

**Date Submitted:** February 22, 2018

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

**Are you currently registered as an intervener or interested party:** No

**Name (first and last):** Susan Norie

**City:** [REDACTED]

**Province:** British Columbia

**Email:** [REDACTED]

**Phone number:** [REDACTED]

**Comment:**

Please see the attached letter, which was originally emailed to the Secretary, on whose advice we are completing this on-line "Letter of Comment".

# SUSAN & JACK NORIE

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Telephone: [REDACTED]  
Email: [REDACTED]

2018 02 22

British Columbia Utilities Corporation  
Attn: Patrick Wruck, Commission Secretary  
Suite 410, 900 Howe Street  
Vancouver, BC V6Z 2N3

Dear Sir,

**RE: BCUC – An Inquiry into the Regulation of EV Charging Service**

We have been owners of an EV since last April and have experience with charging stations in our region. We submit the following comments for your consideration during this inquiry.

With regard to Order G-9-18 specifying a \$9 charge per 30-minute session: We believe that DCFC charge stations should be based on a fee per kWh, to be fair; otherwise it is not a charging fee, but an exorbitant parking fee. Our car will not charge to 80% in 30 minutes with a low battery charge. It would take closer to an hour, perhaps longer, in our experience. A \$9 fee for only 30 minutes of charging would discourage us from using such a charging station unless we had no choice.

It would also significantly alter what seems to be a somewhat standardized rate of \$0.35/kWh for DCFC's, with some of the charging stations having a minimum of \$2.00. Last time we used one with this charging format was in Revelstoke. It cost us approximately \$14 for 80 minutes, at which point we had about +/- 85% on our battery. Not all charging stations have a minimum fee; perhaps it's a good idea.

If overlong parking is the concern, why not couple the charging stalls with a timed parking meter? An EV owner could pay for parking at the same time as charging up, and be forced to return due to the parking meter. It would also provide an indicator to others who may need to charge-up when they might expect to see the current user return to the stall.

Further to the charging up of EV's, we would like to comment that we have run across unusable charging stations due to technical problems. Sometimes, it takes weeks or even months to repair. We would like to press for regulations that would ensure charging station owners monitor their stations and address malfunctions more quickly. It might be helpful to have a central agency overseeing this service.

Sincerely,

{signed}

Susan & Jack Norie