



Sarah Walsh
Director, Regulatory Affairs

Gas Regulatory Affairs Correspondence
Email: gas.regulatory.affairs@fortisbc.com

Electric Regulatory Affairs Correspondence
Email: electricity.regulatory.affairs@fortisbc.com

FortisBC
16705 Fraser Highway
Surrey, B.C. V4N 0E8
Tel: (778) 578-3861
Cell: (604) 230-7874
www.fortisbc.com

September 24, 2026

B.C. Sustainable Energy Association
c/o William J. Andrews, Barrister & Solicitor
70 Talbot Street
Guelph, ON
N1G 2E9

Attention: William J. Andrews

Dear William J. Andrews:

Re: FortisBC Inc. (FBC)
2027 Annual Review of Rates (Application)
Response to the B.C. Sustainable Energy Association (BCSEA) Information Request (IR) No. 1

On July 31, 2026, FBC filed the Application referenced above. In accordance with the regulatory timetable established in British Columbia Utilities Commission Order G-151-26 for the review of the Application, FBC respectfully submits the attached response to BCSEA IR No. 1.¹

If further information is required, please contact the undersigned.

Sincerely,

FORTISBC INC.

Original signed:

Sarah Walsh

Attachments

cc (email only): Registrar
Registered Interveners

¹ For convenience and efficiency, if FBC has provided an internet address for referenced reports instead of attaching the documents to its IR responses, FBC intends for the referenced documents to form part of its IR responses and the evidentiary record in this proceeding.

FortisBC Inc. (FBC or the Company) 2027 Annual Review of Rates (Application)	Submission Date: September 24, 2026
Response to BCSEA Information Request (IR) No. 1	Page 1

1.0 Reference: [Exhibit B-2](#)

1.1 Please provide a table and graph showing FBC's annual and cumulative rates and rate changes from 2016 to 2026 (approved) and 2027 (proposed permanent) in comparison with BC Average Weekly Earnings.

Response:

Please refer to Table 1 and Figure 1 below for the approved annual and cumulative rate changes from 2016 to 2026, and the proposed rate change for 2027. The average rate increase per year from 2016 to 2027 is approximately 3.41 percent (i.e., 40.97 percent / 12 years). The table and graph also provide a comparison of the rate changes with BC AWE between 2016 and 2026 (up to June 2026).

Table 1: Annual and Cumulative Rate Changes from 2016 to 2026 Approved and 2027 Proposed with Comparison to BC AWE from 2016 to 2026 (up to June 2026)¹

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Rate Change (%)	2.96%	2.76%	0.00%	0.00%	1.00%	4.36%	3.47%	3.98%	6.74%	5.65%	3.63%	6.42%
Cumulative Rate Increase (%)	2.96%	5.72%	5.72%	5.72%	6.72%	11.08%	14.55%	18.53%	25.27%	30.92%	34.55%	40.97%
BCUC Order	G-202-15	G-8-17 & G-11-17	G-38-18 & G-131-18	G-246-18 & G-74-19	G-42-21	G-42-21	G-374-21	G-382-22	G-340-23	G-293-25	G-293-25	
Annual BC AWE Index	919.52	942.85	968.88	997.66	1,082.89	1,125.75	1,163.76	1,213.15	1,272.56	1,305.33	1,348.56	
Annual BC AWE Index YoY Change (%)	0.99%	2.54%	2.76%	2.97%	8.54%	3.96%	3.38%	4.24%	4.90%	2.58%	3.31%	
Cumulative AWE Increase (%)	0.99%	3.53%	6.29%	9.26%	17.80%	21.76%	25.13%	29.38%	34.28%	36.85%	40.16%	
											See Note 2	

