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Proceeding name: BCUC Regulation of Electric Vehicle Charging Service Inquiry

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

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Comment:

I'm a designer specializing in making systems easier to use, and a member of BCSEA Vancouver Chapter. While we tend to worry about exceptional situations and worst case scenarios, success of new technology often hinges on the convenience of day-to-day use. Most cars will spend the majority of their time parked either at the home, or work place (or place of study). Ensuring easy access to charging in these places has major benefits. So, while proper regulation of PUBLIC charging spots is important spots, the chargers installed by employers and stratas are just as important, and regulation should seek to remove obstacles for employers and stratas to install chargers, allowing a way to finance and then recoup installation costs, and to ensure fair and efficient access to charging spots. Some employers/stratas may even prefer outsourcing to a trusted and even licensed 3rd party, similar to how employers offer extended health benefits. And, as conditions and preferences change over time, there must be a way for the charging infrastructure to be used by other providers, and easily transferred to another owner or lease holder. PACE (property assessed clean energy) offers one model for financing and transfer of assets. In addition, I personally believe regulation should encourage use of locally generated power, which reduces transmission, load on central generators, and offers some degree of resilience in the case of grid breakdowns. One example of such regulation would be to exempt charging providers that use locally generated power from certain restrictions, or allow a premium on this type of charging. In short: charge where you park, using locally generated power. Thanks you.