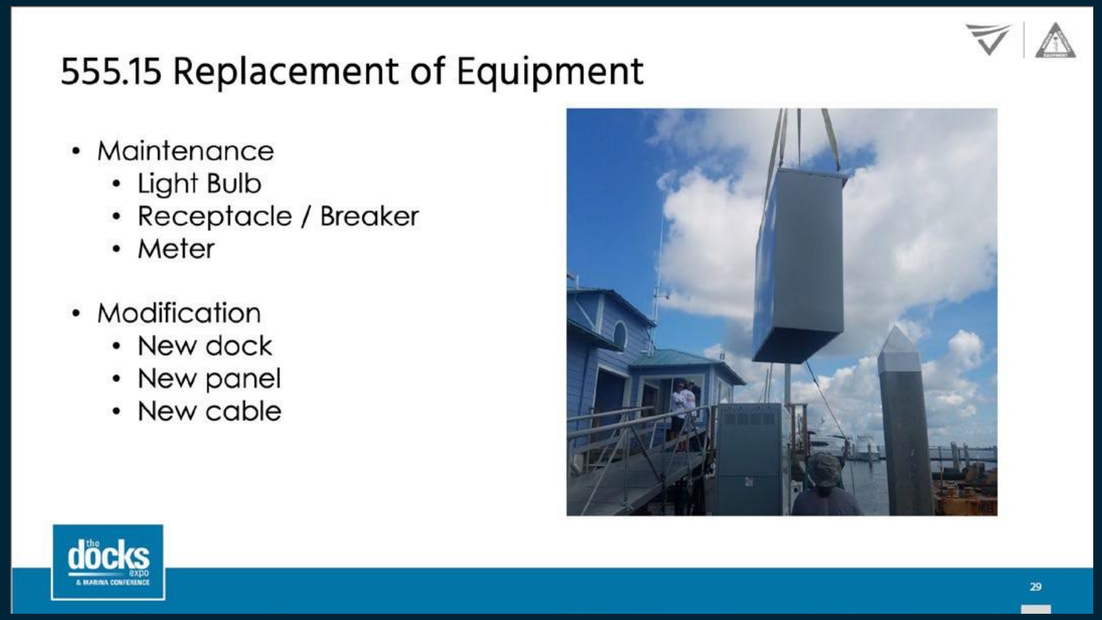
For marinas, that can directly affect:

> upgrade timelines
> permit approvals
> acceptable solutions
> inspection outcomes
> temporary allowances
> documentation requirements
> reopening after deficiencies
> future CapEx planning

Always stay in close touch with your AHJs – ask questions

> reduce surprises, delays, and expensive mistakes





555.30 Electrical Equipment and Connections

- Components and enclosures ***listed*** for submersion (not watertight) are ok.

UL LISTED ETL LISTED CSA

- Listed products go through stringent tests to ensure products meet certain safety guidelines.

555.33 Receptacles

- At least 12" high

- Not below electrical datum plane

555.33 Receptacles

- Enclosures must be listed as a ***marina power outlets***

UL LISTED ETL LISTED CSA

- Listed products are designed for use in wet locations.

555.33 Receptacles

- Requires proper strain relief
  - Catenary angle
  - Reduces strain on cable caused by weight of the cord set
  - Very important for larger amperages

555.33 Receptacles

- Each receptacle requires a circuit breaker
  - Same amperage
  - Same voltage
- Photo:
  - Receptacle - Breaker
  - 50A 125/250V – 50A, 2-Pole
  - 30A 125V – 30A, 1-Pole
  - 20A 125V GFCI – 20A, 1-Pole

555.33 Receptacles

- Shore power at least 30A
- 30A and 50A receptacle must be twist-lock
- 60A or larger must be pin and sleeve
- Avoid using splitters and adapters

General Note – ***Adapters and Splitters***

- Most "Y-Adapter" cord sets are not listed products and do not provide the proper circuit protection for a safe electrical connection.
- Listed products go through stringent tests to ensure products meet certain safety guidelines.

General Note – ***Listed Products***

- Listed products go through stringent tests to ensure products meet certain safety guidelines.

General Note – ***Listed Products***

- Overloading or overheating a receptacle can lead to melting, burning, arching, and potential fire.

555.33 Receptacles

30A, 125V
- Twist-lock
- Requires 30mA ground-fault protection

20A, 125V GFCI
- Not for powering boats
- Labeled: "Not For Shore Power"
- Must be internally ground-fault protected

50A, 125/250V
- Twist-lock
- Requires 30mA ground-fault protection

555.33 Receptacles

100A 125/250V
- Pin and sleeve
- Requires 30mA ground-fault protection

100A 120/208V
- Pin and sleeve
- Requires 30mA ground-fault protection

100A and 200A 480V
- Pin and sleeve
- Requires 30mA ground-fault protection

555.35 Ground-Fault Protection of Equipment (GFPE) and Ground-Fault Circuit Interrupter

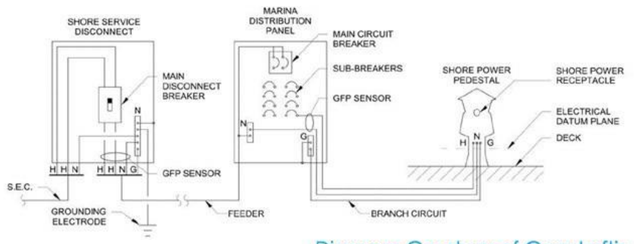


Diagram Courtesy of Gary Loftis

- ***Feeders*** must be protected at 100mA or less
- Feeder – cable or wire powering distribution equipment.
- Examples include cables going to
  - a Transformer
  - a Disconnect
  - a Panelboard

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The NEC 2023 Code Changes

Ground Fault Protection Equipment

Faster Shutoffs

Better Equipment Placement Rules

More Documentation

Boat Leakage Testing by 2026

Before: Provide power as safe as possible.
Now: Detect leakage faster, test vessels, document it, and shut hazards down quickly.

NEC 2023 - Why There Are Two Levels of marina GFPE requirements?

