

REQUESTOR NAME: **BCOAPO**
INFORMATION REQUEST ROUND NO: **1**
TO: **BC HYDRO**
DATE: **May 15, 2018**
PROJECT NO: **1598941**
PROCEEDING NAME: **BCUC Inquiry into the Regulation of
Electric Vehicle Charging Service**

1.0 Reference: Exhibit C1-2, pages 2-3 (Issue #3)

Preamble: The Evidence states: “BC Hydro does not believe that private sector persons (not otherwise public utilities) that wish to resell electricity need to be regulated”.

The Evidence states: “The role of the Commission should be transparent to ensure that persons wanting to enter this market have a clear understanding of if and how they may become subject to the Commission’s regulation”.

1.1 BCOAPO notes that the first quote in the preamble does not include any “qualifiers”. Does the statement apply in all circumstances where a private sector person wishes to resell electricity?

1.2 If not, please outline BC Hydro’s views as to when such parties should become subject to the Commission’s regulation.

2.0 Reference: Exhibit C1-2, page 4 (lines 1-15)

2.1 Please indicate precisely which “principles” from the AES Inquiry Report BC Hydro is referring to at lines 5-8.

2.2 Please outline (per lines 13-15) how BC Hydro believes these principles should be modified for purposes of application to the EV charging services market.

2.3 As well as removing barriers to EV adoption and delivering benefits to ratepayers, should the need to foster or, at a minimum, not impede competition amongst other private sector parties to provide EV charging services be a consideration in whether public utilities should allowed to provide services in such developing markets and the conditions under which they should be allowed to do so?

2.3.1 If no, why not?

2.3.2 If yes, how is this consideration reflected in the response to question 2.2?

3.0 Reference: Exhibit C1-2, page 10 (lines 18-22) and page 14 (lines 23-27)

Preamble: The Evidence states: “until there is private sector uptake of fast charging services, utilities operating in the market are best suited to provide this service and need to have the ability to recover the costs of doing so”.

3.1 Please confirm that if BC Hydro were permitted to recover its cost of providing electric vehicle charging services then its cost of capital would be less than that of a private sector entity seeking to provide similar services?

3.1.1 If not, why not?

3.1.2 If yes, how would the presence of a “lower cost” BC Hydro service support private sector participation over the longer term?

4.0 Reference: Exhibit C1-2, page 12 (lines 22-25)

Preamble: The Evidence states: “at this early stage of market development, an objective of rate setting may be to set the rate at a reasonable level to recover costs to the extent possible”

4.1 Please indicate how such an approach would encourage other private sector parties to enter the market and provide electric vehicle charging services.

4.2 For how long would such an approach (i.e., setting rates at “reasonable level” less than costs) be required?

4.2.1 How does BC Hydro envision that the Commission could or would determine when such an approach should end and rates then be set based on a cost of service approach?

5.0 Reference: Exhibit C1-2, page 14 (lines 18-20)

5.1 If the costs of EV charging stations are included in the regulated utilities’ revenue requirement, from which customer classes would they be recovered?

5.1.1 If from more than one class, how would they be apportioned?