

**Date Submitted:** January 24, 2018

**Proceeding name:** BCUC Regulation of Electric Vehicle Charging Service Inquiry

## **Participant contact information**

**Organization or individual name:** Drive Energy Inc

**City:** Squamish

**Province:** British Columbia

**Email:** [mcharron@driveenergy.ca](mailto:mcharron@driveenergy.ca)

**Phone number:** 778-879-3020

## **For organizations only - representative contact information**

**Name:** Maxime Charron

**Organization (if different from above):** Drive Energy Inc

**City:** Squamish

**Province:** British Columbia

**Email:** [mcharron@driveenergy.ca](mailto:mcharron@driveenergy.ca)

**Phone number:** 778-879-3020

**Also representing (if applicable):** D

## **Additional information**

**Please state your reasons for intervening in this proceeding:**

We are currently providing consulting, chargers and installation for EV charging infrastructure. When speaking with clients, we hear a lot about the none sense of not being able to charge a \$2/h fee to pay for infrastructure and used electricity. Allowing private organization would increase the amount of chargers installed around the

province not only level 2 but also level 3. The main hurdle for the rise of electric car right now is charging infrastructure. Right now, the province has installed the DCFC network but is nowhere close to be enough. By allowing fees for using EV charging infrastructure, an ROI is then possible for the private market which will help develop the charging network as well as benefiting our provincial crown corporation BC hydro. This is astonishing to me that we are still debating about this topic while Quebec and Ontario are already allowing this type of practice. In this case, Quebec is sitting in the exact scenario with Hydro Quebec. While allowing the private market to participate, you are also creating new office and labor jobs while taking a step toward the province green gas emission reduction. We have hydro power and we have all the necessary ingredients for BC to be a leader in the EV market. We are heading to Norway next week to an EV conference and will come back with many more ideas.

**Please state how you are directly or sufficiently affected by the Commission's decision in this matter; or describe your experience, information, or expertise relevant to this matter that would contribute to the Commission's decision making:**

Our business growth is directly affected by this. We have based our company in Squamish because we believe in creating jobs in a rural area outside of Vancouver. Increasing the amount of EV installed is greatly affected by this decision. We would be growing a lot faster, creating jobs, paying taxes and building the EV network around the province without and provincial funding while helping the province on its GHG reduction goal.

**Please list the key issues you intend to address in the proceeding:**

- The importance of moving from fuel to electric car - How will the private sector will be a huge playing in building EV charging infrastructure - How this will create jobs and wealth to the province - This can only be good for BC Hydro as it will be selling more Hydro power.

## **For administrative purposes only**

**Do you intend to participate fully, including attendance at hearings and submission of evidence or information requests, if applicable?:** Yes

**Do you intend to request PACA funding? This does not impact your ability to participate:** Yes

**Have you or your organization web-registered as an intervener or interested party in the past 12 months?:** No

**If yes, please provide your username:**