

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

1.0 Reference: Exhibit C12-2, page 13 (lines 35-38) and page 18 (lines 8-9)

Preamble: The Evidence states (p. 13) that: “The level of regulation and Commission involvement can be less than under traditional utility monopoly regulation”.

The Evidence also states (p. 18) that: “If EV charging is to be provided by a utility, it is appropriate to continue to use the cost of service model as the starting point to establish rate design and adapt it to the emerging market”

- 1.1 Please reconcile the statement that “the regulation and Commission involvement can be less than under traditional utility monopoly regulation” with the statement “it is appropriate to continue to use the cost of service model as the starting point to establish rate design”.
- 1.2 Please provide more details on how FBC envisions public utility-owned EV charging stations being regulated and, in particular, what involvement the Commission would have in that or those scenarios in the setting of both the overall level of costs to recovered and pricing options for the services provided.

2.0 Reference: Exhibit C12-2, page 13 (lines 14-18) and page 16, (lines 5-8)

- 2.1 Given that “a competitive environment for services provided by EV charging stations does not currently exist in BC”, should one of the objectives of public utility participation be to foster the development of a competitive market for EV charging services?
 - 2.1.1 If not, why not?
- 2.2 Would third-party (private sector) providers incur higher costs (e.g. cost of capital) to install and maintain EV charging station infrastructure than public utilities?
 - 2.2.1 If not, why not?
 - 2.2.2 If yes, how does setting the rates for EV charging services provided by public utilities at (or initially below) the cost incurred by those public utilities to provide such a service promote the entry of third-party providers and, thereby, foster a competitive market for EV charging services (i.e., the existence of charging stations owned/operated by public utilities offering services at or below

their “cost of service” could prevent other parties from entering the market)?

2.2.3 How should the Commission address this issue?

3.0 Reference: Exhibit C12-2, page 18 (lines 13-19)

3.1 What are the barriers to charging stations having a meter that is approved by Measurement Canada? Are the barriers different for public utilities versus private owners?

4.0 Reference: Exhibit C12-2, page 8 (lines 2-4) and page 18 (lines 30-35)

4.1 In FBC’s opinion, would an EV charging service which used a time-based rate that charged for the use of the space (regardless of whether the EV charging service was actually used or not) be considered a public utility?

**5.0 Reference: Exhibit C12-2, page 19 (lines 12-16)
FBC’s 2017 RDA, page 4**

5.1 Please explain further why the existing retail rates are inappropriate to support the development of EV charging infrastructure in the province (per page 19).

5.2 Please reconcile the approach proposed for the rate design applicable to electricity sold to EV charging stations with the principles for rate design that FBC has used in its current 2017 RDA.