**Briefing Notes from BC Hydro Meeting**

BC Hydro: Attended by Ted Olynyk, Keith Anderson, Darren Sanders and Michael Travers

ToG: Councillor De Andrade and Councillor Croal

BC Hydro indicated that they currently have the capacity on the Coast and within that capacity is the ability for greater expansion of electric services.

There was also an indication that increasing the infrastructure to provide more power would not be that challenging.

* They did not indicate who would bear the cost of the infrastructure upgrade.

**Alternate sources of Power**

* Solar and wind currently seem to be the prime alternate sources being considered by BC Hydro
  + They were aware of tidal and current
    - Ie the Orbital Marine Power system out of Scotland – one station is currently powering 2000 homes and Nova Scotia has already begun installing a tidal system
    - They say the technology is too expensive however we did not get into the GHG emissions and that cost in construction of a project such as Site C

**Incentives to convert and upgrade**

It was pointed out that due to the demographic on the coast that there are many older homes with 60 and 100 amp services and the owners of these homes are on fixed income and not in a position to fork out for major energy upgrades

* We discussed the PACE project
* Utility companies providing financing rather than the pathetic rebates that are offered
* Make it easy for people to go electric and they will

**Tesla Walls**

* There is a possibility that BC Hydro will go to a tiered rate system based on demand and time of day as they currently do in Ontario
* To that end Ontario hydro is offering Tesla Walls – the home owner pays for the installation and the cost of the wall is paid out through the monthly billing – the walls tend to last for 15 years and the cost saving in paid off in 5-7
* Currently BC Hydro have not considered this approach but they are considering tiered billing

**Public Transit**

* They say they have the capacity currently to power a more robust electric fleet but it is BC Transit and the RD who would make the decision to go electric.
* BC Ferries – short run ferries are currently the only ones in the mix and BC Hydro is working with BC Ferries to provide upgrades to the infrastructure and supply demand to the terminals –

**Transportation cont.:**

* no immediate time line – although Mark Collins says that the power requirement to provide electric service from Tsawwassen to Vancouver Island would require another Site C
* **Car charging stations**
  + Personal cars there will be more added to the grid –
  + More robust for public transit would be at the cost of the transit authority along with the cost of the infrastructure to power them.
  + We briefly discussed the trolley type bus with overhead lines but likely not viable in a rural area with so many hazardous trees
  + Used car batteries? -- seems to be up in the air – we talked about the GM recall of 66,000 Bolts in the US due to defective batteries that have to be replaced and so far there are no numbers for how many in Canada
  + Also briefly discussed EV fires and water consumption for cooling such a fire