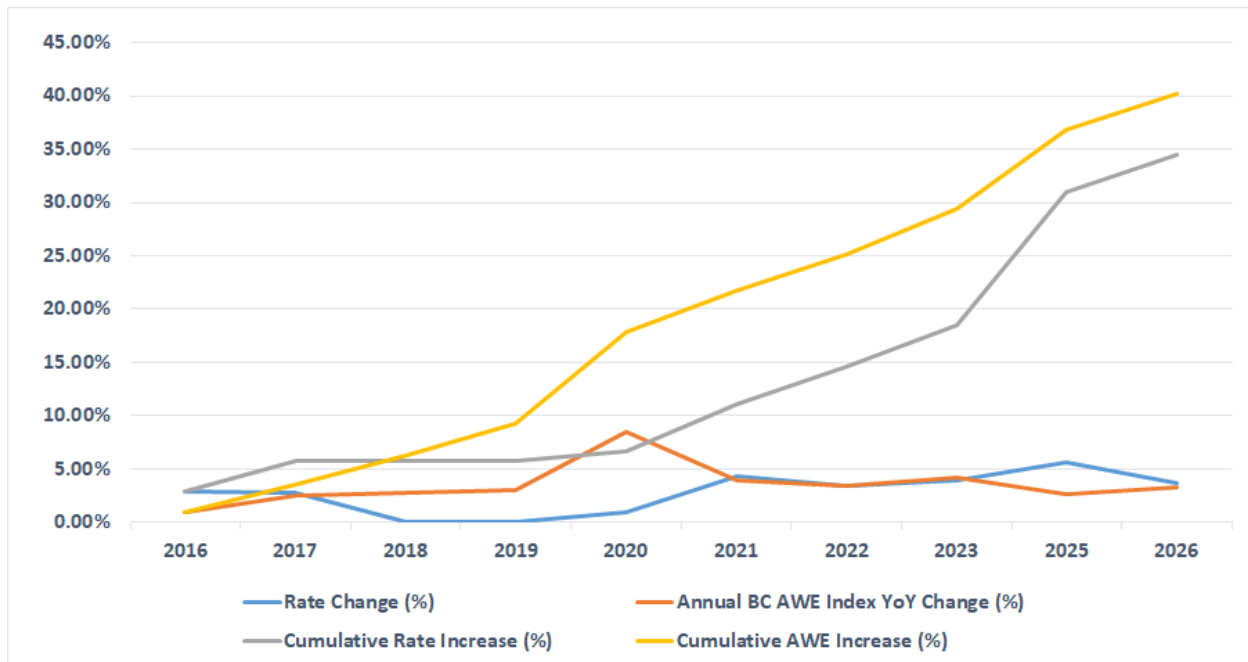
Notes to Table:

¹ Source: Employment and average weekly earnings (including overtime) for all employees by province and territory, monthly, seasonally adjusted

(<https://www150.statcan.gc.ca/t1/tbl1/en/cv/recreate.action?pid=1410022301&selectedNodeIds=1D11,2D2,3D1,3D2&checkedLevels=&refPeriods=20180701,20181201&dimensionLayouts=layout3,layout2,layout2,layout3&vectorDisplay=false>).

² Based on January – June 2026 Average.

Figure 1: Annual and Cumulative Rate Changes from 2016 to 2026 Approved and 2027 Proposed with Comparison to BC AWE from 2016 to 2026 (up to June 2026)



1.2 Please explain why FBC appears to have no productivity initiatives for 2027.

Response:

As discussed in the response to BCSEA IR1 3.1 in the Annual Review for 2025-2026 Rates proceeding, FBC continues to pursue productivity improvements to achieve savings beyond the embedded productivity improvement factor (i.e., X-Factor) approved in the RSF Decision; however, there are no specific initiatives to report in this Application.

This is the final rate-setting year of the three-year RSF term. As discussed in the RSF Application, the trade-off of a shorter term is that there is less time to realize efficiencies. The RSF was approved a quarter of the way into 2025 (i.e., the first year of the RSF term), with FBC's activities in 2025 focused on implementing the RSF and undergoing the rate-setting process for 2025 and 2026 permanent rates (i.e., last year's Annual Review). In addition to the current Annual Review process to set 2027 rates, FBC's focus is now shifting to developing the next rate-setting plan which will be filed in 2027, including responding to the BCUC's reporting directives from the RSF Decision.

FBC will include a discussion of the total formula O&M savings realized during the RSF term as part of the next rate-setting application.

1.3 Please provide an updated version of [Table 3-4 EV DCFC Station Utilization and RS 96 Revenue Forecast, page 31, pdf p.40, Exhibit B-2, 2025 and 2026 Annual Review of Rates](#).

Response:

FBC did not include an updated version of Table 3-4 from the Annual Review for 2025-2026 Rates in the current Application because the BCUC rescinded Directive 8 of Order G-374-21 as part of the Annual Review for 2025-2026 Rates Decision.¹ As such, the cost and revenue information for FBC's EV DCFC service is no longer required to be reported through the Annual Review process.

