

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

Fort St. John, B.C.
March 14, 2018

Community Input Session

BEFORE:

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

VOLUME 4

INDEX

PAGE

VOLUME 1, MARCH 5, 2018 - KAMLOOPS

SUBMISSIONS BY MR. HARSHMAN 2
SUBMISSIONS BY MR. NANSON 6
SUBMISSIONS BY MR. OWEN 22
SUBMISSIONS BY MS. KABLOONA 23
SUBMISSIONS BY MS. COLEMAN 30

VOLUME 2, MARCH 6, 2018 - KELOWNA

SUBMISSIONS BY MR. CAWLEY 34
SUBMISSIONS BY MR. BOND 35
SUBMISSIONS BY MR. MEIKLEJOHN 40, 85
SUBMISSIONS BY MR. BROWN 47, 82
SUBMISSIONS BY MR. CONDON 60
SUBMISSIONS BY MR. EVANS 73
SUBMISSIONS BY MS. LOHMANN 87

VOLUME 3, MARCH 12, 2018 - PRINCE GEORGE

PRESENTATION BY DR. KOEHLER 102
PRESENTATION BY MR. KELLY 113
PRESENTATION BY MR. LEMCKE 117

VOLUME 4, MARCH 14, 2018 - FORT ST. JOHN

PRESENTATION BY MR. CHRISTENSEN 124

FORT ST. JOHN, B.C.

March 14, 2018

(PROCEEDINGS COMMENCE AT 6:28 P.M.)

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4 THE CHAIRPERSON: Good evening. Good evening to
5 everyone that's listening online, thank you for
6 joining us tonight.

7 My name is Dave Morton, and I am the Chair
8 of the panel that's inquiring into the Electric
9 Vehicle Charging Service, and with me is Anna Fung, on
10 my right, and Howard Harowitz, on my left.

11 We're going to start off the evening with a
12 presentation from Patrick Wruck, PC staff, and also
13 from Josh. And after that we will open up the mike to
14 anyone who has any comments.

15 So please go ahead, Patrick.

16 **(PRESENTATION GIVEN BY PATRICK WRUCK)**

17 **(PRESENTATION GIVEN BY JOSH O'NEAL)**

18 **(PRESENTATION GIVEN BY PATRICK WRUCK)**

19 **Proceeding Time 6:40 p.m. T02**

20 THE CHAIRPERSON: Thank you, Patrick, and thank you,
21 Josh, also for that presentation.

22 This is the part of the evening when we
23 turn it over to the audience. If anyone has any
24 comments, if there's an electric owner that would like
25 to share their experiences or someone that has some
26 thoughts or opinions. And please come up to the mike

1 so the people listening online can hear.

2 **PRESENTATION BY MR. CHRISTENSEN:**

3 MR. CHRISTENSEN: My name is Bruce Christensen, C-H-R-
4 I-S-T-E-N-S-E-N, and I'm here as a councillor for the
5 City of Fort St John, but more as an interested
6 individual for the City of Ft. St. John. And I want
7 to thank you for the presentation, and I apologize
8 that there aren't hordes of people behind me here to
9 be here.

10 THE CHAIRPERSON: That's okay.

11 MR. CHRISTENSEN: Interested in the presentations
12 already in as much as the peak demand issue. That is
13 huge. We had a presentation in this very room about a
14 week ago about a company out of Dawson Creek wanting
15 to install solar panels and how you could sell power
16 back and forth, flip back and forth, I think it's
17 called a smart switch or something. And so, I would
18 expect it would be something similar with these
19 electric -- with the EV, and how that works.

20 Your question, and maybe it is a question
21 to those of us presenting, should it be regulated? I
22 think it needs to be regulated. I don't have any
23 answers as to how it should be regulated. You refer
24 to subsidies, subsidies are always a dicey thing. And
25 who is getting the actual subsidy, that's something
26 that definitely needs to be concerned with.

1 I was asked earlier how many electric cars
2 in Ft. St. John. I have a friend that has one and I
3 think the City has one, I'm not sure of that. It's
4 definitely is a thing that's coming.

5 One of the comments, I'll call it a
6 comment, was about the demand for power and at present
7 are we creating enough power? I would presume what
8 the word that -- is you extend that question out or
9 after Site C is completed. Maybe I'll ask a question
10 back to -- and maybe this is not your place to say,
11 has there been -- how would I put it here? Kind of an
12 estimate of say in five year's time or ten year's time
13 how many electric vehicles is going to be on the road?
14 And you talk about peak demand. I would expect at
15 present you must know what the peak demand is. Is it
16 six o'clock at night when moms and dads are cooking
17 supper or when the laundry gets done and so forth.
18 And if that is the case then, and we talk about
19 subsidizing or charging the suppliers, will they get a
20 credit at the times when the demand is not at peak?
21 If that makes sense. So, that's kind of a -- once
22 again I thank you for inviting me up here and I thank
23 you for the presentation here in Ft. St. John tonight.

24 And once again I apologize that there
25 aren't many more people here.

26 THE CHAIRPERSON: No problem. Since we have a couple

1 of minutes I'm happy to share my own thoughts on your
2 questions.

