

**Fred James**

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October 30, 2019

Mr. Patrick Wruck  
Commission Secretary and Manager  
Regulatory Support  
British Columbia Utilities Commission  
Suite 410, 900 Howe Street  
Vancouver, BC V6Z 2N3

Dear Mr. Wruck:

**RE: Project No. 1599032**  
**British Columbia Utilities Commission (BCUC or Commission)**  
**British Columbia Hydro and Power Authority (BC Hydro)**  
**Fleet Electrification Rate Application – Errata No. 2**

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BC Hydro writes to file corrections to the draft order contained in Appendix A of the Application and to the Overnight Rate Schedules (RS 1640, 1641, 1642, 1643) contained in Appendix B of the Application. These corrections are enclosed as Errata No. 2.

**Draft order contained in Appendix A**

BC Hydro has corrected the draft order to include Direction 4 that BC Hydro file updated tariff sheets within 15 business days of the date of the order. This change in the draft order is to address that the addition of RS 164x and RS 165x into BC Hydro's Electric Tariff would result in changes to the Table of Contents and pagination changes. These are purely tariff administrative changes. In addition, BC Hydro would be required to submit a clean version of RS 164x, should the revised RS 164x contained in Errata No. 2 of this letter be approved.

**Overnight Rate Schedules**

The correction to the Overnight Rate Schedules (RS 1640, 1641, 1642, 1643) is with respect to the definition of Billing Demand. As filed in Appendix B of the Application, Billing Demand was defined in the Overnight Rate Schedules as: "The Billing Demand will be the highest kW Demand between the hours 06:00 and 21:59 daily in the Billing Period."

However, limiting Billing Demand to the highest kW Demand between the hours 06:00 and 21:59 also limits any discount under the Overnight Rate for customer supplied transformation and BC Hydro's contribution towards an Extension under section 8.3 of

the Electric Tariff, because BC Hydro expects customers will charge their fleets mostly between the hours 22:00 and 05:59.

Therefore, BC Hydro corrects the definition of Billing Demand in the Overnight Rate Schedules as follows:

The Billing Demand will be the highest kW Demand between the hours 06:00 and 21:59 daily in the Billing Period.

Notwithstanding the foregoing, the Billing Demand will be the highest kW Demand in the Billing Period for the purposes of determining: (i) any discount under this Rate Schedule for Customer supplied Transformation; and (ii) BC Hydro's contribution towards an Extension under section 8.3 (Extension Fee for Rate Zone I).

This correction reflects what BC Hydro intended when it filed the Application, which is demonstrated by the fact BC Hydro included its contribution based on the highest kW demand during all hours, not just between 06:00 and 21:59, in its economic analysis for Appendix E of the Application. BC Hydro believes that, if it does not provide such a contribution, the Overnight Rate will be less attractive for potential customers and may be less successful in achieving its fleet electrification objectives.

BC Hydro also notes that, if it does not provide a transformation discount based on the highest kW demand during all hours, the customer will not receive the full discount since the transformer discount is based on the cost of the transformer, which must be sized for the customer's maximum demand in the billing period. Therefore, potential customers will not be incented to provide their own transformation as they would under other rate schedules, such as for Large General Service.

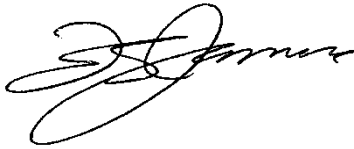
BC Hydro has referred to this correction to the Overnight Rate Schedules in its response to BCUC IR 1.12.3, which discusses, among other things, BC Hydro's maximum contribution towards an extension to serve an Overnight Rate customer. BC Hydro also referred to this correction in its response to BCSEA IR 1.4.1, which discusses the differences between, among other things, the definitions in the Overnight and Demand Transition Rate Schedules. BC Hydro did not receive any information requests regarding a discount under the Overnight Rate for customer supplied transformation. Accordingly, BC Hydro does not believe that additional information requests on this correction to the definition of Billing Demand in the Overnight Rate Schedules are warranted.

BC Hydro therefore replaces the Overnight Rate Schedules (RS 1640, 1641, 1642, 1643) contained in Appendix B filed with the Application on August 7, 2019, with Errata No. 2 to this letter which contains a blacklined copy of the corrected rate schedules.

October 30, 2019  
Mr. Patrick Wruck  
Commission Secretary and Manager  
Regulatory Support  
British Columbia Utilities Commission  
Fleet Electrification Rate Application – Errata No. 2

For further information, please contact Anthea Jubb at 604-623-3545 or by email at [bchydroregulatorygroup@bchydro.com](mailto:bchydroregulatorygroup@bchydro.com).

