

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

**ChargePoint Inc. (“ChargePoint”) Response to IR No. 1 from
BC Sustainable Energy Association and Sierra Club BC Information Request**

June 6, 2018

1.0 Reference: Exhibit C25-2

- 1.1 Does ChargePoint comply with OCPP?
- 1.2 If, hypothetically, the Commission were to require EV charging service providers in BC to comply with OCPP, how would that affect ChargePoint’s business plan in BC? Please discuss.

Response:

- 1.1 ChargePoint has taken measures to integrate its hardware products and enterprise cloud service offerings with OCPP 1.6 capability. ChargePoint is undergoing the technical assessments and build out to ensure that its products will use OCPP 1.6 protocol for all communications. ChargePoint is currently undergoing a phased rollout of OCPP 1.6 compliance.
- 1.2 Please see ChargePoint’s response to 1.1. As ChargePoint is undergoing a phased rollout of OCPP 1.6 for its products, we do not anticipate that such a requirement would affect ChargePoint’s business plans in BC in the long run. However, as noted in Exhibit 25-2, ChargePoint submits that the Commission should not have jurisdiction over EV charging owners/operators and charging services because no natural monopoly circumstances are present.

2.0 Reference: Exhibit C25-2

- 2.1 What plans or aspirations does ChargePoint have to provide EV charging services in strata buildings? Please discuss.
- 2.2 What form of regulation or oversight (by the Utilities Commission or others) should there be for the provision and pricing of EV charging services in strata buildings?

Response:

- 2.1 ChargePoint has, and continues to, actively market to strata and other multi-unit residential buildings. ChargePoint has been, and is, an active participant at the BC Government's multi-unit residential charging rebate programs. In addition, ChargePoint works closely with the development community in BC to offer charging solutions for multi-unit residential and mixed-use development. ChargePoint has also been supportive of the EV-ready building bylaws introduced by a number of municipalities across BC. Approximately 6% of ChargePoint's network consists of multiple unit residential building locations, such as stratas and apartments, but this segment was one of the fastest growing on ChargePoint's network last year, growing 55% between 2016 and 2017.¹
- 2.2 Please refer to pages 7-9 of section II of ChargePoint's evidence (ex. C25-2). No Commission regulation should be required for the provision of charging stations or services that operates without any natural monopoly circumstances. Please also refer to ChargePoint's response to Commission IR 1.3.5. If strata councils or landlords impose pricing or service terms that strata owners or renters object to, respectively, there are already dispute resolution bodies in place under statutory regimes. More broadly, EV drivers who live in strata buildings are not restricted to charging at home, although ChargePoint recognizes that EV drivers will typically seek to charge at home whenever possible.

¹ ChargePoint, 2017, *Charging Forward Report*, <https://www.chargepoint.com/charging-forward/>

3.0 Reference: Exhibit C25-2

- 3.1 What plans or aspirations does ChargePoint have to provide EV charging services to residential rental accommodations?
- 3.2 What form of regulation or oversight (by the Utilities Commission or others) should there be for the provision and pricing of EV charging services to residential rental accommodations?

Response:

- 3.1 Please see ChargePoint's response to 2.1. As with strata buildings, ChargePoint has and is actively marketing charging equipment and network services to EV owners in both owned and rented residential dwellings. This segment represents one of ChargePoint's fastest growing markets.
- 3.2 Please see ChargePoint's response to 2.2.