

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

VANPORT FINAL ARGUMENT, PHASE 1, Aug. 01 2018

In response to the identified straw man regulatory framework Vanport posits,

“Entities that are not otherwise regulated by the BCUC under the UCA will, with respect to the provision of electric vehicle charging and fueling services, be made compliant with all of Part 3 of the UCA, as per amendments to the UCA dictating entities provide such services only on a distributed generator-to-storage basis”

Merits of Argument

By enabling a competitive market to develop in the provision of municipal waste-to-energy storage plants, the BCUC could

- Enable such entities to profit from arbitrage activities in selling electricity or hydrogen produced for powering either battery-type or fuel cell ELV’
- Acquire, from merchants, the funds needed to award grants for combined infrastructure development either along the proposed JOR-VIC SRP route or other identified ZEV corridors)
- Mandate ELV usage of carbon-controlled energy produced from bulk-stored intermittent, unbalanced or surplus generation to spur rapid development of Zero emission vehicle fleets based on secured, long term private financial commitments to launch combined charging and FCEV fueling stations on a ‘financially self-reliant’ basis such that it is highly economical for any ZEV owners to take any trip “they can currently make with conventional fuels.”

Please see attached link to PDF which discusses necessity of applying regulatory oversight and compensation with dictated expenditure schedules and rates.

Link: https://www.arb.ca.gov/msprog/zevprog/ab8/ab8_report_2018_print.pdf

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