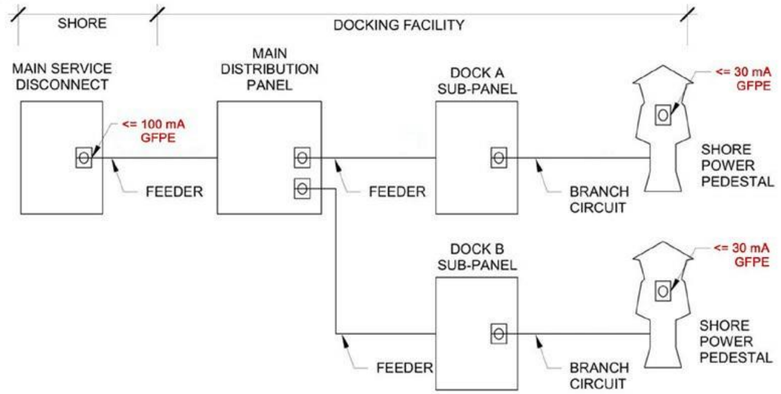
The code uses layered protection because they serve different purposes.

100 mA at Feeders (Upstream)
Designed to help protect:
•Feeders
•Distribution equipment
•Larger system leakage issues
•Fire / equipment fault risk
•System-level faults

30 mA at Slip / Receptacle Level
Designed to detect smaller leakage currents - where people and boats interact with power.

That means:
•Better local protection
•Faster response near the hazard
•Reduced risk at the point of use

555.35 Ground-Fault Protection of Equipment (GFPE) and Ground-Fault Circuit Interrupter



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555.35 Ground-Fault Protection of Equipment (GFPE) and Ground-Fault Circuit Interrupter

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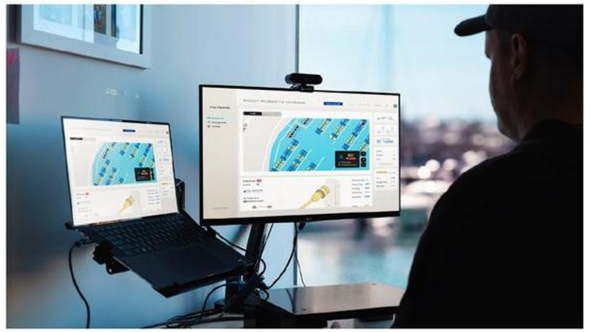
- ***Receptacles in pedestals*** must be protected at 30mA or less
- 30A and above used for shore-power = 30mA or less
- Anything not for shore power = 5mA or less

555.35 Ground-Fault Protection of Equipment (GFPE) and Ground-Fault Circuit Interrupter

- ***Facilities with more than three (3) receptacles for boats*** must have a leakage testing device for boats.
- Each boat must be tested prior to plugging into the marina.

555.35 Ground-Fault Protection of Equipment (GFPE) and Ground-Fault Circuit Interrupter

- ***You must keep a log***
- Each boat must be tested prior to plugging into the marina.
- one of the things VS developed in anticipation of this is to constantly have the vessel monitored
- We can show we perform a leakage measurement before the power turns on



555.35 Ground-Fault Protection of Equipment (GFPE) and Ground-Fault Circuit Interrupter

- ***Will become effective January 1, 2026.***
- No grandfather clauses.
- No adoption delays.

555.36 Disconnecting Means for Shore Power Connection(s)

- Each receptacle requires an independent circuit breaker.
- Breaker must be within 30" of the receptacle it controls.
- Must be located so turning off the breaker disconnects power to the receptacle.

555.36 Disconnecting Means for Shore Power Connection(s)

- Each marina power outlet shall have an emergency shutoff device that must:
  - be within sight of the power outlet.
  - be externally operable.
  - be manually resettable.
  - deenergize all power to the power outlet.

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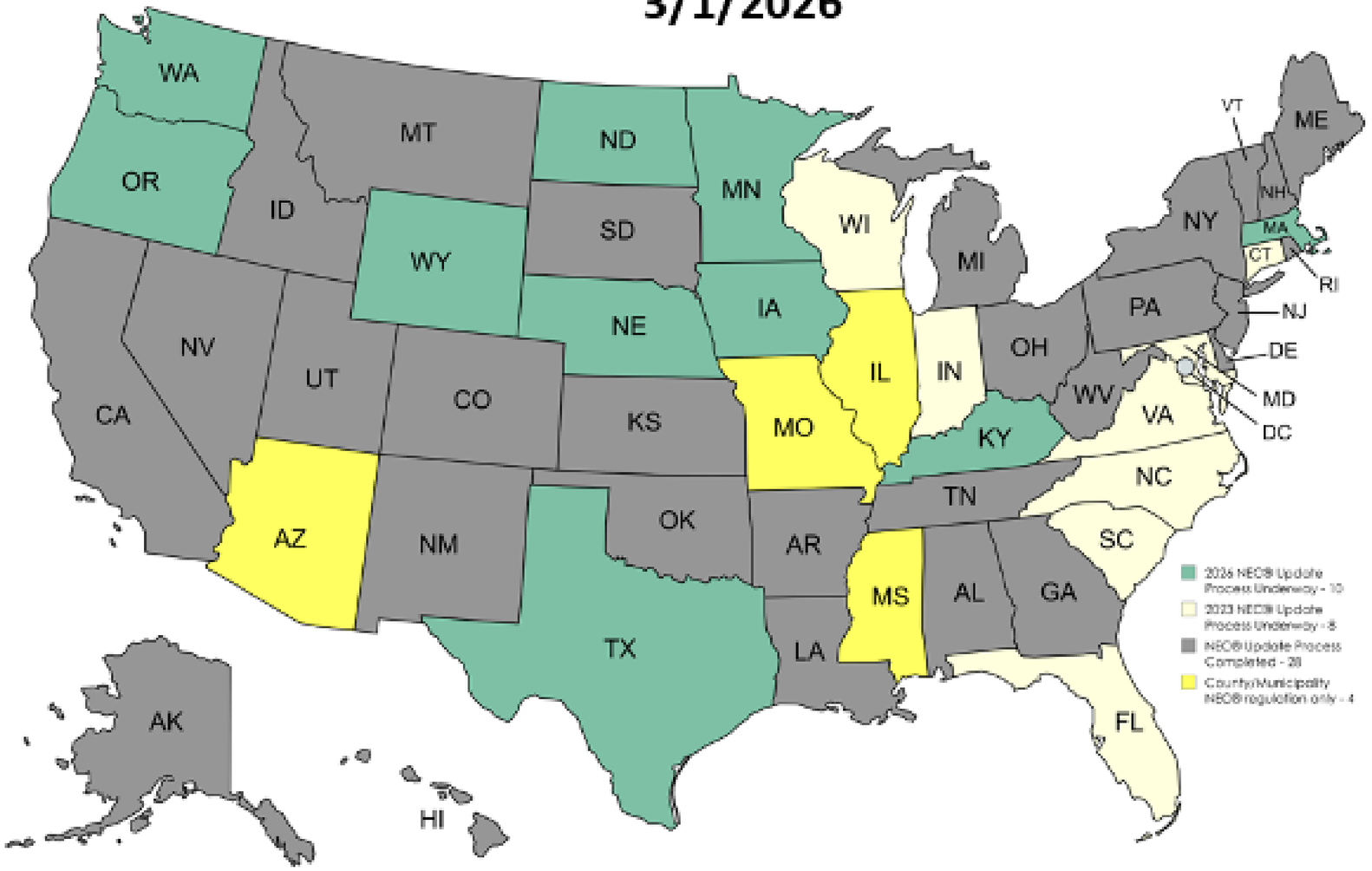

