
From: William Reeder [REDACTED]
Sent: May 16, 2021 6:34 PM
To: Commission, Secretary; William Reeder
Subject: ev charging rates

William Reeder born [REDACTED] Vancouver, B.C.

I am writing in response to a letter I have received (exhibit B-1) regarding Interim rates for high speed charging. I would like to be able to provide some input and possibly review proposed rates.

Some information on who and what I am may be helpful in weighing my points of view.

Education; Post secondary:

Electronics, electromechanic, VVI, BCIT

Electronics, electronic technician, VVI BCIT

Diplomas in technology: Welding ferrous and non ferrous, Metal Inert Gas.

: Gas fitting, Propane limited

: BC electrical licence, Journeyman

BC drivers licence Class 5 and 6 + vehicles with air brakes

Aircraft maintenance: aircraft design and maintenance inspector: EAA Designee

Private Pilot licence VRP 137168, Night endorsed 2000 hours pilot in command

Scuba diving license

Work experience: electronics engineering and repair, in business for myself for 33 years. Have built several airplanes, built 2 off grid houses and restored 4 Corvettes.

EV Experience:

Electric Bicycles: 12 years Currently own 5 e bikes in various locations and ride regularly.

Electric Cars: Chevrolet Volt 2016 to 2021. Mitsubishi Outlander PHEV Jan. 2021 to present. Total EV km to date 90,000.+

Also I have three home charging stations, one in Saanichton L1, one in Otter Point, BC. L1, as well as one in Niland California L2.

My views: I totally agree that these chargers should not be free. I would also like to see charges levied in a fair and equitable manner. Charging for the time spent in the charger at the rate determined by the installed rating of the charger is anything but, fair and equitable. Charging to a card with a prepaid balance is not a good solution.

Some information is not readily available, that would influence my thoughts on rates. 1: who paid for the chargers, engineering and installation.... BCH or grants etc? 2: who will be responsible for maintenance and operating costs (insurance, depreciation, etc)?

I personally have some limits which govern how much I will pay for electricity to feed my car. I have already stepped up by purchasing a \$25,000 gas vehicle with electric capability and paid \$50,000. for it. Assuming

160,000 km. with full warranty for repairs (10 years) I could save, maybe \$16,000 if I travelled all my distance on electricity. This is clean air costs coming out of my pocket. That said, my tolerance for expensive electricity is reduced accordingly. Using actual driving data and current fuel prices to work out the cost of gasoline travel in my vehicle and comparing it to the cost of travel on electricity (residential rate \$.1403/ kwh). Travel on electricity is 5.9 km per kwh, and gasoline costs \$.10 per kilometer, thus \$.59 worth of gasoline will take you as far as kwh of electricity. Paying more than \$.59 a kwh does not make economic sense for my vehicle.

1. Chargers should not be free. When these chargers were totally free of charge they were choked with freeloaders. People who needed to extend their range were excluded by people that chose not to charge at home. In addition to this is the politically incorrect: "free electricity for rich people" Nobody in their right mind would think free chargers were a good idea.
2. Charging for time in the charger versus actual electricity obtained is because of the rate of charge (which is set by the vehicle battery) as opposed to the charger maximum capacity. As an example my vehicle with a dead battery and appropriate temperatures can call for 17 kw and reduces to 5 kw as the battery fills. Here's what happens in the real world: A stop at BC1-00139 to top up to get me home. 2.647 kwh of electricity was delivered (\$.37 worth of electricity) and the charge including taxes was \$2.15, or \$.81 a kwh. A full (80%) charge would be around \$.94 a kwh (mostly because of the tapering of the charge rate as the battery fills.) Too expensive to be workable.
3. Billing to a card with a prepaid balance does not sound like a bad idea until you realize there are north of 50 charging networks. I have been at this for five years now and have accumulated 17 apps and 6 cards. To be realistic \$25 per card is a number that would work well for someone travelling internationally. Most people in BC have a BC Hydro account in the family. Would it not make sense to bill to those accounts at reasonable rates??? Enough said here.
4. To make comparisons taxes were added to electricity as fuel prices include taxes.
5. My vehicle is a plug in hybrid. I have no range anxiety problems, and drive most of my kms on electricity. I do not have to have a second car to make a trip to California. This is a greener option than a full electric and a second car for long range highway travel. You might say there are lots of chargers along the way. I would say in return I have seen 8 Teslas in line for 4 chargers in Palm Springs.... Possible 2 hour delay.

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Wil Reeder