However, to be responsive, FBC provides Table 1 below for the 2025 Actual, 2026 Projected, and 2027 Forecast demand, revenue, and utilization of its EV DCFC stations under RS 96 in the same format as Table 3-4 from the Annual Review for 2025-2026 Rates. As stated by the BCUC in Decision and Order G-293-25, information related to the level of cost recovery of FBC's RS 96 service is more appropriately addressed through the RS 96 Evaluation Report which FBC is required to file with the BCUC by September 30, 2028.²

Table 1: FBC EV DCFC Station Utilization and RS 96 Revenue for 2025 Actual, 2026 Projected, and 2027 Forecast

Line No.	Description	2025 Actual	2026 Projected	2027 Forecast
1	Total Charging Minutes for All Stations	1,333,382	1,656,250	2,308,159
2	Total EV DCFC Load under RS 21 (GWh) ¹	0.946	1.282	1.618
3				
4	Total Number of Stations	42	45	45
5	Total Stations Utilization (%)	6.0%	7.0%	9.2%
6				
7	RS 96 Revenue, excl. 15% fee (\$ millions)	\$ 0.303	\$ 0.400	\$ 0.530

Note to table:

¹ Total electricity metered at the stations, excluding electric load from stations in Grand Forks, Nelson, and Penticton which are served by third-party utilities.

¹ Decision and Order G-293-25, p. 19.

² Decision and Order G-176-24, pp. 9-10.

FortisBC Inc. (FBC or the Company) 2027 Annual Review of Rates (Application)	Submission Date: September 24, 2026
Response to BCSEA Information Request (IR) No. 1	Page 4

1.4 Please provide an update on the status of North American Charging Standard (NACS) connectors at FBC's EV DCFC stations.

Response:

As discussed in Section 7.2.2.1 of the Application, FBC proceeded with the procurement and installation of one 150 kW and two 180 kW dual port BTC All-in-One stations, which include both CCS and NACS connectors. As a result, each of the three stations placed into service in 2026 includes an NACS connector.

Regarding FBC's existing 50 kW and 100 kW EV DCFC stations, as discussed in the response to BCSEA IR1 4.3 from the Annual Review for 2025-2026 Rates proceeding, the stations are not currently capable of being retrofitted for NACS compatibility. Vehicles equipped with NACS connectors can charge at these stations using CCS or CHAdeMO adapters owned by the individual EV charging customer. FLO has not indicated to FBC that it plans to offer a near-term retrofit option to incorporate NACS connectors for existing stations. Such a retrofit would require additional hardware upgrades and reprogramming protocols, which would add both costs and complexity. FBC will consider incorporating NACS connectors at its existing stations should FLO offer a retrofit option.

1.5 Please provide an update on the status of the extent to which FBC's EV DCFC stations are accessible for persons with disabilities.

Response:

Although a Canadian standard for accessible EV station design has not yet been established, FBC continues to evaluate opportunities to improve accessibility at its EV DCFC stations, including through lighting, paving, curb avoidance, charger height, and stall width.

Since the Annual Review for 2025-2026 Rates, accessibility improvements have included dusk to dawn lighting and paving, which have been completed at all EV DCFC locations except for Kelowna Airport, Salmo, and Kaslo. FBC plans to complete these improvements as part of future site upgrades. FBC also partnered with the Regional District of Kootenay Boundary to resurface the Rock Creek location, leaving Rossland, Christina Lake, and Kaslo as the only remaining sites with packed gravel access.

In addition, accessibility improvements were implemented during the design and installation of the three new EV DCFC stations at Rock Creek, Rutland and Kelowna Museum. As discussed in Section 7.2.2.1 of the Application, improvements at these existing sites included lighting, paving, and stall passing.

FortisBC Inc. (FBC or the Company) 2027 Annual Review of Rates (Application)	Submission Date: September 24, 2026
Response to BCSEA Information Request (IR) No. 1	Page 5

1 FBC will continue to monitor customer feedback and evaluate opportunities to enhance
2 accessibility at its existing EV DCFC sites, while incorporating accessibility considerations into
3 the design of future EV DCFC stations.

4
5
6
7 1.6 Please provide an update on the status of implementation of idling charges at
8 FBC's public fast charging stations?