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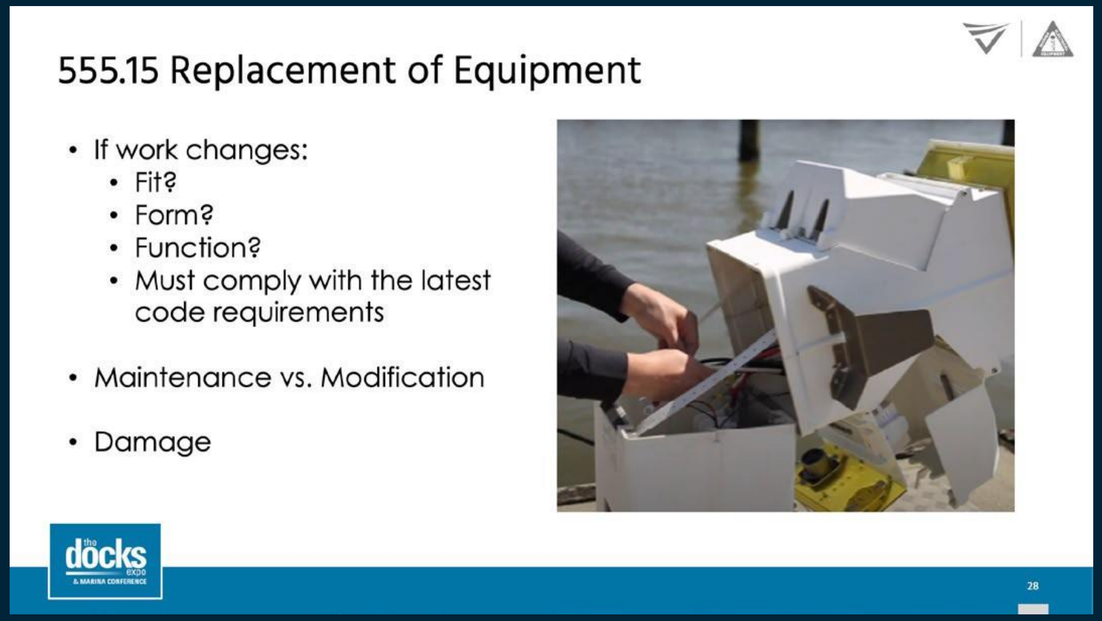
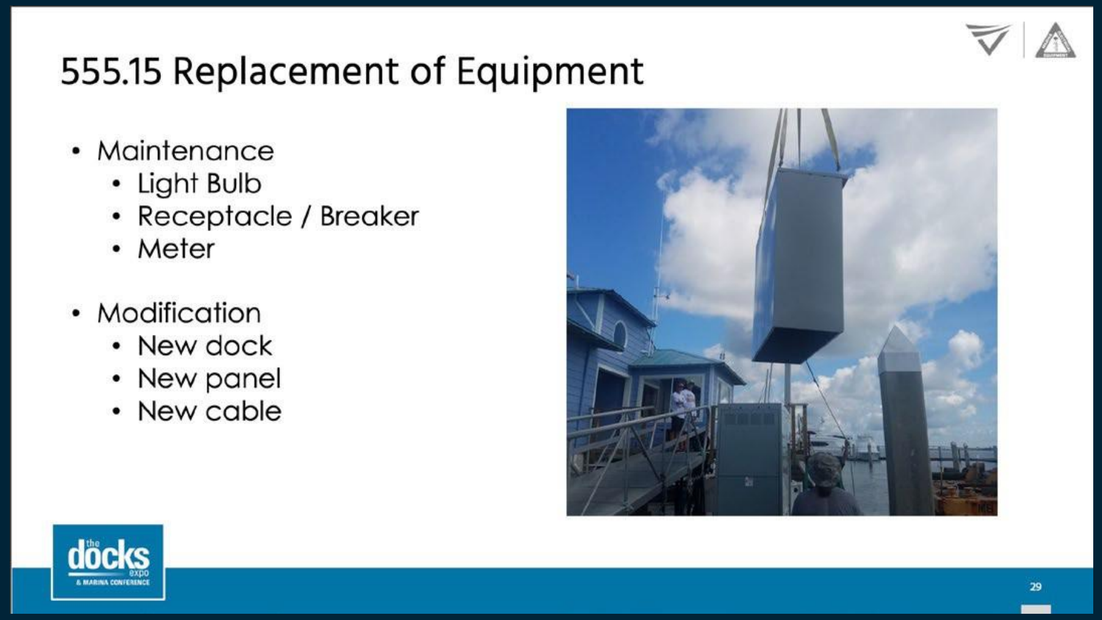




555.36 Disconnecting Means for Shore Power Connection(s)

- Key point – a circuit breaker handle cannot be used to accomplish this portion of the code.
- What can be used:
  - Disconnect
  - Molded case switch
  - Push Button
- Purpose is to cut off power to marina in the event of an emergency

NFPA 303

We will also examine NFPA 303 – Fire Protection Standard for Marinas and Boatyards.

