

BRITISH COLUMBIA UTILITIES COMMISSION
IN THE MATTER OF THE UTILITIES COMMISSION ACT
R.S.B.C. 1996, CHAPTER 473

And

An Inquiry into the Regulation of
Electric Vehicle Charging Service

PRINCE GEORGE, B.C.
March 12th, 2018

Community Input Session

BEFORE:

D. Morton,	Chair/ Panel Chair
A. Fung QC,	Commissioner
H. Harowitz,	Commissioner

VOLUME 3

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PRINCE GEORGE, B.C.

March 12, 2018

(PROCEEDINGS COMMENCE AT 6:15 P.M.)

THE CHAIRPERSON: Okay, good afternoon everyone.

My name is Dave Morton, I am the Chair of the Electric Vehicle Charging Inquiry, and with me is Anna Fung, Commissioner Anna Fung and Commissioner Howard Harowitz.

I'd like to welcome you all tonight. Sorry we're a little late getting started, but we're hoping that there would be some others joining us.

The way the evening will be structured is we have Patrick Wruck, who is going to make a presentation, followed by Leon, who is also going to be part of the presentation. And then after that we're going to open the floor up if anyone has any comments or presentation or any remarks that they would like to make.

So I'll stop talking now and let Patrick go ahead. Thanks.

(PRESENTATION GIVEN BY PATRICK WRUCK)

(PRESENTATION GIVEN BY LEON CHEUNG)

(PRESENTATION GIVEN BY PATRICK WRUCK)

Proceeding Time 6:25 p.m. T02

THE CHAIRPERSON: Thank you, Patrick, and thank you, Leon.

1 So, as Patrick said, now we would like to
2 hear from any of you that would like to speak. And,
3 Dr. Koehler, I understand that you would like the
4 opportunity to make a presentation. Is that correct?

5 DR. KOEHLER: Thank you.

6 THE CHAIRPERSON: Thank you.

7 DR. KOEHLER: I must apologize that many are not here.

8 THE CHAIRPERSON: That's okay.

9 DR. KOEHLER: We have -- I'm with City Council and we
10 have tonight also a Council meeting, and then you
11 might be interested would be there. So, but I have
12 been allowed, so to speak, to be here.

13 THE CHAIRPERSON: We appreciate you missing the Council
14 meeting for us, sir.

15 **PRESENTATION BY DR. KOEHLER:**

16 DR. KOEHLER: Yes, certainly is tremendous interest in
17 our city despite the fact that not many are here.

18 So I didn't think too much about a
19 submission, but maybe I'm allowed to speak about all
20 of this in our city, and when I go through what you
21 showed here, what should be regulated or not, I think
22 safety is something that definitely should be
23 regulated.

24 And that's a concern always, especially
25 when we deal with electricity and we deal with high
26 voltage charging stations, 220 volt and higher, and

1 somebody in other countries is even talking about 800
2 volts, and have it charged in ten minutes or so. That
3 sounds great, having a ten-minute charge, but we're
4 dealing certainly with the safety aspect. So that's
5 what I certainly think should be regulated.

6 There is tremendous interest. I started
7 this two years ago, talking with dealerships here in
8 town, and whether they would be interested in selling
9 electric cars. And they said, "We are very much
10 interested in selling electric cars, but the
11 infrastructure is missing. We don't have the
12 infrastructure." Meaning, the charging stations. How
13 can you sell gas or diesel engines if there is no gas
14 station or diesel station?

15 So, that is changing now, and I would say
16 within a year or two years, now we have three charging
17 stations in town, and only a few owners of electric
18 vehicles. But that will change. And I don't know if
19 you know this fellow with the name Dave -- oh, what's
20 his name? I just got an e-mail from him. Dave
21 Littlejohn. He is very active in the region and
22 promoting and charging stations, working together with
23 the different regions. I am also director of the
24 Fraser-Fort George Regional District, and he is
25 working with the district, so that it is possible to
26 have charging stations not just in Prince George but

1 also in the other rural areas, so that someone can go
2 from here to Vancouver. That's always the question.
3 Why should I have an electric vehicle if I can't
4 charge it in between? So there has to be a charging
5 station 100 Mile House, Williams Lake, and maybe a
6 fast charging station with the safety aspect. And
7 with some sort of manual on how to deal with it,
8 because people don't know how to work something like
9 that.