Yours sincerely,



Fred James  
Chief Regulatory Officer

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Enclosure

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# BC Hydro Fleet Electrification Rate Application

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## ERRATA – October 30, 2019

REMOVE	INSERT
Appendix A	Appendix A Revision 1 – October 30, 2019
Appendix B – Pages 1 to 4 (Rate Schedules 1640, 1641, 1642, 1643)	Appendix B Revision 1 – Pages 1 to 4 (Rate Schedules 1640, 1641, 1642, 1643) – October 30, 2019



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**ORDER NUMBER**

**G-xx-xx**

**IN THE MATTER OF**

the *Utilities Commission Act*, RSBC 1996, Chapter 473

and

British Columbia Hydro and Power Authority (BC Hydro)  
Fleet Electrification Rate Application (the Application)

**BEFORE:**

Commissioner  
Commissioner  
Commissioner

on Date

**ORDER**

**WHEREAS:**

- A. On August 7, 2019, BC Hydro filed an Application which seeks an order approving Rate Schedules 164x -Overnight Rate (150 kW and over) and Rate Schedules 165x – Demand Transition Rate (150 kW and over) as shown in the rate schedules contained in Appendix B of the Application;
- B. Both rates are proposed to be optional and available for charging of Electric Fleet Vehicle and Vessels. BC Hydro has had requests from potential electric fleet customers for Large General Service rate options that would help mitigate the impact of demand charges to support the electrification of bus fleets;
- C. The Overnight Rate does not have a demand charge during the overnight period. This rate is intended for depot and overnight charging of fleet vehicles and vessels. The Demand Transition Rate provides demand charge relief for a fixed period of years after which it transitions to the Large General Service rate. The Demand Transition Rate is intended for in route and daytime charging of fleet vehicles and vessels;
- D. BC Hydro states that the Overnight Rate is modelled to fully recover BC Hydro's embedded cost of service and that the Overnight Rate, as proposed, may also provide economic benefits to all ratepayers. BC Hydro also states that the Demand Transition Rate, as proposed, is justified on an economic basis and will provide benefits to all ratepayers over time;
- E. BC Hydro has consulted with customers who could potentially be eligible for the proposed rate options. Additionally BC Hydro held a workshop on May 28, 2019 with customers and stakeholder groups to review rate design options for fleet electrification in order to gather feedback to inform its proposals. BC Hydro has indicated that there is strong customer support for its proposed rate options.

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**NOW THEREFORE** the Commission, pursuant to sections 58 to 61 of the *Utilities Commission Act*, orders as follows:

1. The RS 164x - Overnight Rate (150 kW and Over), as shown in Appendix B of the Application, is approved effective April 1, 2021.
  2. The RS 165x – Demand Transition Rate (150 kW and Over), as shown in Appendix B of the Application, is approved effective April 1, 2020 and will terminate effective March 31, 2032.
  3. BC Hydro shall submit a three year evaluation report for the Demand Transition Rate by December 30, 2023 and a three year evaluation report for the Overnight Rate by December 30, 2024.
- ~~3-4.~~ BC Hydro is directed to file updated tariff sheets regarding the Overnight Rate and Demand Transition Rate proposal within 15 business days of the date of this Order.

**DATED** at the City of Vancouver, in the Province of British Columbia, this (XX) day of (Month Year).

BY ORDER

(X. X. last name)  
Commissioner

Attachment Options

## 2. GENERAL SERVICE

### RATE SCHEDULES 1640, 1641, 1642, 1643 – OVERNIGHT RATE (150 KW AND OVER)

<b>Availability</b>	For Customers who qualify for General Service where the Customer is a business, government agency or other organization. For use only for separately metered charging of Electric Fleet Vehicles or Vessels owned or leased by, and operated by, the Customer, at Maximum Demand equal to or greater than 150 kW. Supply is 60 hertz, single or three phase at Secondary or Primary Voltage. BC Hydro reserves the right to determine the voltage of the Service Connection.
<b>Applicable in</b>	Rate Zone 1.
<b>Rate</b>	<p><b>Basic Charge:</b> 27.52 ¢ per day</p> <p>plus</p> <p><b>Demand Charge:</b> \$12.70 per kW of Billing Demand per Billing Period</p> <p>plus</p> <p><b>Energy Charge:</b> 7.41 ¢ per kWh</p>
<b>Discounts</b>	<ol style="list-style-type: none"> <li>1. A discount of 1½% will be applied to the above charges if a Customer's supply of Electricity is metered at a Primary Voltage.</li> <li>2. A discount of 25 ¢ per Billing Period per kW of Billing Demand will be applied to the above charges if a Customer supplies Transformation.</li> <li>3. If a Customer is entitled to both of the above discounts, the discount for metering at a Primary Voltage will be applied first.</li> </ol>