3 I think you're right, the challenge is that
4 to add demand only in the non-peak -- only during non-
5 peak hours. And I think at this point the electric
6 vehicle adoption, well the number of vehicles on the
7 road we have -- we were hoping that we'll get some
8 information in evidence. But from what we have looked
9 at it's a relatively low number, in the few percent if
10 that. So, my guess would be it's probably difficult,
11 would be difficult to measure any impact on energy
12 demand for that many vehicles.

13 But if the adoption picks up, as some
14 people predict and some people say that, you know, the
15 number of electric vehicles sold is in the maybe 10
16 percent or 5 percent or something like that. But over
17 a number of years and the number of electric vehicle
18 around will increase and then that will be a
19 challenge. And the challenge will be how to ensure
20 that the electric vehicle demand can be managed.

21 Right now, a lot of people plug their cars
22 in overnight, so it -- they're effecting both the peak
23 and the overnight valley. But again, the number of
24 vehicles that there are out there, as I understand it
25 -- I don't know if it has even been measured.

26 MR. CHRISTENSEN: I think -- thank you for that. I

1 think too that the costs are becoming more palatable.
2 I mean for so long electric vehicle as -- it just
3 didn't make sense. You know, to go to electric
4 because the extra cost in the amount that you were
5 saving and then when you also -- when you factor in
6 the fact that, like our son lives in Edmonton, well
7 I'd have to stop twice to charge it before I got to
8 Edmonton, right, and there's time involved and
9 everything else.

10 And then there was some talk earlier about
11 truck becoming electric, and so on and so forth.
12 That's where it's going to go, let's be honest, that's
13 where it's going to go. So, as we become more
14 concerned with the environment and I'm not a totally
15 green person but I think we can be much better
16 stewards of the land than what we have been.

17 THE CHAIRPERSON: I wonder if I could ask you a
18 question, please?

19 MR. CHRISTENSEN: Sure.

20 THE CHAIRPERSON: If you wanted to purchase an electric
21 vehicle could you purchase one in Ft. St. John or
22 Dawson Creek or somewhere in this area?

23 MR. CHRISTENSEN: Well, yes you could. GM has electric
24 vehicles, I think it's the Volt or whatever.

25 THE CHAIRPERSON: So, you could go to a dealer and
26 order it. Do your dealers have charging stations, do

1 you know?

2 MR. CHRISTENSEN: No. We have one a City Hall, I think
3 public works has one. I'm not sure if there's another
4 spot in Ft. St. John or not. I apologize I should
5 have known that before I came. But they -- and when
6 you talk to people, when you go to different -- like
7 I'm a Rotarian and different functions, people are --
8 it's on their mind. They're thinking of it, and now
9 that the price are becoming more, as I said palatable,
10 it's being considered.

11 THE CHAIRPERSON: Thank you. Does anybody else have
12 anything?

13 MS. FUNG: I do have a question, in fact a couple of
14 questions, Mr. Christensen. And first of all, thank
15 you very much for coming tonight, we really do
16 appreciate it.

17 MR. CHRISTENSEN: This is almost like being at karaoke
18 here.

19 MS. FUNG: However, I just want to probe a little bit,
20 you start off your presentation by saying that this
21 entire field needs to be regulated. So, I'm just
22 wondering why you say that and what aspects of the,
23 you know, charging service do you feel needs to be
24 regulated?

25 MR. CHRISTENSEN: I think if you don't have regulation,
26 I would be nervous about a particular entity taking it

1 over. And once again the prices becoming prohibitive
2 to run that electric vehicle.

3 And I'm sorry your second part of the
4 question was?

5 MS. FUNG: Yeah, I'm just wondering whether -- because
6 primarily the BC Utilities Commission is an economic
7 regulator. So, do you see our role as one that make
8 sure that, as you say, prices are not -- or that
9 customers are not being gouged, for instance, by
10 whoever is providing the service. Or so you see that
11 safety needs to be regulated in terms of the, you
12 know, how these machines operate?

13 MR. CHRISTENSEN: I think, I would expect that part of
14 the regulation would include the monitoring of a
15 particular type of vehicle and how efficient it is,
16 because, you know, it's like right now if you have a
17 three-quarter ton, or one ton truck with a big engine
18 you pay extra for that. Because it costs more to run
19 it, it uses more gas, diesel, whatever the case may
20 be.

21 I would expect that in the -- I guess it's
22 maybe not a form of a luxury tax, I hate to use luxury
23 tax because sometime in a case up in Ft. St. John or
24 the north, larger vehicles are required because
25 they're used for work. But there are certainly
26 historically, up until day, there are some vehicles,

1 especially the vehicles that are part-time electric, I
2 will use that term, not very efficient. Not very
3 efficient when they run on gas and not ever efficient
4 when they run on electricity. So I would hope that
5 that is something -- and maybe that's too deep for the
6 Utility Commission to suggest to manufactures, to
7 suppliers or whatever. But I think it's all part of
8 the big pictures that needs to be done.

9 Did I answer your question?

10 MS. FUNG: Thank you. Yes.

11 THE CHAIRPERSON: Thank you, Mr. Christensen. We
12 appreciate your time, thank you.

13 So, I think on that note, since we have no
14 other speakers lined up, we'll say good night and have
15 a safe drive home. Thank you.

16 (PROCEEDINGS ADJOURNED AT 6:51 P.M.)

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

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A.B. Lanigan, Court Reporter

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March 15th, 2018

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