10 And there is no doubt electric vehicles
11 will take off. It might take ten years or so, and we
12 have 20 percent of them running or more, I don't know,
13 and you are pretty much informed about what's
14 happening in Europe. I think we are there fairly soon
15 with a little bit of a time lag.

16 I have a German accent, as you probably can
17 hear. I didn't switch it on to be more interesting
18 with what I'm saying, if that's what -- it is just
19 what it is. But I'm in this country now for 35 years,
20 so I'm more Canadian than German. And the technology
21 over there is coming over here. The application's
22 coming over here. And yes, it certainly has to be
23 regulated. The question is how. And I do not know
24 what is a fair way to regulate it.

25 All the different companies, Tesla for
26 instance have their own way of doing things. That

1 doesn't mean that it can't be regulated, as long as
2 they fall under this umbrella, what's being done. The
3 question is also, how do I pay? Do I pay with a VISA
4 card, or whatever is the best way of doing it? I
5 think that's a good way of doing it. Then we have the
6 discussion here.

7 I'm pretty well the only one in this city
8 at the moment driving this whole electric vehicle
9 issue. I drove one in Vancouver at the last UBCM
10 meeting, and I must say it's wonderful, wonderful
11 driving. So, if that's part of submission, it's just
12 my comments on that.

13 So there's Dave Littlefort -- Littlejohn,
14 what's his name, and you may want to talk to him as
15 well. And he is executive director of the Community
16 Energy Association. Dave Littlejohn.

17 THE CHAIRPERSON: Thank you.

18 DR. KOEHLER: Executive Director, Community Energy
19 Association. And he is going around and visiting the
20 regional districts, and is also asking for money so
21 that on behalf of what he is doing on the other
22 regional districts, it is possible to go to
23 Vanderhoof. Because at the moment, it's not possible.
24 Well, Vanderhoof is 100 kilometres, but Vancouver is
25 not.

26 As soon as we can say "You can go to

1 Vancouver," you have a half-an-hour break in 100 Mile
2 House, and the thing is charged up again, then we just
3 go like that. So what we need is the charging
4 stations, but at the same time it's probably necessary
5 before people come up with too many charging stations
6 and you are right, how do we regulate it? Safety,
7 safety, safety.

8 Yeah. That's pretty well all I can say,
9 otherwise, other than I'm driving this whole thing
10 here in town, and get more electric vehicles here. We
11 will be there pretty soon. Everybody's talking about
12 it, and we need more charging stations. And with
13 that, definitely, regulation.

14 So if there is any question for -- about
15 what I am saying, I am here.

16 THE CHAIRPERSON: Thank you, sir. I do have a couple of
17 questions, please.

18 DR. KOEHLER: Sure.

19 THE CHAIRPERSON: Did I hear you say that there is three
20 charging stations in Prince George? Three?

21 DR. KOEHLER: Yes. There are three. There is one at the
22 city hall, there is one at the university, and there
23 is actually one somewhere here at this hotel.

24 THE CHAIRPERSON: Right.

25 DR. KOEHLER: And we have one -- one electric vehicle
26 that's being shared by the Regional District, by

1 Northern Health -- Northern Health may also have one,
2 they would be fourth.

3 THE CHAIRPERSON: Right.

4 DR. KOEHLER: I'm not so sure. Could be fourth, then.
5 And Regional District, city, and the university.

6 THE CHAIRPERSON: Okay.

7 DR. KOEHLER: And whoever wants to drive it, drives it.
8 So that's not really going very far.

9 THE CHAIRPERSON: Right. No.

10 DR. KOEHLER: That was one question. You had another
11 one.

12 THE CHAIRPERSON: Yes. You said that you talked to some
13 automobile dealers.

14 DR. KOEHLER: Yeah.

15 THE CHAIRPERSON: So I just wondered if you have any
16 ideas on the other side about, you know -- you said
17 that there's an electrical vehicle charging station at
18 city hall, for example.

