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May 15, 2018

VIA EMAIL - GSGUTHRIE@SHAW.CA

Mr. Gary Guthrie

Dear Sir:

**Re: British Columbia Utilities Commission Inquiry into the
Regulation of Electric Vehicle Charging Service ~ Project No. 1598941**

We are counsel to the Commercial Energy Consumers Association of British Columbia (the "CEC"). Attached please find the CEC's Information Request on written evidence with respect to the above-noted proceeding.

If you have any questions regarding the foregoing, please do not hesitate to contact the undersigned.

Yours truly,

OWEN BIRD LAW CORPORATION



Christopher P. Weafer

CPW/jj

cc: BCUC – Atten: Patrick Wruck, Commission Secretary
cc: Registered Interveners
cc: CEC

COMMERCIAL ENERGY CONSUMERS ASSOCIATION
OF BRITISH COLUMBIA (“CEC”)

INFORMATION REQUEST NO. 1 TO GARY GUTHRIE

British Columbia Utilities Commission – Inquiry into the Regulation of Electric Vehicle
Charging Service ~ Project No. 1598941

May 15, 2018

1. Reference: Exhibit C16-2, Page 2

I think the legislation designed to control a monopolistic situation has the potential unintended consequence of impeding EVSE deployment. The regulation and governance of third party charging stations by the BCUC needs to be reconsidered and the Act amended accordingly. Relying of 5 year Ministerial exemptions from the Act for third party EVSE providers is not a long term solution.

- 1.1 Do you oppose an exemption process in the short term while a legislated solution to ensure that reselling electricity for EVs is not regulated?
- 1.2 One approach to this issue is to have the Commission interpret the reselling provision in the UCA as not applicable to the EV charging station business would you find this a suitable solution?

2. Reference: Exhibit C16-2, Page 2

Although I believe the Act needs to be revised to consider EVSEs, I think it is premature to make specific long-term decisions on EVSE installations, ownership, charge rates, etc. Any BCUC actions should be temporary or time limited until the EV market matures.

- 2.1 If the decisions made by the Commission today are designed to transition into a competitive mature EV market in the future, could this satisfy the concerns raised in your subsequent points?

3. Reference: Exhibit C16-2, Page 4

The BCUC should retain its role in regulating utility-owned EVSEs. As the monopolistic suppliers of power, utilities would be in a unique position to control supply while competing with third party EVSEs, which may rely on the utility for their power supply. There also exists the possibility that utilities could use its existing non-EV customers to subsidize the cost of power sold to its EVSE operations.

- 3.1 If the BC electric utilities enter the EV charging market and do so by subsidizing their entry with the support of ratepayer funding and such funding is not accessible for the private sector market do you consider this as constructive to the development of the EV market, particularly if it involves establishing and owning DCFC stations along the BC highway corridors, or would you consider this an inappropriate use of monopoly.
- 3.2 If subsidies were equally available to private sector market participants as well as utility non-regulated businesses would this mitigate the contention of a need for protection from the monopoly supplier powers?

4. Reference: Exhibit C16-2, Page 5

We don't charge how long it takes to refuel an ICE. We charge by the amount fuel used. The same model should apply to EVs. Charge for energy provided to vehicle.

- 4.1 If the EV charging market is not regulated by the BCUC as suggested, then there would be no way to regulate how the fees for charging would be established. Some might charge for the energy, some for the time, and some not charge at all. Would you prefer a deregulated market over one in which there is one standard charging model for the electricity as a fuel like the gasoline fueling example raised?