

Date Submitted: March 01, 2018

Proceeding name: BCUC Regulation of Electric Vehicle Charging Service Inquiry

Are you currently registered as an intervener or interested party: Yes, Interested Party

Name (first and last): Chris Campbell

City: [REDACTED]

Province: British Columbia

Email: [REDACTED]

Phone number: [REDACTED]

Comment:

I would like to raise a few issues addressing the need to anticipate the transition to electric vehicles, a transition which potentially will happen faster and more extensively than many believe. It is critical that any regulatory approach consider carefully the need to facilitate a charging infrastructure capable of “fueling” a significant percentage of a vehicle fleet that currently has a gas station on many corners, with fill ups occupying the stations for only a few minutes! A major challenge if we have 10 or 20% electric vehicles in urban markets, or on highways. Clearly, operating charging stations and reselling electricity must be encouraged. A variety of business models must be encouraged. The scale of need will establish a market, which surely does not need price regulation. BCUC must open up the ability to resell as chargers. If there are questions on billing rates, care should be taken to ensure that they do not create a disincentive. In fact, you may need to address the issue of whether resellers should access BC Hydro resources at a preferred, industrial rate. The issue of whether or where taxes might be levelled has to be addressed. There may be issues that BCUC needs to refer to government if they fall outside the TOR for this enquirer. The few charging stations in public parking lots are clearly inadequate and inconvenient as a longterm solution. The approach in Europe and by some gas stations is ultimately limited by the footprint of the stations; even with rapid chargers, how many vehicles per hour can be served in traditional “gas” stations? Supermarket/mall parking lots have acreage and vehicles on site for grocery shopping and other purposes. If the car is parked for 20 minutes or more, why would they all not be plugged in. In fact, why would the parking lot not be multipurposed with coverings of PV collectors and chargers at most stalls. If that is ever to happen, it is likely with a totally new business model for the parking lot infrastructure. They may have to operated by infrastructure or energy companies independent of mall landlords. Other models may need to be developed for urban lots and garages with perhaps a mobile charging service that works through the commuter vehicles parked for longer duration. This will require new business models. Clearly we need to ensure that decisions today, do not shut off such developments.