19 DR. KOEHLER: Yeah.

20 THE CHAIRPERSON: But do you have any other ideas about
21 what kinds of buildings, or kinds of places, would be
22 good locations? And have you talked to -- like, is a
23 gas station, for example, a good location? Have you
24 talked to --

25 DR. KOEHLER: Well, that is a good question. Some
26 dealerships say, "We will have one charging station at

1 our dealership."

2 THE CHAIRPERSON: Right.

3 DR. KOEHLER: Which is a good idea. And certainly, you
4 know, works for them eventually.

5 THE CHAIRPERSON: Yes.

6 DR. KOEHLER: But you are right, the discussion is then,
7 where should charging stations be? Probably at the
8 mall, or malls. We have smaller malls and the big
9 mall.

10 THE CHAIRPERSON: Yeah.

11 DR. KOEHLER: I think there should be charging stations,
12 so people can go shopping with electric vehicles and
13 not say, "Oh, I have to take my gas engine."

14 THE CHAIRPERSON: Right.

15 DR. KOEHLER: That discussion is just on right now.

16 THE CHAIRPERSON: Right. But for a longer distance trip,
17 like to Vancouver, for example, you know, it may not
18 be a convenient town to --

19 DR. KOEHLER: Well, it might be something at the city
20 hall, or tourism office, or so.

21 THE CHAIRPERSON: Yes. Yeah, okay.

22 DR. KOEHLER: That would be my guess, right? Because
23 they are obviously very visible in Williams Lake. You
24 have this wonderful building hundred miles out. To
25 have a charging station there would probably be a good
26 idea. Or two, I don't know. And that, I think,

1 should be a fast charger.

2 THE CHAIRPERSON: Right.

3 DR. KOEHLER: Level -- yeah, level 3, and then maybe 400
4 volt or so, I don't know. Even there you don't want
5 to stay there overnight to have your car charged
6 again.

7 THE CHAIRPERSON: True, yeah.

8 DR. KOEHLER: And that certainly gets it going both ways,
9 that people from Vancouver come into the north and
10 vice versa.

11 THE CHAIRPERSON: Yeah. Yeah. And you've also mentioned
12 that you think that safety regulation is a good idea.

13 DR. KOEHLER: Yeah.

14 THE CHAIRPERSON: What about economic regulation?
15 Regulation of rates. How -- people presumably would
16 need to recover any capital cost of a charging
17 station. How would you --

18 DR. KOEHLER: I thought about it, but how do you want to
19 regulate that, you know? People make their own
20 choices when it comes to the economy. And I think,
21 you know, can I drive my gas engine cheaper than doing
22 it with electricity or so?

23 THE CHAIRPERSON: Right.

24 DR. KOEHLER: If it's too expensive, looking from an
25 economic point of view, then it will not fly, because
26 then people would say, "Well, I'd rather stay with my

1 gas engine." Despite the fact that there is
2 awareness, we're dealing with greenhouse gas reduction
3 and what have you.

4 THE CHAIRPERSON: Mm-hmm.

5 DR. KOEHLER: We are humans, we'll still look at the
6 pocketbook and say, "How expensive is it?"

7 THE CHAIRPERSON: Yeah. Right.

8 DR. KOEHLER: It has to be competitive at the same time.

9 THE CHAIRPERSON: Right.

10 DR. KOEHLER: And I think it can be.

11 THE CHAIRPERSON: Okay. Thank you. Anna, do you have
12 any questions?

13 COMMISSIONER FUNG: Yes, sir. I just want to ask you.
14 Are you appearing here tonight in your personal
15 capacity, or on behalf of the Prince George City
16 Council?