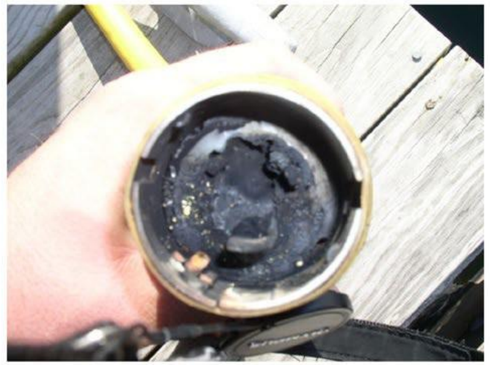
- 2021 Latest Edition
- NEC 555 and NFPA 303 are very similar
- One Exception: Inspections and Testing

NFPA 303 5.20: Inspection, Testing, and Maintenance of Electrical Wiring and Equipment

- Inspection of all:
  - Electrical wiring including cable
  - Ground connections
  - Conduit and supports
  - Pedestals and utility centers
  - Distribution gear
  - Receptacles and circuit breakers
- Required annually
- Needs to be documented

NFPA 303 5.20

NFPA 303 5.20



NFPA 303 4.8: Ground-Fault Testing for Marinas

- All vessels shall be tested for the presence of ac ground faults at the time of the initial connection to the marina electrical system…
- Required annually
- Vessel must display leakage under 30mA
- Retroactive within 2-years of adoption
- Needs to be documented
- Why?
- How and Where?

Why Is Testing Required?

- Identify boats with potentially dangerous electrical leakage problems before they connect to your marina electrical system.
- Typically ground-fault monitor tied to various receptacles and circuit breakers designed to evaluate the integrity of a boat's electrical system.
- Visual displays help provide added piece of mind that a boat connecting to your marina is electrically safe.

How and Where to Test?

Monitors:

- **Types:**
  - Single-Channel
  - Multi-Channel
  - Integral CT
  - Digital Displays
  - Smart Devices & Dashboards
- **Locations:**
  - Portable
  - Permanent
    - Fuel Piers
    - Greeting Docks

Typical Testing Procedure

1. Turn off all breakers on the power pedestal and testing device.
2. Turn off all circuits on the vessel.
3. Plug the power cord or cords into the testing device and then into the pedestal.
4. Energize the power outlet supply and then the testing device.
5. Energize the VGFCU (main and branch breakers) – See Notice.
6. Energize all of the circuits on the vessel one at a time and ***document*** the ground-fault reading.
7. If the readings do not exceed 30mA, the vessel is code compliant.
8. If the readings exceed 30mA, the vessel is not code compliant and should be barred from plugging in until repairs have been made and the vessel has been retested.

Portable Testing Devices

Portable Testing Carts

Cord Set Testers

Smart Devices & Dashboards

Importance of Testing Documentation

Current	Effects
15 mA to 20 mA	Pain shock, muscle contraction

General Electrical Safety

- Electrical work should only be completed by certified electricians.
  - Marina work should comply with all NEC and NFPA codes.
  - Routine maintenance and inspections should be performed at least annually per NFPA 5.20 "Maintenance of Electrical Wiring and Equipment."
    - Document inspections and maintenance for liability purposes.
  - Boat owners should have all electrical work completed by ABYC certified electricians.
    - Boat owners should also document inspections and maintenance for liability purposes.

NEC – GFPE Compliant Device Types (Comparison)

GFPE Hardware - Cost (not including Outlets, Pedestal, Labor)

**Below example - 125V 30A Marina Shore Power*

GFPE Device Type	What It Is	Typical Hardware Cost (USD)	Notes
30A GFPE Breaker	Breaker with built-in leakage trip protection	**$200 – $400**	Most common retrofit path
Inline 30A ELCI / GFPE Device	Plug-in or hardwired inline protection device	**$300 – $700**	Fast retrofit, visible external device
Ground Fault Relay + CT + Contactor	Multi-component engineered protection system	**$250 – $1,500**	Flexible, more complex installs
Integrated Smart GFPE Module	Electronic protection board built into smart pedestal	**$250 – $1,200** *(module only)*	Often sold inside full pedestal package
VoltSafe Native Safety System	Built-in controlled energization + software monitoring architecture	**$749**	Includes prongless connector technology & adapters, power metering, temp sensing, smart-enabled controls

The Future Of Compliance Might Be Smarter Than You Think:

SMART BY DESIGN

> Magnetic, prongless shore power system.

> Off by default = no risk of shocks.

> Smart dashboard + boater app = real-time visibility, automated billing, alerts.

> Seamless fit with existing marina cord sets.

