

**Date Submitted:** January 25, 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):** Robert Sterne

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**Comment:**

We live in Rural BC, where long travel distances preclude the practical use of electric cars. We feel it is unfair for us to subsidize their use by paying for the electricity they use as "fuel", while also having to pay for our own transportation needs. This penalizes Rural residents in favour of Urban dwellers. ALL electricity used for charging cars should be charged at the residential rate. As such, the BCUC should be front and center in making sure this happens. I have put my detailed comments in a letter which is attached.



January 25, 2018

Commission Secretary,  
BC Utilities Commission,  
90 Howe Street,  
Suite 410,  
Vancouver, BC, V6Z 2N3

Dear Sir or Madam;

I am writing to you to comment on charging for the electricity used by charging stations for cars in BC. There should be NO public or private subsidy of electricity for electric cars. ALL the electricity used for charging cars should cost the same as electricity for home use, otherwise, those charging electric vehicles are being subsidized by others. There should be no Government subsidy of any kind, nor should the Electric Utilities pass on those costs to their other customers. It is simply a matter of fairness.

Currently sales of electric cars in BC is about 4% of vehicle sales (ie 1 in 25), with about 1% of cars on the road in BC being electric. This means that every time an electric car owner plugs in their car at a public charging station, about 100 other drivers are sharing the cost of supplying their fuel. According to the data I have been able to find, it puts about the same load on the grid to charge an electric car as to run an entire house. Based on the current 1% use of electric cars in BC, and an average operating cost for the electricity of \$100 per month, if all those drivers exclusively charged at public charging stations, that means every user of electricity in BC would be paying about \$1.00 per month to pay for the fuel of those charging their electric cars for "free". Not a big deal now, but what about when 10% of cars are electric? Then it would be \$10.00/month. If electric cars ever reached 50% of the cars on the road, then each person would be paying for ALL of their neighbour's electric car's "fuel".

There are already Government subsidies available to reduce the purchase cost of electric vehicles, which we all pay for in our taxes. If the typical \$5000 subsidy was spread over all vehicles, the cost to each person buying a gas vehicle would currently drop by \$200 in BC. It is estimated that the car manufacturers are currently losing about \$10,000-14,000 on each electric vehicle they produce, and that cost is again passed on to their other customers. That means that for every electric car sold in BC, every person buying a gas-powered car is paying \$400-560 extra to subsidize those going electric. In addition, all these "public charging stations" cost us all money to install, and yet very few see the benefit from them. Not talking about the electricity, we gas-powered car buyers are all subsidizing those who choose to buy an electric car by about \$600-800 each. This amounts to an added "tax" on the many for the benefit of the "few". When the percentage of electric cars sold reaches 50%, HALF the car buyers will be subsidizing the other half!

So why not everyone just buy an electric car? Some of us live in Rural areas, where there are few if any charging stations. We travel long distances, not only for Medical care, but often just to buy groceries and other essentials. Many of these trips are beyond the range of most electric vehicles, and those which do have the range are expensive. One of the few that might be suitable for a trip from Princeton to Penticton, for example, (which living in Coalmont we have to do once a month), is the Chevy Bolt, but at \$43,000 MSRP it is more than twice the price of the similar gas-powered Chevy Trax, at an MSRP of \$20,000. Just as we living Rural have been penalized by the two-tier residential electric rate system because we have no access to natural gas for space and water heating – so are we penalized by the impracticality or extravagant cost of electric vehicles. Once again, we end up SUBSIDIZING those who live in the cities.

Eventually, electric cars will be the majority, unless some other technology overtakes them. This will put a HUGE additional load on the grid, and that in turn will obviously increase the cost of electricity for everyone, for all uses. Providing we generate that electricity by renewable means (such as the Site C dam, which will help produce power for all those electric vehicles), this will reduce our use and dependence on fossil fuels, which is a good thing. I realize that every new technology needs a break to get a foothold, but we are doing enough (maybe too much) already with Government purchase incentives, and the car manufacturers using them as “loss-leaders” – at least those are “hidden costs”. However, when you give away electricity to those who can afford expensive electric vehicles, and live in Urban centers where they are practical – at the expense of Rural dwellers which tend to have lower incomes and longer travel distances – I SAY ENOUGH !!!

Sincerely;

Robert B. Sterne, BSc.