17 DR. KOEHLER: Both. Good question. They at City Council
18 know that I'm the one who is driving this, and when it
19 comes to discussions, it says here, Albert, you know,
20 what do you think? So, and since we have a Council
21 meeting tonight, it was my choice not to attend the
22 Council meeting, but be here. So, it's certainly also
23 my personal interest.

24 **Proceeding Time 6:35 p.m. T03**

25 I am an engineer, and for many years a
26 company, an engineering company, which I sold and I

1 got involved in politics. So I would say half-half.

2 COMMISSIONER FUNG: Okay, thank you. Now, I just want to

3 ask you about the three charging stations currently in

4 Prince George. Are they Level 2 or Level 3 charging

5 stations, do you know?

6 DR. KOEHLER: They are, I think, Level 2 and not Level 3

7 charging stations.

8 COMMISSIONER FUNG: Okay. And do you pay for the service

9 when you fill up at the station?

10 DR. KOEHLER: That, I think -- I don't -- no, I don't

11 think we pay for the service, because this is a trial

12 that is being offered to the city for a year or two.

13 In the second year now already. And there is a little

14 car, what is it -- a little Honda? Just a little car,

15 I don't even know what it is. So --

16 COMMISSIONER FUNG: And who installed these stations in

17 Prince George?

18 DR. KOEHLER: Who did what?

19 COMMISSIONER FUNG: Who owns these stations?

20 DR. KOEHLER: Oh, good point. I do not know the details.

21 COMMISSIONER FUNG: Okay.

22 DR. KOEHLER: Who the owners are. I think it -- I should

23 know, but I don't, to be honest. But I can certainly

24 provide you that information if you just give me an e-

25 mail -- I have your e-mail.

26 Also on the next question, I would have --

1 can I get a copy of your presentation?

2 THE CHAIRPERSON: Yes.

3 COMMISSIONER FUNG: Yes. Yes, absolutely, yes.

4 DR. KOEHLER: Good. Yeah, okay.

5 COMMISSIONER FUNG: All right.

6 DR. KOEHLER: I'll give you my e-mail, my card.

7 THE CHAIRPERSON: I've got -- yes, I've got your card.

8 COMMISSIONER FUNG: Yes.

9 DR. KOEHLER: That would be nice, okay. And then I can
10 provide you, if you want, with details, who owns the
11 charging stations.

12 COMMISSIONER FUNG: Okay, thank you.

13 THE CHAIRPERSON: Thank you.

14 DR. KOEHLER: Good, no problem.

15 THE CHAIRPERSON: Howard, do you have any questions? No?

16 Okay, thank you very much, sir. Much
17 appreciated.

18 DR. KOEHLER: No problem. Thank you for coming here.

19 THE CHAIRPERSON: Yes. Yes.

20 COMMISSIONER FUNG: Now you can go back to your Council
21 meeting.

22 DR. KOEHLER: That's okay. I'd rather be here.

23 THE CHAIRPERSON: Okay. Anyone else like the opportunity
24 to speak?

25 COMMISSIONER FUNG: Please feel free.

26 THE CHAIRPERSON: Yes, it looks like we have a volunteer.

1 COMMISSIONER FUNG: Thank you.

2 **PRESENTATION BY MR. KELLY:**

3 MR. KELLY: Josh Kelly. I'm also with the City of Prince
4 George, more on the --

5 COMMISSIONER HAROWITZ: Can you spell your last name?

6 MR. KELLY: Sorry. Kelly, K-E-L-L-Y.

7 THE CHAIRPERSON: Thank you.

8 MR. KELLY: Yeah, I certainly echo Councillor Koehler's
9 comments from the city's side. I had a couple of
10 other more, I guess, detailed questions to follow up.
11 We may be submitting something. I've registered as an
12 interested party, so we might end up with a more
13 formal letter at some point.

