

**BRITISH COLUMBIA UTILITIES COMMISSION
INQUIRY INTO THE REGULATION OF ELECTRIC VEHICLE CHARGING SERVICES**

**ChargePoint Inc. (ChargePoint) Information Request (IR) No. 1
to Ministry of Energy, Mines and Petroleum Resources (MEMPR)**

May 15, 2018

**1.0 Reference: Exhibit C19-2, MEMPR Written Evidence, p. 10
Role of Regulation**

On page 10 of Exhibit C19-2, the MEMPR indicates in its response to question three of the Inquiry regarding the Commission's role in regulating charging services, that "Regulating Level 1 or 2 charging service providers as "public utilities" will likely be a detriment to private investment and the expansion of these services in BC" and that some form of class exemption may be warranted for these types of charging stations."

The MEMPR also notes on page 10 of Exhibit C19-2 that "There may be benefits to some form of Commission regulation of Level 3 charging services. A complaint-based form of regulation may be sufficient to address concerns regarding fairness of rates"

- 1.1 Please confirm that the MEMPR has not observed fairness issues with DCFC ("Level 3") rates with the infrastructure currently in place, i.e., charging prices that reflect the exercise of market power. If not confirmed, please fully explain your response.
- 1.2 Please fully explain why MEMPR believes there may be benefits to Commission regulation of DCFC services but not Level 1 or Level 2 charging services.

**2.0 Reference: Exhibit C19-2, MEMPR Written Evidence, p. 2
Support for Direct Current Fast Charging (DCFC) Deployment**

The MEMPR has taken an active role in supporting EV adoption and charging infrastructure deployment in the province. As noted on page 2 of Exhibit C19-2, initiatives through the MEMPR's Clean Energy Vehicle program (i.e., vehicle and charging infrastructure incentives, education and outreach, and fleet support) along with policies and programs associated with BC's *Greenhouse Gas Reduction Regulation* and the Pacific Coast Collaborative, have positioned the province as a leader in EV market share and policy in Canada.

In addition to these efforts, the MEMPR notes that it is using a modeling tool to assess the number of DCFCs required to facilitate reliable travel across the province, and that initial modeling results suggest that a minimum of 200 DCFC stations are required to adequately cover "travel along all of BC's primary and secondary highway corridors"

- 2.1 Does the MEMPR intend to support the deployment of DCFC stations along BC's primary and secondary highways to facilitate reliable travel across the province? If so, will the province own and operate these stations, or will the province provide funding to other entities to own and operate these stations? Please fully explain your response.
- 2.2 Does the MEMPR see a role for private investment in helping to deploy DCFC stations across the province? Please fully explain your response.

- 2.3 If there is a role for private investment, does the MEMPR anticipate the regulation of DCFC stations would have any impact on this type of investment, and if so, what would these impacts be? Please fully explain your response.
- 2.4 Does the MEMPR anticipate setting a provincial target of 200 DCFC stations based on the modeled results? Please fully explain your response.