5 MAKE ONE DECISION, NOT EIGHT

GROUND FAULT LEAKAGE DETECTION

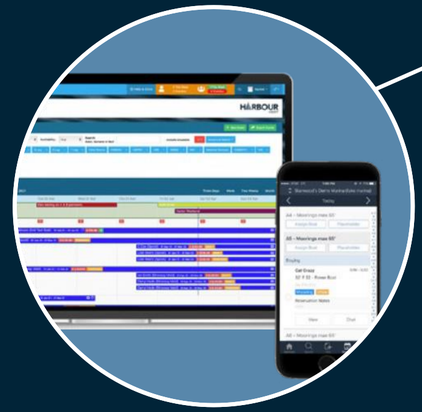
LEAKAGE MEASUREMENT

AUTOMATED PAYMENT

IOT METERING MODULES

LOAD MANAGEMENT

MANAGEMENT SOFTWARE



REMOTE ON/OFF

6 SMART MARINA INFRASTRUCTURE

CENTRALIZED DASHBOARD FOR OPERATORS

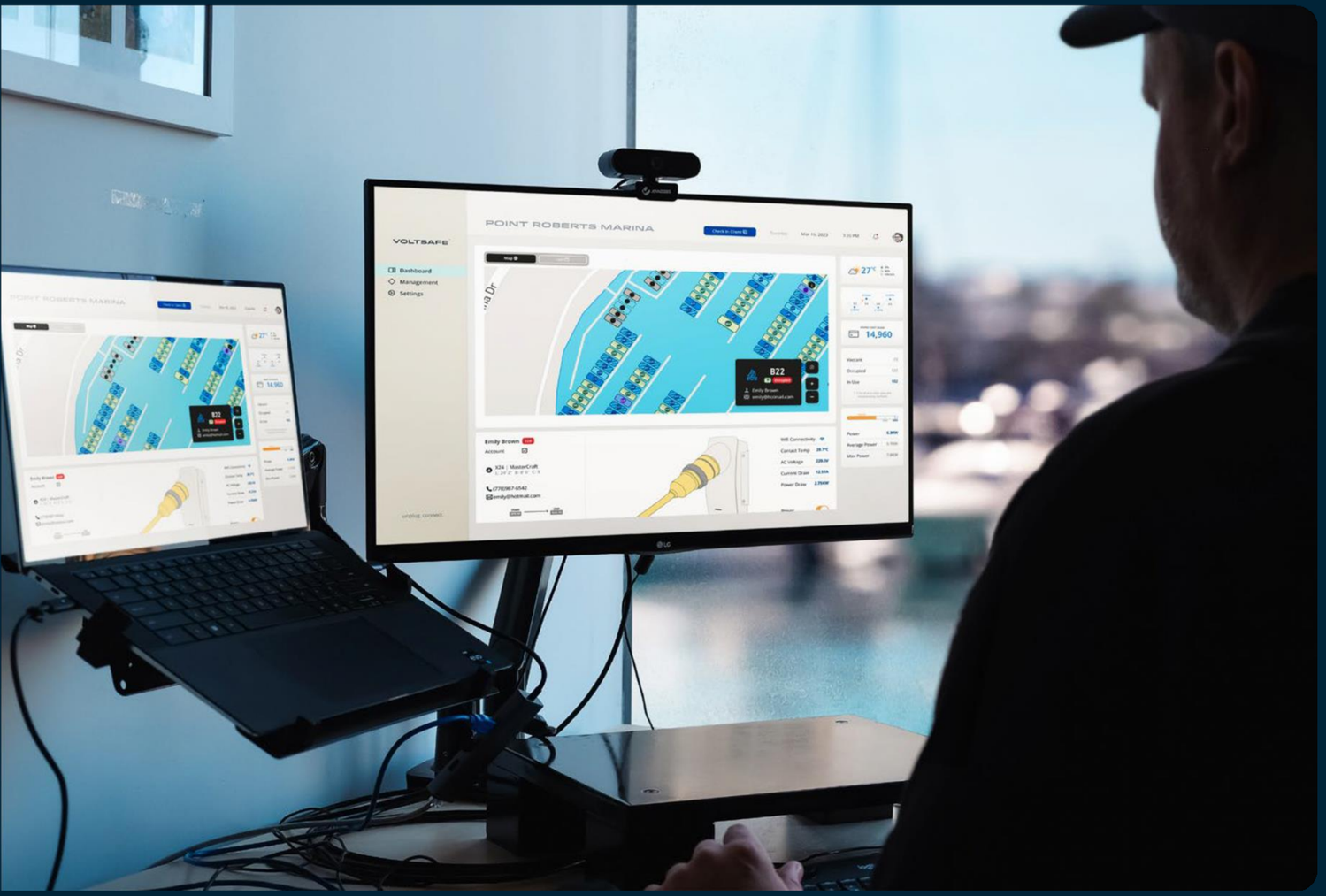
notifications for corrosion, overheating, current leakage, or faulty equipment.

BOATERS APP

turn power on/off, pay instantly, receive alerts.

VOLTSAFE PEDESTALS

robust, safe-to-touch connectors, water-resistant, corrosion-resistant.



PEAK DEMAND MANAGEMENT

- AC, EV chargers, cooktops = massive draw
- Load balancing spreads demand efficiently
- Avoid surprise charges & downtime

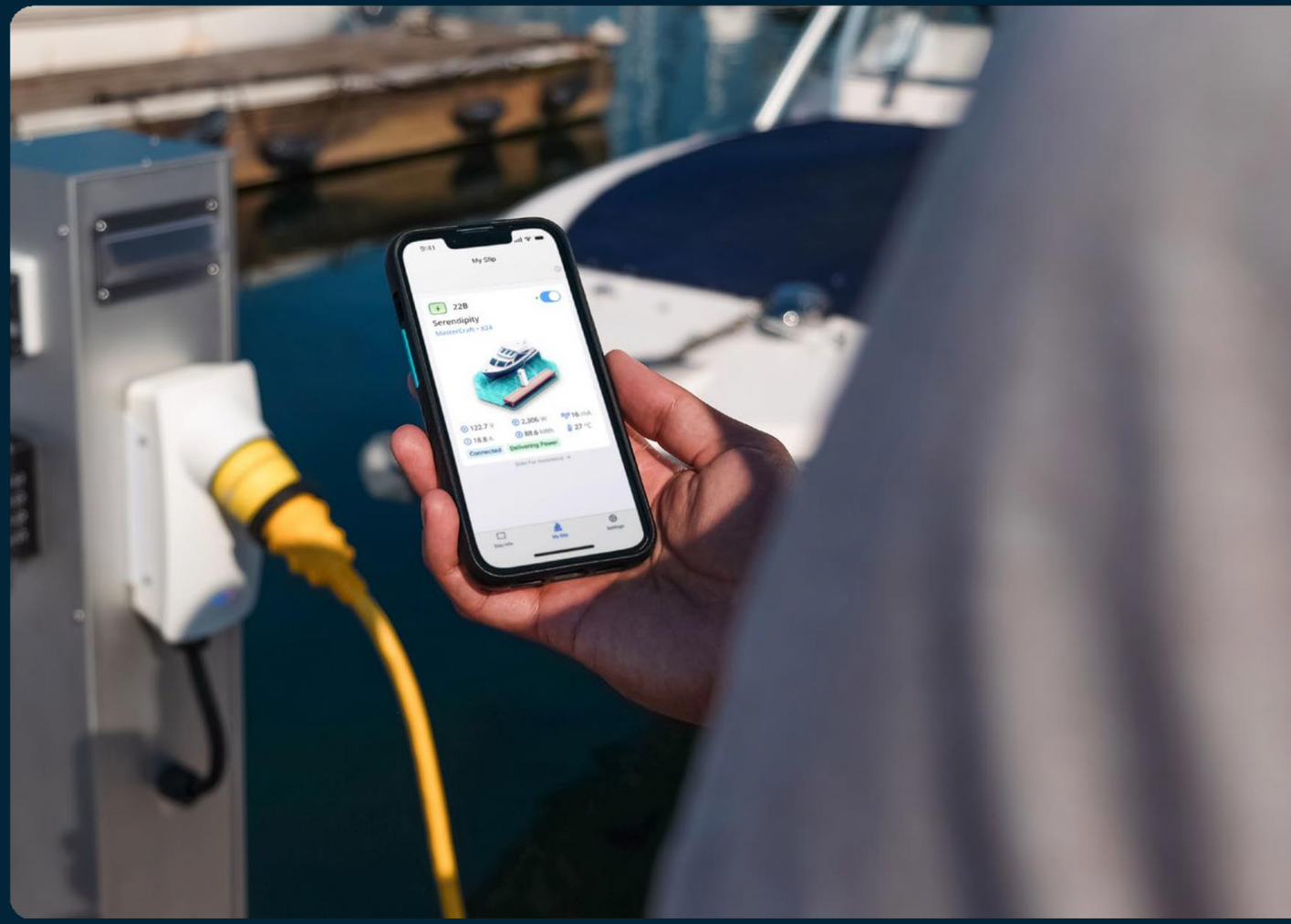
ELECTRIFICATION & MICROGRID POTENTIAL

From Energy Expense
→ Energy Asset

- EV boats + dock electrification
  = new demand profiles
- Microgrid resiliency & revenue
  (load shaving, storage)
- Participating in grid programs
  = ROI multiplier