14 But I think a few of the important things
15 with EV charging from our point of view is station
16 ownership. So, just to sort of follow up to the
17 question about who owns the stations in town right
18 now. They're owned by the businesses, I guess, where
19 they're located. So the city owns the one that's on
20 its property.

21 We did just have one Level 3 installed --
22 not we, the city, sorry. A Volkswagen dealership had
23 a 25 kilowatt Level 3 charger installed on site, and
24 I'm not sure if it's open for public use or not, but
25 it's certainly there to charge their vehicles.

26 COMMISSIONER FUNG: Do you know if they charge people

1 for the electricity?

2 MR. KELLY: I don't know.

3 COMMISSIONER FUNG: Okay, thank you.

4 MR. KELLY: Well, as far as I know, they can't. Is that

5 correct? Because they --

6 THE CHAIRPERSON: Well, they shouldn't.

7 COMMISSIONER FUNG: They should not.

8 MR. KELLY: Okay. All right.

9 THE CHAIRPERSON: Apparently that doesn't always stop

10 people. But --

11 MR. KELLY: Okay. The one at city hall is currently for

12 staff use. And our fleet vehicle, a Nissan Leaf,

13 that's what you were after. We've got a Nissan Leaf

14 that we share, and we've got another one on the way,

15 hopefully. It's not a -- a Chevy Volt.

16 THE CHAIRPERSON: Does the Volkswagen dealer sell an

17 electric vehicle then?

18 MR. KELLY: They do, as far as I know. They've got an E-

19 Golf.

20 THE CHAIRPERSON: Yeah, okay.

21 MR. KELLY: I guess.

22 THE CHAIRPERSON: Yeah, and the dealer here is selling

23 them, presumably. Yeah.

24 MR. KELLY: Yeah. And I understand that they've got

25 technicians on staff who have actually been trained on

26 servicing electric vehicles.

1 THE CHAIRPERSON: Right.

2 MR. KELLY: So, that's one difficulty at the moment, I
3 guess, when we --

4 THE CHAIRPERSON: Service. Yes.

5 MR. KELLY: For a while, for the city and for citizens, I
6 guess, would be actually getting their hands on a
7 vehicle.

8 THE CHAIRPERSON: Yeah.

9 MR. KELLY: I know the discussions I've been hearing
10 around them lately are -- 95 percent of the vehicle
11 stock in North America is headed to Quebec and
12 California at the moment, because their state or
13 provincial regulations mandate a certain amount of
14 sales. And I don't know what role the BCUC would play
15 in that sort of thing. But that -- you know, we
16 always have this discussion about what comes first.
17 Do we need more vehicles on the road so we can build
18 more infrastructure for charging, or do we need
19 charging infrastructure so more people will buy
20 vehicles?

21 I don't know where your role in that
22 portion comes in, but I guess the two things that --
23 or maybe comment, or for discussion at this point, is
24 around as you said sort of ownership and operation of
25 the charging stations. So if we're talking a larger
26 network of Level 3 stations, there is significant

1 capital investment. And if we're, you know,
2 maintenance and asset renewal over the ten-year life,
3 potentially, of these stations, it's significant up-
4 front cost. And then to budget for replacement when
5 the time comes around. So, again, I'm not sure if
6 that's the BCUC's role in this, but that's one of the
7 comments.

8 **Proceeding Time 6:41 p.m. T04**

9 And the other part would be around dealing
10 with the demand charge on electricity. So currently
11 we would not have that many charging events, so if we
12 put in a Level 3 charger at some location, and we get
13 one hit on demand, we've got an extra 50 kilowatts of
14 demand potentially on the bill, and maybe one or two
15 charging events to balance that out. So, is there
16 some way to spread out the demand charge, waive the
17 demand charge for those areas, and just bill for the
18 energy use? You know, that could be a significant
19 challenge when we're -- you know, it's \$10 or \$11 a
20 kilowatt, I think, on the -- just for commercial use.

