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May 15, 2018

Mr. David Li
The City of Vancouver
Email to: david.li@vancouver.ca

Dear Sir:

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

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 the City of Vancouver. 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: **City of Vancouver**

DATE: **May 15, 2018**

PROJECT NO: **1598941**

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

1.0 Topic: Light-handed regulation

Reference: Exhibit C5-2, City of Vancouver Evidence, p.2

“e) In general, the Commission should forbear from regulating EV service providers to the extent the market conditions allow, but remain available to resolve disputes on a complaint basis where EV service providers can exert undue market power because of market constraints. The Commission should adjust its approach to regulation based on the different categories of EV charging service, based on the extent to which the EV owner has access to competitive alternatives.”

1.1 Does the City of Vancouver have a view on how the Commission would reconcile forbearance from regulation with resolving disputes of alleged exertion of undue market power because of market constraints?

1.2 In the City’s view, is there a way to design the Commission’s dispute resolution role so that the prospect of having to defend its pricing practices in a Commission proceeding would not deter a would-be entrant to the market for providing EV charging services?

2.0 Topic: Light-handed (complaints based) regulation for stratas

Reference: Exhibit C5-2, City of Vancouver Evidence, p.13, para.39.

“39. For the terms of service and rates for EV charging service, the Commission should let the market decide where EV owners have competitive choices – particularly in the public charging service sector. The market will respond and innovate to offer a variety of options when competition is allowed to flourish. For other situations where competitive choices are constrained, such as in the strata or landlord owned EV charging service categories, the Commission should regulate on a complaint-basis, as it does under the TES Guidelines for thermal energy services.” [underline added]

2.1 For economic regulation of EV charging services in strata buildings, in the City’s view would a viable alternative to complaints-based regulation by the Commission be amendments to the *Strata Property Act* to set permissible rates for EV charging with recourse to some form of arbitration, and possibly to give strata owners some form of right of access to EV charging?

3.0 Topic: Competitive EV charging service market

Reference: Exhibit C5-2, City of Vancouver Evidence, p.2

“d) The EV charging service market has the potential to be competitive, with a variety of service providers offering competitive options to the EV market.

However, some segments of the market and categories of EV charger users are constrained by economic and other factors at this early stage of the market development.”

- 3.1 In what time frame does the City anticipate a variety of service providers offering competitive options to the EV market? What would be likely examples?
- 3.2 In the phrase “The EV charging service market has the potential to be competitive” does the City mean competitive in the sense of financially viable of EV charging service providers?

4.0 Topic: Exempt entities
Reference: Exhibit C5-2, City of Vancouver Evidence, paras.33-41.

The City suggests various roles for the Commission regarding regulation of the provision of EV service, including regarding public safety, reliability and economic regulation.

- 4.1 Where the City’s evidence refers to a role for the Commission in regulating public safety or economic aspects of EV charging services, please confirm, or otherwise explain, that the intention is that this does not apply to EV charging by entities such as the City, other municipalities, landlords serving tenants and employers serving employees, that are exempt from the definition of public utility.
- 4.2 For greater certainty, please confirm that the City is not suggesting a change in the existing exemption of municipalities from the definition of public utility in the *Utilities Commission Act*.