

Date Submitted: April 13, 2021

Proceeding name: BC Hydro Public EV Fast Charging Rate

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

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Comment:

My interest in this proceeding is as the owner and regular user of an EV, an older model Nissan Leaf. We have used it daily for over a year, primarily charging at home but also using public charging stations on trips farther afield. Having tracked electricity usage both at home and away, I find the proposed rate for public charging is absurdly high in comparison with the cost of charging at home using the same KWh. It also needs to be stated that this initiative by BC Hydro is in direct opposition to government policies and incentives designed to encourage rapid adoption of electric vehicles for personal transportation. I joined the Vancouver Electric Vehicle Association in 1990 and I am aware of a long history of workplaces and condominium boards drastically overestimating the cost of electricity for EV charging. Wherever dedicated meters were installed to track and recoup costs, it wasn't worth the cost of administration to do so. In our case we are able to keep up with daily EV charging using a standard 15 amp outlet overnight. How much does it cost to charge our 30 KWh battery at home? Very little. Other household consumption affects how much EV charging falls in Tier 1 at \$0.0941 versus Tier 2 at \$0.141, but a full charge costs between \$3.17 and \$4.13 (the latter all at Tier 2). In our case a more typical 1/2 charge costs between \$1.41 and \$2.12. Bear in mind these are retail rates. Let's take a look at the proposed rates for using 50 KW public chargers. These are actual examples of charging my car at 50 KW BC Hydro charging stations. September 7th I did a short "top up" charge. My email from Hydro reports 4.376 KWh used in 11 minutes, 54 seconds. At the rate proposed that would cost me \$2.52. At my retail rate that energy would cost between \$0.41 and \$0.62. July 31st we made a longer trip. That session we charged 37 minutes 25 seconds, drawing 6.234 KWh. Proposed rate cost would be \$7.98. Cost at home retail rate would be between \$0.59 and \$0.98. It is far too early in the roll out of electric vehicles to start such a "cost recovery" program. We are still in the early stages of trying to coax people to switch to EVs, with many users still struggling to learn the basics of using and charging EVs, learning where the various charging stations are on their routes and how to work with the various apps to utilize the various systems. Imposing inflated prices for using these stations is a disincentive which is wholly inappropriate at this time and directly opposes efforts by the Provincial and Federal governments to decarbonize the transportation sector. This

proposal by BC Hydro is definitely not in the public interest. Thank you for considering these facts and my personal, real world examples.

Has Attachment:

False