21 THE CHAIRPERSON: Yes.

22 MR. KELLY: But that would be another big block as far as
23 the rate for EV charging.

24 So I don't know if I've got much else. And
25 I'm probably -- I'm mostly here in my city capacity,
26 but also public interest. I'm sorry I missed the

1 first part of the presentation. Okay? That's --

2 THE CHAIRPERSON: We can send you a copy.

3 COMMISSIONER FUNG: Yes.

4 MR. KELLY: Yes. Sounds like a --

5 THE CHAIRPERSON: If you leave your e-mail.

6 MR. KELLY: Yeah, I certainly will. So, I guess any
7 questions?

8 COMMISSIONER FUNG: I have a question. Mr. Kelly, what
9 do you do at the city, may I ask?

10 MR. KELLY: Yeah. I work in the engineering services
11 department, but I am, I guess, sort of leading the
12 environment/technical/climate change/green
13 buildings/clean air, clean water, all that kind of
14 stuff. And the corporate and a little bit of
15 community GHG reductions. And as we get rolling, that
16 community side is going to be a bigger piece. So --

17 COMMISSIONER FUNG: Okay, thank you.

18 MR. KELLY: Yeah.

19 THE CHAIRPERSON: Thank you, Mr. Kelly. Much
20 appreciated.

21 MR. KELLY: Thanks.

22 THE CHAIRPERSON: Yeah.

23 Good evening, sir.

24 **PRESENTATION BY MR. LEMCKE:**

25 MR. LEMCKE: Hi. My name is Roy Lemcke. L-E-M-C-K-E.

26 There's very few of us here, so I thought I would ask

1 a question.

2 THE CHAIRPERSON: Go ahead.

3 COMMISSIONER FUNG: Sure.

4 MR. LEMCKE: Or a couple of questions. I'm a retired
5 aviation mechanic, 20 years. I'm just wondering how
6 batteries will cope with the very cold environment up
7 here. That's what I wonder about. Because I remember
8 we used to take our batteries out of the aircraft
9 sometimes and we used to have to put them in our tents
10 to keep warm. Otherwise they wouldn't work in the
11 morning. And they were NiCADs.

12 So, the farther north you go, electric cars
13 are going to be a harder thing to sell. And you've
14 got a lot of -- you've got to remember up here in the
15 north, a lot of people don't even have carports. They
16 leave their vehicles outside.

17 THE CHAIRPERSON: Yeah.

18 MR. LEMCKE: And it gets -- well, 20 years ago, I
19 remember minus 40. And some of the old-timers
20 remember even worse. You go into rural areas, and see
21 worse than minus 40.

22 So, it might work good in the city here,
23 but once you -- I had rural property, and it got
24 pretty damn bad out there. So I'm just wondering how
25 that will cope with it. I think in the future homes
26 should have built-in charging places, because you're

1 -- it's a hard sell to people if you have to go in
2 town to charge their cars up. It could be a very hard
3 sell. People just won't do it.

4 THE CHAIRPERSON: Yeah.

5 MR. LEMCKE: I know my son lives up in northern British
6 Columbia, working, and it gets pretty tough up there
7 in the winter. And gasoline is the way to go. And I
8 had a propane vehicle ten years ago, and when it got
9 close to minus 40 here, propane vehicle wouldn't even
10 run very well because propane turns into a liquid as
11 you get closer to minus 40 degrees Celsius. So it
12 won't burn. You get a real tough time.

13 So, I mean, the idea for electric cars are
14 -- is a good idea for the future. If we get more,
15 better -- if we get warmer weather in the climate
16 change, then it's a good thing. But having one or two
17 or three charging stations here, might work for a few,
18 and then how long do you leave it for? You know,
19 that's the other thing. I mean, for me, I would
20 gladly buy an electric car if there was facilities for
21 it. But just to have one or two or three charging
22 stations downtown here, no thank you. I mean, I
23 wouldn't use them. I'll stick with a gasoline engine.

