

**Date Submitted:** May 04, 2021

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

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

**Name:** Charles Bolding

**City:** Chilliwack

**Province:** British Columbia

**Email:** [REDACTED]

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**Comment:**

Re reasons for interest: I am a residential ratepayer and EV owner (VW eGolf 2020). Detailed comments attached.

**Has Attachment:**

True

May 4, 2021

## **To The British Columbia Utilities Commission**

### **RE the BC Hydro public EV charging rates application**

I am a residential ratepayer and EV owner (VW eGolf 2020).

I previously completed Hydro's pre-application survey and am one of the majority of respondents that indicated basic agreement with the rate application at the lowest level to cover the cost of electricity usage and to encourage fair use (top up and leave) but not a higher rate to cover the entire infrastructure costs. I believe that either Hydro ratepayers should subsidize the infrastructure build-out costs or that that should be covered by Provincial or Federal EV expansion programs.

I also feel that Hydro's public EV charging rates application is inadequate in that it does not include 1. any detail of infrastructure build out and improvement, and 2. home charging. While I understand the application focuses on applying rates to level 3 public charging stations, I believe a better, comprehensive application should have included detailed plan regarding physical expansion level 3 public charging stations. There is a significant shortage of these stations and BC Hydro, as the provider of electricity to power these facilities, could be a key player in making this happen.

Also, I feel that Hydro has a responsibility (that is has neglected) to incentivize EV adoption by subsidizing home electricity rates applied to EV charging. I imagine there are a variety of ways this could be done. A number of years ago Hydro installed "smart meters" but has offered no specific user benefit. I suspect 'isolating' EV charging and offering a reduced rate might be possible. Time-Variant overnight rate reduction might be another simpler way to do so.

Another area not covered in the proposal is worksite charging infrastructure, townhome charging infrastructure, and civic public parking support.

While the rate application is detailed, as far as it goes, it does not go far enough. It has no regard for the future that might be expected for a Crown Corporation to consider. It does nothing to correct the excess of divergent individual charging companies and networks nor the overall lack of Level 3 stations relative to EV adoption in BC.

I feel that BC Hydro should be very strongly encouraged to expand this limited application, maybe even by rejecting it and requiring something more comprehensive .. with vision.

Charles Bolding  
(Chilliwack, BC )