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November 19, 2020

ChargePoint
Suzanne.goldberg@chargepoint.com

Attention: Ms. Suzanne Goldberg, Director, Public Policy - Canada

Dear Ms. Goldberg:

Re: FortisBC Inc. (FBC)
Project No. 1598940

**Application for Approval of Rate Design and Rates for Electric Vehicle (EV)
Direct Current Fast Charging (DCFC) Service – Revised Application dated
September 30, 2020 (Revised Application)**

Response to ChargePoint Information Request (IR) No. 1

On September 30, 2020, FBC filed the Revised Application referenced above. In accordance with BCUC Order G-254-20 setting out the Regulatory Timetable for the review of the Revised Application, FBC respectfully submits the attached response to ChargePoint IR No. 1.

If further information is required, please contact the undersigned.

Sincerely,

FORTISBC INC.

Original signed:

Diane Roy

Attachments

cc (email only): Commission Secretary
Registered Parties



FortisBC Inc. (FBC or the Company) Application for Approval of Rate Design and Rates for Electric Vehicle (EV) Direct Current Fast Charging (DCFC) Service (Revised Application)	Submission Date: November 19, 2020
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1 **1. Reference: Exhibit B-5, p. 17-18**

2 On page 17 and 18 of Exhibit B-5, FortisBC proposes an updated EV charging rate for
3 EV charging services on fast charging stations it owns and operates (Rate Schedule 96).
4 Fortis also notes on p.12 that these rates recover FortisBC’s cost of service, and will
5 encourage EV adoption in its service territory.

6 Understanding that: (1) FortisBC “believes that public utilities, non-utility participants and
7 government have an important role to play in developing the market for public EV
8 Charging Service and supporting the expansion of the use of EVs in BC”¹, (2) FortisBC
9 is supporting EV adoption in its service territory through investment in fast charging
10 infrastructure under the Greenhouse Gas Reduction Regulation and Rate Schedule 96
11 for EV charging, and (3) charging infrastructure investments from exempt utilities (i.e.
12 3rd parties that are not otherwise utilities) may face different market conditions (e.g.
13 access to capital, energy and connection costs, cost recovery, and design
14 requirements), is FortisBC also looking at other rates to support EV adoption via EV
15 charging investments, such as alternative demand charge rates for Commercial Service
16 customers operating public, private and fleet charging stations (i.e. exempt utilities). If
17 yes, is there a future point in time when FortisBC would file these rates? If no, why not?

18
19 **Response:**

20 At this time, FBC is not looking at other rates to support EV adoption. FBC is supporting EV
21 adoption by constructing public fast charging stations in underserved areas, and its proposed
22 EV charging station rates are designed for this purpose. FBC notes, however, that it already
23 offers time-of use rates for eligible Commercial customers that offer lower off-peak pricing
24 without any demand charges, subject to some restrictions as noted in the rate schedules.

25 FBC expects to provide electric service to the majority of fast public charging infrastructure in its
26 electric service territory under RS 21. As such, FBC has used the costs associated with
27 electricity service from RS 21, the same rate schedule that any other customer with similar load
28 characteristics would use, within RS 96. RS 96 is designed to recover utility costs associated
29 with providing EV drivers with service.

30 At this time, FBC does not believe that the load characteristics associated with DC fast charging
31 stations are sufficiently different from other customers in RS 21 to merit a separate rate
32 schedule.

33 If it becomes apparent that a certain sub-class of customers within RS 21 have load
34 characteristics that drive a different cost structure than the rest of the customers, then it may be
35 appropriate to consider a new rate schedule.