24 THE CHAIRPERSON: I understand. I remember growing up in
25 Winnipeg.

26 MR. LEMCKE: Say again?

1 THE CHAIRPERSON: I remember growing up in Winnipeg. And
2 at 40 below, we needed a heater in our car to keep the
3 oil -- to keep the oil --

4 MR. LEMCKE: Yeah, block heater, we still use them, yeah.

5 THE CHAIRPERSON: Yeah, exactly. So, but I have heard
6 somewhat the same things that you have. I don't have
7 any particular insights, but I understand that Dr.
8 Koehler has his hand up there, so maybe he can help us
9 out.

10 THE HEARING OFFICER: Please come to the microphone.

11 DR. KOEHLER: Okay. Okay. The world is full of opinions
12 and everybody has one.

13 THE CHAIRPERSON: Exactly.

14 DR. KOEHLER: It was years ago like this, but today we
15 have better batteries.

16 MR. LEMCKE: Oh, yeah.

17 DR. KOEHLER: We have better techniques. And we have --
18 I know a person very well who is driving an electric
19 vehicle also at minus 30 or minus 25, so the
20 technology is a different one today. And it's not --
21 you know, I can tell you, having been involved in
22 talking to dealerships, and to others, that everybody
23 is looking forward to have more electric vehicles here
24 in Prince George, and charging stations. It's just a
25 fact.

26 **Proceeding Time 6:47 p.m. T05**

1 So, and I know from my activities at
2 council as well. So I just want to correct that
3 vision a little bit, that we -- with three charging
4 stations, we are not getting very far. This is the
5 centre of the north here, and Prince George is
6 booming. We build one hotel after another. So we
7 can't say, "Oh, no, we don't want to do what they do
8 in Vancouver, we don't want have charging stations
9 here." Just the opposite. We have to be progressive,
10 and we can. It's a matter of decision making, whole
11 life is full of decisions. The decision making, and
12 solving it. So it works. I've done it for many
13 years.

14 Anyway -- sorry.

15 MR. LEMCKE: That's okay. I think it's a great idea.
16 but you need, like you said, the infrastructure. You
17 don't have the infrastructure here, people aren't
18 going to buy electric cars. And they've got to be
19 readily available to the public. I mean, so, we'll
20 just see. Maybe my lifetime I'll see it. Thank you.

21 THE CHAIRPERSON: Thank you.

22 COMMISSIONER FUNG: Thank you, Mr. Lemcke.

23 THE CHAIRPERSON: Thank you, sir. Anyone from staff have
24 any further comments? Any 40 below experiences? No?
25 Okay.

26 Well, I'd like to thank you for coming out

1 tonight. We really appreciate it, and we really
2 appreciate listening to your views. And I will make
3 sure that you get -- if you provide us with your e-
4 mail, we'll make sure you get a copy of the
5 presentation. And Patrick has outlined some ways that
6 you can continue to participate in the inquiry. At
7 the very least, you can go to our website and visit
8 and see what kind of documents are being filed and
9 what evidence we're looking at. And I do understand
10 the city of Prince George is participating, and also
11 the UBCM is participating, and I know you're a member
12 of that, so you presumably will get some feedback
13 through there too.

14 So thank you very much, hope you have a
15 good evening, and a safe drive home. Thank you.

16 DR. KOEHLER: Thank you.

17 COMMISSIONER FUNG: Thank you.

18 DR. KOEHLER: Thanks.

19 **(PROCEEDINGS ADJOURNED AT 6:49 P.M.)**

20 I HEREBY CERTIFY THAT THE FORGOING
21 is a true and accurate transcript
22 of the proceedings herein, to the
23 best of my skill and ability.

24 
25 A.B. Lanigan, Court Reporter

26 March 13th, 2018