



May 3, 2018

Sent via email/eFile

BCUC REGULATION OF ELECTRIC VEHICLE CHARGING SERVICE INQUIRY EXHIBIT A-14
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Jeff Fisher
Urban Development Institute – Pacific Region
#200-602 West Hastings Street
Vancouver, BC V6B 1P2
jfisher@udi.org

Re: British Columbia Utilities Commission – An Inquiry into the Regulation of Electric Vehicle Charging Service – Project Number 1598941 – Information Request No. 1

Dear Mr. Fisher:

Further to your March 16, 2018 filing of 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 URBAN DEVELOPMENT INSTITUTE

1.0 Reference: Exhibit C9-2, pp. 1–2
BC Hydro Electric Tariff, section 9.1
Regulatory barriers

On page 1 of Exhibit C9-2, Urban Development Institute (UDI) states that its members “are facing several regulatory obstacles, and have numerous questions pertaining to what they are allowed to implement or charge end users for.”

On page 2 of Exhibit C9-2, UDI states “It is not clear when and how our members, strata corporations or third parties who they contract with can charge for electricity.”

In section 9.1 of the British Columbia Hydro and Power Authority (BC Hydro) Electric Tariff under Resale of Electricity, it states:

If a Customer wishes to resell to a tenant of the Customer at the same Premises and on a metered basis Electricity provided by BC Hydro to the Customer, the price for such Electricity will not exceed the price that BC Hydro would have charged had such tenant been a Customer of BC Hydro. This requirement will be included in an agreement for resale between BC Hydro and the Customer.

- 1.1 Given a customer’s ability to resell electricity to a tenant that would not exceed the price that BC Hydro would have charged, as set out in the Electric Tariff, would that Resale of Electricity provision help in addressing UDI’s concerns? Please discuss.
- 1.2 Other than uncertainties surrounding the resale of electricity, please discuss what other regulatory obstacles, if any, third-party entities face when owning or operating various levels or types of charging stations.

On page 2 of Exhibit C9-2, UDI states “Currently, BC Hydro is not allowed to provide metering to each of the stalls in parking garages in residential buildings.”

- 1.3 Please discuss what options UDI have explored outside of public utility metering services (e.g. third-party services such as AddÉnergie, ChargePoint, or Greenlots).

2.0 Reference: Exhibit C9-2, pp. 2–3
Infrastructure costs

On page 2 of Exhibit C9-2, UDI states:

There may be BC Hydro infrastructure upgrades that need to occur to service the added load to buildings. This has significant cost implications ranging from tens of thousands of dollars to hundreds of thousands of dollars.

...

In some cases, there may be added BC Hydro infrastructure costs because of the additional assumed load from the EVC infrastructure (e.g. a building could now require a unit substation whereas before a transformer would have sufficed). Again, these costs could be as high as \$150,000.

- 2.1 Please elaborate on the cost estimates related to building upgrades and how they are determined.

On page 3 of Exhibit C9-2, UDI states: “the City of Burnaby has estimated the costs to be \$1,200 to \$3,000 per stall.”

- 2.2 Please confirm if the cost per stall is for the charging equipment only or does it include other costs (e.g. installation)? Please define further.