

# William J. Andrews

## Barrister & Solicitor

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May 15, 2018

Ministry of Energy, Mines and Petroleum Resources  
Electricity and Alternative Energy Division  
Attn: Les MacLaren, Assistant Deputy Minister  
By email: [Les.MacLaren@gov.bc.ca](mailto:Les.MacLaren@gov.bc.ca)

Dear Sir:

Re: BCUC Inquiry into the Regulation of Electric Vehicle Charging Service,  
Project No.1598941  
BCSEA and SCBC Information Request to MEMPR

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Further to your filing of written evidence in this proceeding, enclosed please find Information Request No. 1 by BC Sustainable Energy Association and Sierra Club BC to MEMPR. Please file your responses in accordance with the regulatory timetable.

If you have any questions about the meaning of these information requests, please do not hesitate to contact the undersigned.

Yours truly,

William J. Andrews



Barrister & Solicitor

Encl.

REQUESTOR NAME: **BC Sustainable Energy Association and Sierra Club BC**

INFORMATION REQUEST ROUND NO: 1

TO: **Ministry of Energy, Mines and Petroleum Resources (MEMPR)**

DATE: **May 15, 2018**

PROJECT NO: **1598941**

APPLICATION NAME: **BC Utilities Commission Inquiry into the Regulation of Electric Vehicle Charging Service**

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**1.0 Topic: Provincial Policies and Strategy Related to EVs and EV Charging Infrastructure**

**Reference: Exhibit C19-2, section 3, page 2**

“The Province of British Columbia has committed to significant actions to reduce greenhouse gas (GHG) emissions. Priorities outlined in the most recent mandate letter for the Minister of Environment and Climate Change Strategy include the following:

- Renew the Climate Leadership Team within the first 100 days of your mandate; and
- Implement a comprehensive climate-action strategy that provides a pathway for BC to prosper economically while meeting carbon pollution reduction targets, including setting a new legislated 2030 reduction target and establishing separate sectoral reduction targets and plans.” [footnote omitted]

To follow through on these priorities, a Climate Solutions and Clean Growth Advisory Council has been established to provide strategic advice to government on climate action and clean economic growth. It includes members from First Nations, environmental organizations, industry, academia, labour and local government. Transportation is one of the key sectors that will be included in the comprehensive climate-action strategy and the Council will be considering a range of policy options to achieve carbon pollution reductions in that sector. The outcome of this Inquiry will assist with the Council’s consideration of policy options relating to EVs and EV charging infrastructure.” [p.2.]

1.1 Please provide an update on the plans and activities of the Province, the Ministry of Environment, and the Clean Growth Advisory Council to address the climate-action strategy described in the mandate letter of the Minister of Environment and Climate Change Strategy. Please include:

- 1.1.1 a discussion of anticipated time-lines, processes and milestones to carry out this work;
- 1.1.2 a discussion of how this work will relate to other planning processes in BC that deal with energy and GHG emissions, particularly BC Hydro’s Integrated Resource Plan; and
- 1.1.3 any further information that is available on the role that EVs may play in BC’s climate action strategy, including a discussion of the possible roles of electrified commercial, freight and public transit vehicles.

**2.0 Topic: Provincial Policies and Strategy Related to EVs and EV Charging Infrastructure**  
**Reference: Exhibit C19-2**

- 2.1 Please file the mandate letter for the Minister of Energy, Mines and Petroleum Resources, dated July 18, 2017.
- 2.2 Please confirm that the MEMPR mandate letter includes the following:
- “In your role as Minister of Energy, Mines, and Petroleum Resources I expect that you will make substantive progress on the following priorities:
- Create a roadmap for the future of B.C. energy that will drive innovation, expand energy-efficiency and conservation programs, generate new energy responsibly and sustainably, and create lasting good jobs across the province.”
- 2.3 Please discuss the plans and activities of MEMPR and the Province to address the “roadmap for the future of B.C. energy,” described in the mandate letter. Please include:
- 2.3.1 a description of the scope of the mandate as interpreted by MEMPR;
- 2.3.2 a discussion of anticipated time-lines, processes and milestones to carry out this work;
- 2.3.3 a discussion of how this work will relate to other planning processes in BC that deal with energy and GHG emissions, particularly BC Hydro’s Integrated Resource Plan; and
- 2.3.4 any further information that is available on the role that EVs may play in BC’s energy roadmap, including a discussion of the possible roles of electrified commercial, freight and public transit vehicles.