TRANSPARENCY & BOATER TRUST

- Show power usage in boater app
- Automated, itemized billing
- Instant alerts for unsafe loads
- Visibility builds trust & loyalty



THE MARKET LANDSCAPE TODAY

- Most marinas run on 20th-century tech
- Code changes force decisions
- Boaters expect seamless, safe, smart service
- Hardware/software silos beginning to merge

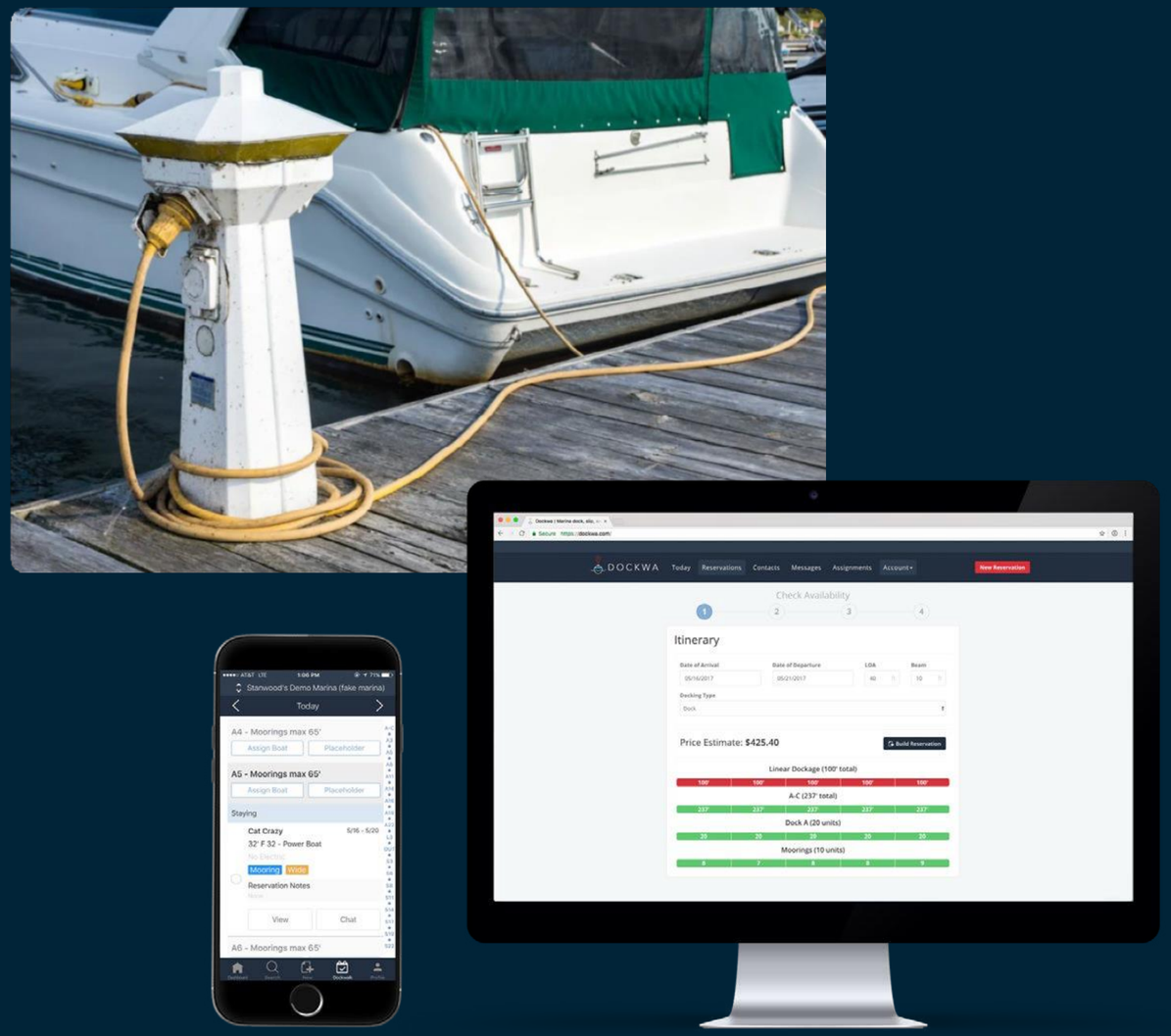
KEY PLAYERS: DIFFERENT APPROACHES

Eaton, HyPower
Traditional hardware +
bolt-on metering

MarineSync, Quadlogic
Utility monitoring, no smart control

Dockwa, Molo
CRM with limited hardware touch - APIs

VoltSafe
Full-stack, prongless, real-time
smart power



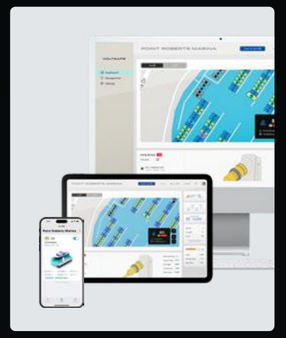
MODERNIZATION TRENDS & STATS

- 65% of boaters prefer marinas with smart tech
- Smart shore power = 42% fewer outages
- Automated billing = 80% fewer disputes
- +18% avg revenue lift from smart energy tools

INNOVATION SNAPSHOT — VOLTSAFE

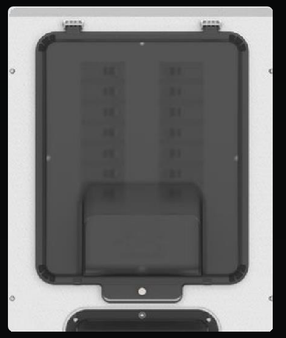
- First certified prongless smart shore power
- No arcing, no corrosion, no exposed live metal
- Smart pedestal + dashboard + app = one ecosystem
- NEC 2026 ready + embedded load sensing