9
10 **Response:**

11 Since FBC's Annual Review for 2025-2026 Rates, FLO has adopted a new charge point
12 management system that supports idling charges. However, FLO is still in the process of
13 implementing and quality testing this functionality for third-party owned charging station networks,
14 including FBC's EV DCFC network. FBC will provide notice once the system can support the
15 idling charge and, in accordance with Order G-176-24, will file a revised RS 96 tariff at least 15
16 days prior to the effective date.

17
18
19
20 1.7 Please provide an update on the status of dispensation by Measurement Canada
21 of energy-based rates (\$/kWh) for EV DCFC service by FBC.

22
23 **Response:**

24 FBC received approval under Measurement Canada's temporary dispensation program on April
25 17, 2026 for the three new EV DCFC stations at Rock Creek, Rutland and Kelowna Museum that
26 were placed in service in 2026, as discussed in Section 7.2.2.1 of the Application.

27 For FBC's existing EV DCFC stations, there has been no change to their temporary dispensation.
28 These existing stations continue to operate under the Measurement Canada approval received
29 on March 15, 2024, which remains valid until January 1, 2030. FBC confirms that all of its EV
30 DCFC charging stations remain in compliance with the terms and conditions of their Measurement
31 Canada approvals. FBC will continue to monitor updates from Measurement Canada regarding
32 the temporary dispensation program, including any changes to the availability or requirements.

33
34
35
36 1.8 Please provide an update on FBC's Climate Change Operational Adaptation
37 program.

Response:

FBC is applying the Climate Change Risk Assessment (CCRA) results as part of the ongoing asset-specific assessments. As part of this work, additional climate hazard studies are either underway or will be initiated for the climate hazard-asset interactions flagged as highest risk or high consequence in the CCRA. Climate hazard studies for landslides, wildfires and flooding are underway, and FBC expects to initiate a windstorm study in 2026 as well. Once the specific assets at risk are identified for each climate hazard, FBC will then develop plans to mitigate and adapt these assets to the applicable climate hazard risks. FBC will consider the results and what applications might be necessary to implement the plan at that time.

1.9 With reference to section 6.3.3 BCUC Levies, please provide a table showing historical FBC payments of intervener cost awards and historical BCUC levies from 2020 to 2027 Forecast.

Response:

The following table shows the historical FBC payments of intervener cost awards (inclusive of BCUC direct cost invoices³) and historical BCUC levies recorded from 2020 to 2027 Forecast.

	Actual 2020	Actual 2021	Actual 2022	Actual 2023	Actual 2024	Actual 2025	YTD August 2026	Projected 2026	Forecast 2027
BCUC Direct Costs & Intervener Costs	270,953	155,147	81,167	953,615	135,676	278,823	39,771	n/a	n/a
BCUC Levies - Actual	316,372	368,109	412,700	439,552	454,454	407,755	321,838	433,688	447,000

1.10 Please explain in more detail why FBC is not using an estimated figure for revenue from the sale of low-carbon credits arising from FBC's EV Charging service. Given the accumulated validated low-carbon credits, an active market for the credits, and FBC's stated expectation that monetization will begin in Q4 2026, why is a zero forecast for 2027 more reasonable than a probability-weighted or otherwise conservative forecast?

³ Based on how the payments are recorded in FBC's financial system, it would take a significant amount of manual effort to disaggregate BCUC direct cost invoices for specific proceedings from intervener cost payments; therefore, FBC has reported them together for the purposes of this response.

FortisBC Inc. (FBC or the Company) 2027 Annual Review of Rates (Application)	Submission Date: September 24, 2026
Response to BCSEA Information Request (IR) No. 1	Page 7

1 **Response:**

2 FBC expects monetization activities to begin in Q4 2026 and remains on track to sell carbon
3 credits associated with its stations by the end of 2026; however, uncertainty remains regarding
4 the timing and value of future transactions. Therefore, consistent with FBC's approach in previous
5 Annual Reviews, FBC has not provided an estimated revenue forecast for the sale of EV DCFC
6 carbon credits. Any actual monetization of carbon credits will be recorded in the Flow-through
7 deferral account and returned to customers in subsequent years. Given this treatment, FBC
8 considers that developing a probability-weighted or other estimated forecast would provide limited
9 additional benefit, as the timing and value of future transactions remain uncertain and any
10 variance between forecast and actual revenues would ultimately be flowed through to customers.

11