

Delivery Rates for EV Charging

Stakeholder Meeting: Introduction and Discussion

May 24, 2023

Electric Vehicle Integration: Need for Action

Background

The Minister of Energy's 2021 and 2022 Letters of Direction set out the Minister's expectations for the OEB in relation to **facilitating the efficient integration of Electric Vehicles (EVs)** into the electricity system.

Letter of Direction

Take steps to further enable system readiness for EV charging

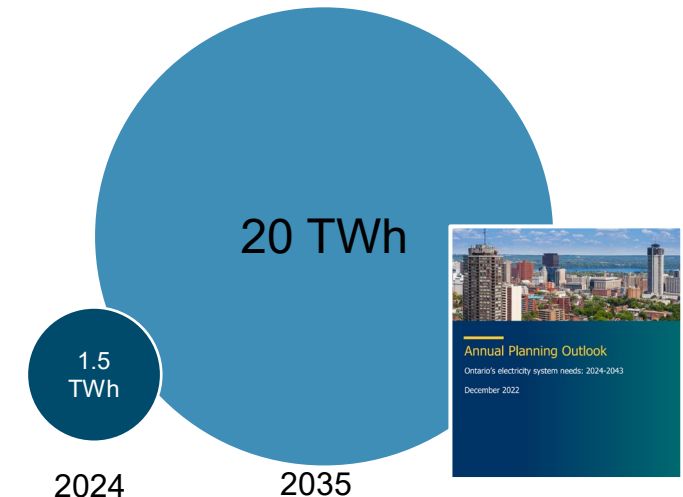
Consider distribution rates for EV charging

Examine connection processes for EV charging stations

Visit the OEB's Electric Vehicle Integration page for further information.

<https://engagewithus.oeb.ca/ev-integration>

Transportation Sector Annual Electricity Demand



We want to hear from you

General Feedback

Alternative Rate Designs

Implementation of
Alternative Rates

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Alternative Rate Designs

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Alternative Rates

The report identifies and quantifies the challenge of high delivery costs for public EV charging and EV fleet charging.

Policy Solutions

What policy solutions should be pursued to address the **delivery cost challenges** identified in the report?

New Delivery Rates

To what degree would the introduction of new delivery rates be an appropriate/effective **solution** to the challenges identified?

Implementation

What **costs/challenges** would LDCs face in implementing new delivery rates for EV charging consumers?

Non-Rate Solutions?

Are there other non-rate solutions to the challenges identified that should be considered such as optimization of overall energy use, load control programs or investments in distributed energy resources?

Other Considerations?

Beyond the considerations described in the report, **what else** should the OEB be considering to address the challenges identified?

The report proposes two categories of alternative delivery rates for EV consumers.

Time-of-Use Demand Charges

EV fleet charging

Low Load Factor Rates

Public EV charging

Key Questions

To what extent are the proposed alternative rate design options effective solutions for the challenges identified?

To what degree does the cost allocation proposed in the example constructions of each rate (section 4.1 in report) reflect cost causation of the costs imposed by EV consumers?

Does the proposed cost allocation justify the potential increase* in the cost to other non-EV consumers?

Are there other alternative rate design options, not considered in the report, that the OEB should consider?

*The potential cost increase to non-EV consumers not on the alternative rates presented in the report does not account for potential system cost savings resulting from the alternative rates. Such system savings could lower delivery costs for all consumers.

Format and Process

Key Questions

To what extent should the design of the rates be consistent across LDCs (based on the same cost allocation methodology, billing determinants, and TOU time periods as appropriate)?

Should implementation of alternative EV delivery rates be optional or mandatory for individual LDCs?

Should alternative delivery rates be introduced as a new rate class, within existing rate classes (e.g., via a new output worksheet in the cost allocation model) or using another method?

Consumer Optionality

Key Questions

Should the alternative rates be optional or mandatory for the targeted EV consumers?

What are the risks/opportunities of offering customer choice in delivery rates similar to the choice of price plans that currently exists within the Regulated Price Plan?

Eligibility

Key Questions

Should the alternative rate(s) be offered to EV charging consumers for EV charging load exclusively?

To what degree should the alternative rate(s) be offered to any customer having defined load characteristics (e.g., low load factor)?

Are there other specific consumer types who should be eligible for the alternative rate(s)?

What are the risks/opportunities of offering the alternative rate(s) to all consumers on an optional basis?

Metering

Key Question

If required, will the cost of separate metering for EV charging (or other approved means of measuring consumption) outweigh the benefits of the alternative rate(s)?

Written Feedback

We want to hear from you!

- Written stakeholder submissions are due **June 7, 2023**.
- Details of how to submit your feedback are provided in the stakeholder initiation later which can be found on the OEB's Electric Vehicle Integration page: <https://engagewithus.oeb.ca/ev-integration>
- Stakeholder feedback will inform OEB consideration of options and next steps