L5-30 ADAPTER



SOFTWARE SUITE

WATER SPIGOTS



BREAKER PANEL

SMART LEDs

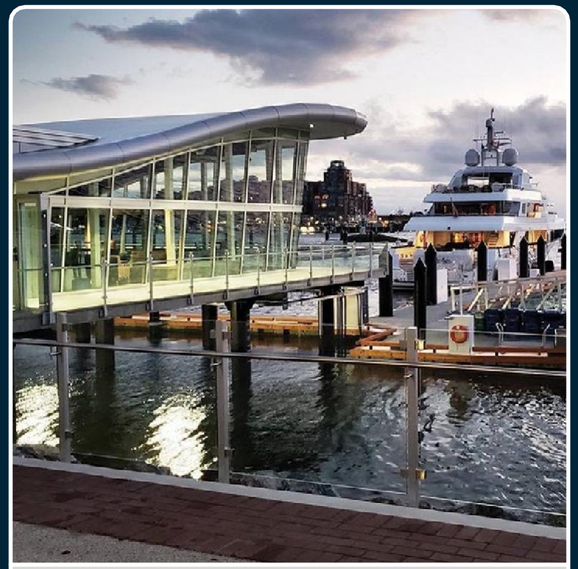
X2

X4

WHAT'S NEW AT VOLTSAFE:

> VoltSafe Selected to Join Port of San Diego's Blue Economy Portfolio

> VoltSafe Executed a Large-Scale Deployment with The Royal Vancouver Yacht Club



> VoltSafe and Mostar Labs Have Partnered to Build the Future of Mobile Marine Electrification

> NMMA Canada Board of Directors Adds VoltSafe Co-Founder & CEO, Trevor Burgess

KEY PARTNERSHIPS & ACCELERATOR PROGRAMS

YACHTING VENTURES
COMMUNITY MEMBER

ROYAL CANADIAN NAVY PILOT PROJECT FOR LEVEL 2 EV CHARGERS

ASSOCIATION OF BRITISH COLUMBIA MARINE INDUSTRIES
PROUD MEMBER

VANCOUVER MARITIME CENTRE FOR CLIMATE
PROUD MEMBER

PACIFIC COAST CONGRESS OF HARBORMASTERS & PORT MANAGERS
PROUD MEMBER

INTERNATIONAL ELECTRIC MARINE ASSOCIATION
PROUD MEMBER

WASHINGTON MARITIME BLUE
PROUD MEMBER

NATIONAL MARINE MANUFACTURERS ASSOCIATION PROUD MEMBER

ASSOCIATION OF MARINA INDUSTRIES
PROUD MEMBER

AMERICAN BOAT AND YACHT COUNCIL PROUD MEMBER

INNOVATE BC & NRC IRAP
BC FAST PILOT GRANT

INNOVATE BC & NRC IRAP
BC FAST PILOT GRANT

INNOVATIVE SOLUTIONS CANADA
GRANT RECIPIENT

CANADA'S OCEAN SUPERCLUSTER
MEMBER: CEPAC PROJECT 2024

SOCAL CLEANTECH EXPRESS
PORTS & LOGISTICS (CANADIAN TRADE COMMISSIONAER SERVICE)

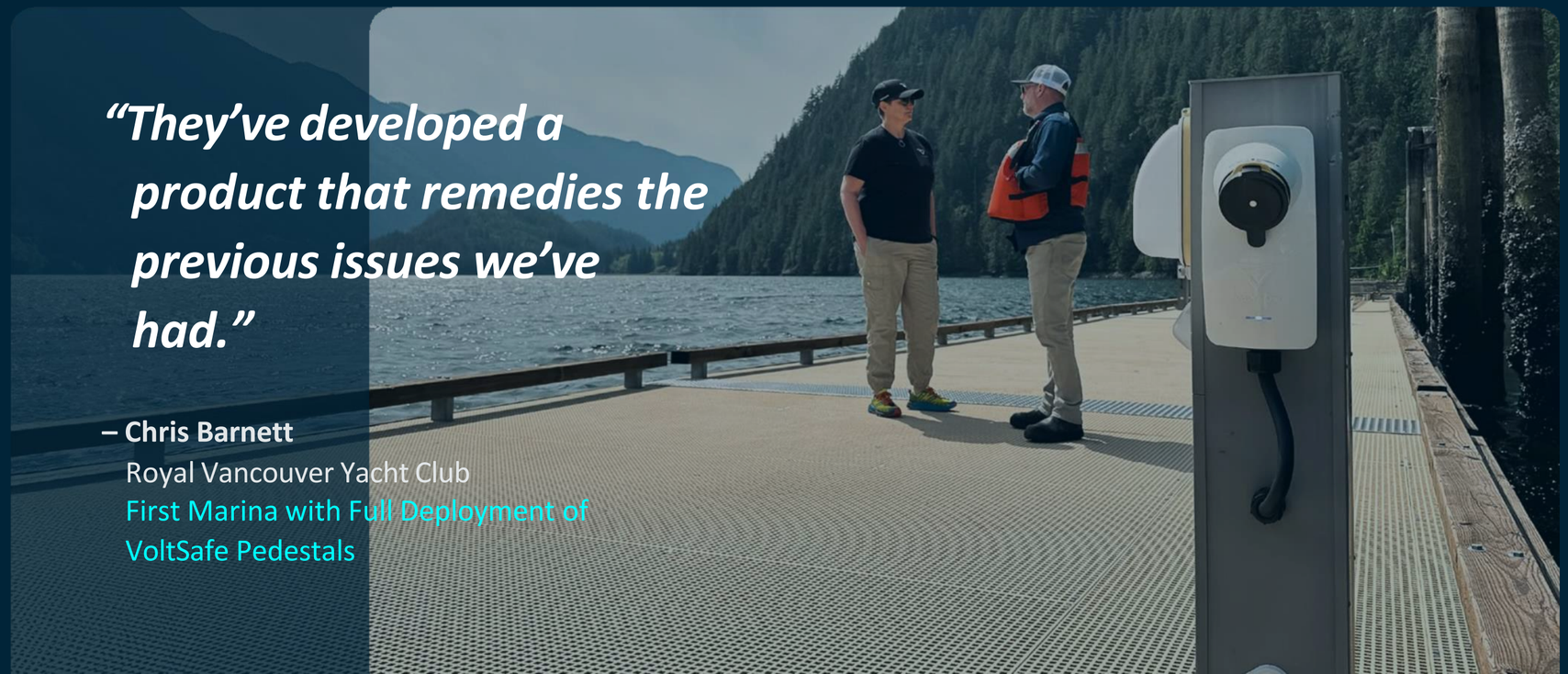
NEWLAB
SUPPORTED COMPANY

BOATING ONTARIO
PROUD MEMBER

REAL-WORLD IMPACT

“High time marinas take safety seriously - VoltSafe makes it easy.”

