

**Date Submitted:** March 31, 2021

**Proceeding name:** BC Hydro Public EV Fast Charging Rate

**Are you currently registered as an intervener or interested party:** No

**Name:** Trevor Wilson

**City:** Surrey

**Province:** British Columbia

**Email:** [REDACTED]

**Phone number:** [REDACTED]

**Comment:**

I am an occasional user of the BC Hydro Fast Charging system and other EV charging station infrastructure. I am the owner of a Plug-in Hybrid vehicle (electric/petrol). EV recharging rates should be based on the amount of energy accepted (\$ per KW/h), NOT based on time (\$ per min). The time-based method means that two different people - or even the same person on two different occasions - can pay the same amount of money for different amounts of electricity ('fuel'). Different EVs charge at different speeds. For example, a Tesla Model X will charge at a different speed than a Mitsubishi Outlander PHEV. Using those two vehicles as examples, time-based charging means that the Tesla driver will pay less per KW/h than the Mitsubishi driver. This would be no different to a gas station billing not per litre, but per minute of refuelling time. Someone who pulls the 'trigger' on the refuelling nozzle all the way will get a lot more gasoline than someone who only pulls the trigger half way. Using another example, a scenario where two diners go into a restaurant that charges based on the time spent at the table. The diners order the same menu item, but because Diner A has an appointment elsewhere, they eat quickly and leave. Diner B is eating more normally, has to go to the bathroom once and then has a question of the waiter. Diner B took twice as long to leave the table, so gets charged twice as much. And yet both diners had the same meal. Back to car charging - even the same car can charge at different speeds depending on how 'full' the charge is at the time or other environmental factors. Therefore, the benefit obtained during the charging process - the amount of electricity accepted by the vehicle during the process - will vary widely. During two side-by-side charging periods of X mins, the amount of electricity accepted by each vehicle WILL be different. And yet the billed amount will be the same. '\$ per min' charging is patently unfair as the resource cost to the consumer is based not on how much of the resource is obtained by the consumer, but how fast they can consume the resource. EV charging should be - just as it is for home or commercial electrical use - billed based on how MUCH electricity is used, not how long it takes to use it.

**Has Attachment:**

False