**3.0 Topic: Provincial Policies and Strategy Related to EVs and EV Charging Infrastructure**  
**Reference: Exhibit C19-2, section 8, page 9**

“MEMPR supports a significant expansion of public EV charging infrastructure in BC, which will be required in order for the Province to meet provincial, national and international commitments on climate change, reduce transportation-related GHG emissions and increase the number of ZEVs on the roads in BC. To facilitate this expansion, MEMPR supports the reduction of undue regulatory burden and cost of providing EV charging services in BC, so long as the interests of ratepayers and consumers are protected and safety considerations are adequately addressed.”

- 3.1 Please discuss the extent to which MEMPR’s support for reducing undue regulatory burden and cost of providing EV charging services in BC extends to fleet EVs and EVs used for public transit.

- 3.2 Please confirm that the term “public EV charging infrastructure” means EV charging infrastructure available to the public; i.e., that the intention is not to express a preference for public bodies, rather than private entities, to provide EV charging infrastructure.

**4.0 Topic: Economic benefits of CEVs**  
**Reference: Exhibit C19-2, page 2**

“The CEV Program is intended to encourage and accelerate the adoption of ZEVs in British Columbia for both their environmental and economic benefits.”

- 4.1 Please elaborate of the “economic benefits” of ZEVs referred to in the sentence quoted above.

**5.0 Topic: Inter-jurisdictional issues with EVs or ZEVs**  
**Reference: Exhibit C19-2, pp. 3 – 4**

“The Province is also working with other jurisdictions to promote the uptake of ZEVs [i.e., zero-emission vehicles, including EVs]. Under the Pan-Canadian Framework on Clean Growth and Climate Change, federal, provincial and territorial governments committed to work with industry and stakeholders to develop a Canada-wide ZEV strategy by 2018. This strategy will be ambitious and will build on existing initiatives, such as light-duty vehicle regulations, provincial ZEV programs, and Canadian innovation superclusters, to help meet Canada’s 2030 GHG emissions reduction target and realize the country’s potential as a global leader in innovation and the clean economy.”

“The Pacific Coast Collaborative (PCC) is a joint initiative of California, Oregon, Washington, and British Columbia to accelerate a vibrant, low-carbon economy on the West Coast. On October 28, 2013, the Governors and Premier of the PCC jurisdictions announced the Pacific Coast Action Plan on Climate and Energy. A key element of the action plan was to “take actions to expand the use of zero-emission vehicles, aiming for 10 percent of new vehicle purchases in public and private fleets by 2016.” That initial goal has now expanded to include fleets that aim for more than 10 percent and to establish a new target year of 2020.”

“In 2015, BC became the 14th jurisdiction to sign on to the International ZEV Alliance, which is a collaboration of national and subnational governments working together to accelerate adoption of ZEVs. Members of the Alliance are striving to make all new passenger vehicles in their jurisdictions ZEVs by no later than 2050.” [footnotes removed]

- 5.1 Please confirm that the Pan-Canadian Framework on Clean Growth and Climate Change is Canada’s framework initiative for Canada to meet its GHG reduction targets necessary to meet its international commitments under the 2015 Paris Agreement to limit global warming to below 2 degrees Celsius.
- 5.2 Please provide more details on the timelines of the Pan-Canadian Framework process, how BC is participating in the process and how it relates to BC’s climate action planning.

- 5.3 Please provide more details on BC's participation in the PCC and the International ZEV Alliance, including the goals and timelines of these initiatives and how they relate to BC's climate action planning.
- 5.4 What factors regarding BC's inter-jurisdictional activities on EVs should the Commission take into account in the present Inquiry?
  - 5.4.1 For example, should the Commission seek to harmonize regulatory measures in BC with those in other jurisdictions, with a view to minimizing any cross-jurisdictional barriers to EV use of provision of EV charging services?

**6.0 Topic: MURBs**  
**Reference: Exhibit C19-2, MEMPR Evidence, p.10**

"...there are well-documented hurdles for residents of multi-unit residential buildings to install and access charging facilities in their buildings."

- 6.1 Please describe any legislative, regulatory or policy measures the government is taking to help overcome the barriers to the provision of EV charging infrastructure in strata corporation buildings and multiple unit rental buildings.