– **Chris Lougheed**
Gibsons Landing Harbour Authority
VoltSafe Pilot Program Participant

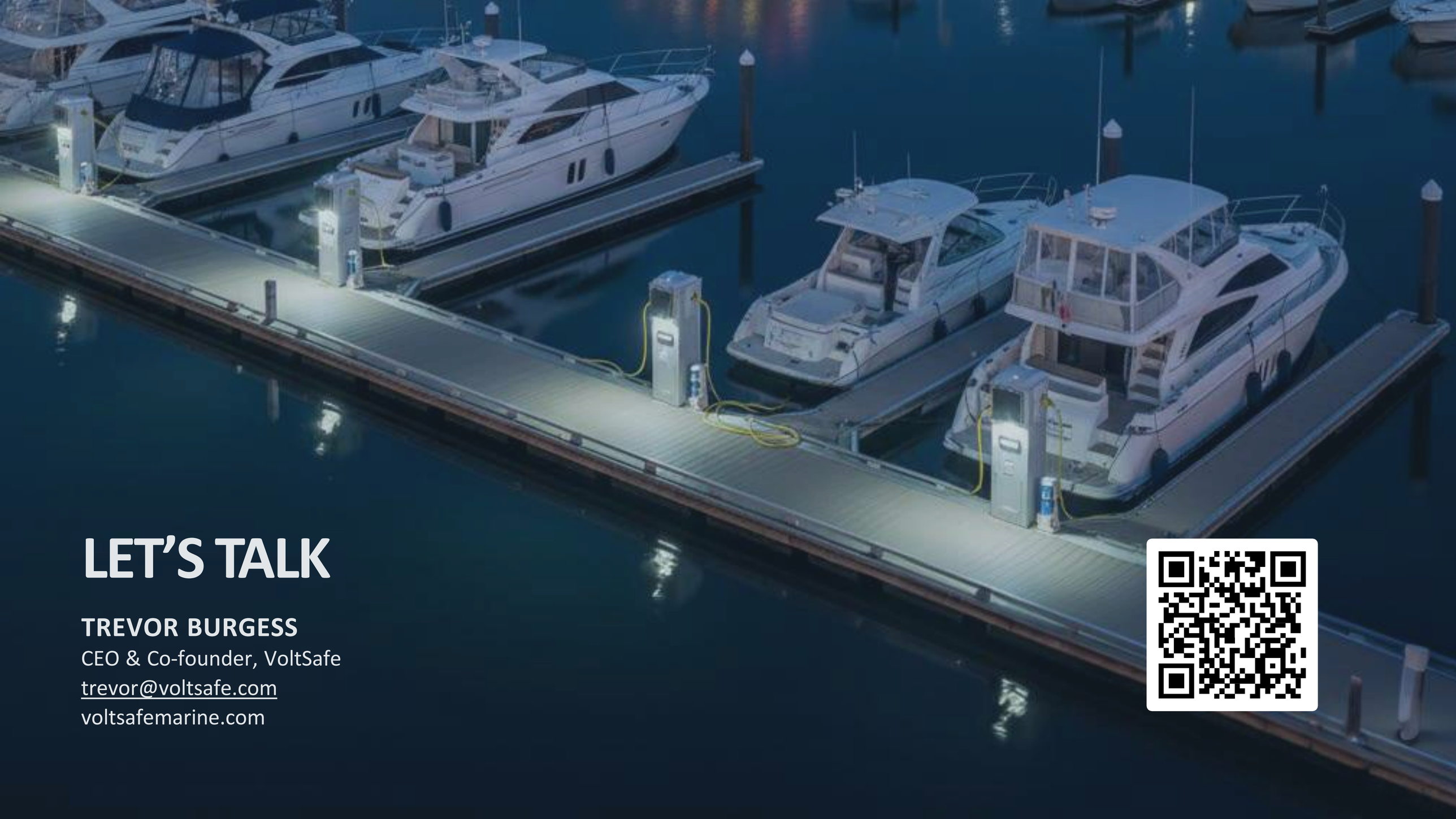


“They’ve developed a product that remedies the previous issues we’ve had.”

– **Chris Barnett**
Royal Vancouver Yacht Club
First Marina with Full Deployment of VoltSafe Pedestals

FINAL TAKEAWAYS

- NEC mandates are real and coming fast, especially with 2026 NEC requiring mandatory upgrades and testing. Stay in touch with your AHJs – they wield the sword.
- Smart shore power pays for itself (less downtime, less liability)
- Electrification can be an asset, not just a cost
- The future isn’t bolt-on smart tech. It’s native intelligence



LET'S TALK

TREVOR BURGESS
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voltsafemarine.com

HARDWARE

CONTROL BOX AND PEDESTAL	VOLTSAFE SOLUTION	LIGHTHOUSE (SS) INCUMBENT CORD	HARBOR LIGHT (SS) INCUMBENT CORD
No Arcing	✓	X	X
No Corrosion	✓	X	X
IP67 - Sealed to Safety	✓	X	X
Marina Grade Aluminum	✓	X	X
Does not Electrify the Water	✓	X	X
Does not Trip Breakers	✓	X	X
Prevents Stray Current	✓	X	X
Accessibility - Easy to Connect/Disconnect	✓	X	X
Surge Protection	✓	X	X
Revenue-Grade Power Metering	✓	X	X
LED Power Indicator Light	✓	✓	✓
Automated Safety	✓	X	X
Remotely Turn Power On and Off	✓	X	X

SOFTWARE

DASHBOARD AND COMPANION APP	VOLTSAFE SOLUTION	DOCKWA	MARINE SYNC
Marina Manager Dashboard	✓	✓	✓
Boat Owner Companion App	✓	✓	✓
Boat Owner Shore Power Control	✓	X	X
Interactive, Real-Time Slip Map	✓	X	X
Current Leakage Detection	✓	X	✓
Built-In CRM	✓	✓	✓
Automated Billing	✓	✓	X
Temperature Monitoring	✓	X	X
Automated Check In/Out	✓	X	X
Real-time Power Usage Data/Analytics	✓	X	✓
Real-time Device notifications	✓	X	✓
Peak Demand Monitoring	✓	X	X
Peak Demand Reduction	✓	X	X
Marina Shore Power Control	✓	X	✓