ACCEPTED: \_\_\_\_\_

ORDER NO. \_\_\_\_\_

COMMISSION SECRETARY

**BC Hydro**

Rate Schedules 1640, 1641, 1642, 1643 – Original

Effective: April 1, 2021

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<b>Monthly Minimum Charge</b>	50% of the highest Demand Charge billed in any Billing Period wholly within an on-peak period during the immediately preceding 11 Billing Periods. For the purpose of this provision an on-peak period commences on November 1 in any year and terminates on March 31 of the following year.
<b>Rate Schedules</b>	<ol style="list-style-type: none"> <li>Rate Schedule 1640:  Applies if a Customer's supply of Electricity is metered at a Secondary Voltage and BC Hydro supplies Transformation.</li> <li>Rate Schedule 1641:  Applies if a Customer's supply of Electricity is metered at a Primary Voltage and BC Hydro supplies Transformation.</li> <li>Rate Schedule 1642:  Applies if a Customer's supply of Electricity is metered at a Secondary Voltage and the Customer supplies Transformation.</li> <li>Rate Schedule 1643:  Applies if a Customer's supply of Electricity is metered at a Primary Voltage and the Customer supplies Transformation.</li> </ol>
<b>Definitions</b>	<ol style="list-style-type: none"> <li>Billing Demand  The Billing Demand will be the highest kW Demand between the hours 06:00 and 21:59 daily in the Billing Period.  <u>Notwithstanding the foregoing, the Billing Demand will be the highest kW Demand in the Billing Period for the purposes of determining: (i) any discount under this Rate Schedule for Customer supplied Transformation; and (ii) BC Hydro's contribution towards an Extension under section 8.3 (Extension Fee for Rate Zone I).</u> </li> </ol>

ACCEPTED: \_\_\_\_\_

ORDER NO. \_\_\_\_\_

\_\_\_\_\_  
COMMISSION SECRETARY



**BC Hydro**

Rate Schedules 1640, 1641, 1642, 1643 – Original

Effective: April 1, 2021

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	<p>2. Billing Period</p> <p>A month between regular meter readings, provided that where meter readings are not available or are delayed for any reason BC Hydro may vary the number of days in the Billing Period.</p> <p>3. Electric Fleet Vehicle or Vessel</p> <p>A Vehicle or Vessel that:</p> <p>(a) Is powered entirely or partially by electricity; and</p> <p>(b) Is part of a group of similar Vehicles or Vessels that are used for similar purposes.</p> <p>4. Vehicle</p> <p>A vehicle used for transportation, not run on rails, and includes, without limitation, buses, medium duty trucks and heavy duty trucks.</p> <p>5. Vessel</p> <p>A watercraft used for transportation and includes, without limitation, passenger and vehicle ferries, tugs and barge transportation.</p>
<b>Special Conditions</b>	<p>1. Metering</p> <p>Metering Equipment with both Demand and Energy measurement capability will be installed. Only charging of Electric Fleet Vehicles or Vessels and related equipment will be served under these Rate Schedules.</p> <p>2. Migration</p> <p>Customers taking service under these Rate Schedules will not be migrated to Rate Schedules 1300, 1301, 1310, or 1311 (Small General Service) or Rate Schedules 1500, 1501, 1510 or 1511 (Medium General Service) due to changes in load size. BC Hydro will review this Special Condition in its evaluation report planned for the third year after which the rate commences.</p>

ACCEPTED: \_\_\_\_\_

ORDER NO. \_\_\_\_\_

\_\_\_\_\_  
COMMISSION SECRETARY

**BC Hydro**

Rate Schedules 1640, 1641, 1642, 1643 – Original

Effective: April 1, 2021

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	<p>3. Concurrent Service under other Rate Schedules</p> <p>BC Hydro will not provide service to equipment installed for service under these Rate Schedules under any other rate schedule except Rate Schedule 1901.</p>
<b>Rate Rider</b>	The Deferral Account Rate Rider as set out in Rate Schedule 1901 applies to all charges payable under these Rate Schedules, before taxes and levies.
<b>Rate Increase</b>	Effective April 1, 2021 the rates under these Rate Schedules include an interim rate increase of XX% before rounding, approved by BCUC Order No. G-45-19.

ACCEPTED: \_\_\_\_\_

ORDER NO. \_\_\_\_\_

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COMMISSION SECRETARY