



Autochargers.ca
109 Fernstaff Court, Unit 13,
Vaughan, ON, L4K 3M1
March 12, 2018

Collaboration On Solving Current Issues

Dear Commission,

First of all, here at Autochargers.ca we want to thank the Utility Commission for the opportunity to intervene on this independent inquiry. Additionally, we would like to make the Utility Commission aware that our smart grid software has been specifically designed to work with end users and Utilities in terms of how to manage rates, power distribution and electrical load management. We are happy to come and do a presentation and would like the opportunity to run a pilot project on this software and our hardware.

Autochargers.ca was formed in 2013, 5 years on the market and is the largest EVSE reseller of smart EV chargers in Canada by volume. Autochargers.ca has offices in Toronto, Ottawa, Montreal and Vancouver. Autochargers.ca is an exclusive eMotorWekrs Canadian manufacturing and distribution partner, Autochargers.ca operates 16500 sq ft assembly facility in Markham, Ontario with yearly manufacturing output of up to 60,000 EV chargers.

Customers have a multitude of choices today when choosing an electric vehicle charging station and the overall landscape of the EV charger market is quite competitive when it comes to what kind of chargers to use. Depending on their needs a networked vs a non networked station is by far the best choice. Networked stations that are OCPP compliant are the most flexible choice for customers of EV charging stations. OCPP compliant stations are not locked into any particular network that the charger company provides. Our product Juicebox is an OCPP compliant device.

In our humble opinion charging station operators and service providers should not be regulated by the Commission. EV charging should not be considered as resellers of electricity. EV owners should have access to cost effective charging rates, at certain times of day - static or dynamic, that reflect cost of service as well as policy objectives. EV Charging can be incentivized to charge off-peak and / or participate in managed charging programs if associated rates / costs for those tariffs and programs provide a compelling fuel switching value proposition. There are many examples of residential EV tariffs and emerging number off-managed charging programs piloted by utilities and third parties¹

Comments Made by:

¹ Comment made by David Schlosberg- VP of Energy Market Operations of Emoterwerks.

David Schlosberg- VP of Energy Market Operations at Emoterwerks, Southern California
Gleb Nikiforov- CEO of Autochargers- Markham Ontario
Ryan Angel,B.C Regional Sales Manager of Autochargers- Vancouver, British Columbia