



May 3, 2018

Sent via email/eFile

<b>BCUC REGULATION OF ELECTRIC VEHICLE CHARGING SERVICE INQUIRY EXHIBIT A-10</b>
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Mr. Maxime Charron  
Drive Energy Inc.  
PO Box 1720  
Garibaldi Highlands, BC V0N 1T0  
mcharron@driveenergy.ca

**Re: British Columbia Utilities Commission – An Inquiry into the Regulation of Electric Vehicle Charging Service – Project Number 1598941 – Information Request**

Dear Mr. Charron:

Further to your February 26, 2018 filing of written evidence with respect to the above-noted Inquiry, enclosed please find British Columbia Utilities Commission (BCUC) Information Request No. 1. In accordance with the regulatory timetable please file your responses on or before Wednesday, June 6, 2018.

The BCUC's Rules of Practice and Procedure (Rules) set out in Order G-1-16 provide guidance and establish requirements for participants in BCUC proceedings. Subject to section 14 of the Rules, all parties that receive an information request must provide full and adequate response to each question.

The BCUC's Rules of Practice and Procedure can be viewed here:  
<https://www.ordersdecisions.bcuc.com/bcuc/orders/en/127520/1/document.do>

If you have any questions regarding the information request process, please contact Commission Secretary.

Sincerely,

*Original signed by:*

Patrick Wruck  
Commission Secretary

/dg  
Enclosure



**British Columbia Utilities Commission**  
**An Inquiry into the Regulation of Electric Vehicle Charging Service**

**INFORMATION REQUEST NO. 1 TO DRIVE ENERGY**

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**A. TECHNOLOGY**

**1.0 Reference: Exhibit C3-2, p. 2**  
**Open Charge Point Protocol**

On pages 2 of Exhibit C3-2, Drive Energy states:

...the EVSE owner, who are also clients of vendors, are captive of a monopoly/oligopoly structure in which they are tied to the provider of the hardware (charging station) that they have purchased. As mentioned above, until the smart EVSEs operate on Open Charge Point Protocol [OCPP] like ABB, Easton or Tritium DCFCs, all level 2 hardware is tied to the same company to provide payment processing & service and are very vulnerable to uncompetitive monthly fees and payment processing fee hikes.

- 1.1 Is Drive Energy aware of any EV charging stations hardware available to BC clients that could use Open Charge Point Protocol (OCPP)? If yes, please discuss.

**B. RATES**

**2.0 Reference: Exhibit C3-2, p. 3**  
**Rate Design – EV charging station to EV customers**

On page 3 of Exhibit C3-2, Drive Energy provides the following five rate designs:

- I. Free for 1 or 2 hours, then pay up to \$10 / hour thereafter
- II. \$2 /hour and up to \$10 / hour thereafter (to make people move their vehicle)
- III. \$1 / hour for the first 2h + KWH used then up to \$10 per hour.
- IV. Simply \$2 / hour – no incentive for cars to vacate the space.
- V. Free if the EVSE owner decides to provide it as additional service
- VI. For DCFC, clearly having a mix of kwh and time is absolutely necessary

Drive Energy states that would be efficient if used for the proper application.

- 2.1 Please clarify whether the proposed rate designs are dependent on the specific level or type of charging.
- 2.2 Please elaborate on the pros and cons of each rate design, and discuss what behaviour would each method incent.
- 2.3 In most circumstances, public parking space is rented out by time. Fuel sales are measured by litres or gallons. Please discuss whether consistency in rate design is desirable for public EV charging stations.