

EV Market Update





CANADA



The Government of Canada is investing in Electrification of Public Transit Fleets

- **AB** - The Government of Canada and CUTRIC are working with the Town of Okotoks to [study the electrification of local transit](#)
- **AB** - The Government of Canada and the Town of Cochrane are investing in a plan for [the electrification of Cochrane's transit fleet](#)
- **ON** - The Government of Canada and Town of Tecumseh are investing in [public transit and active transportation](#)
- **ON** - The Government of Canada and City of Brampton are investing in a [transition to an electric bus fleet](#)

Canada Infrastructure Bank marks its first EV charging investment with FLO®

- The Canada Infrastructure Bank (CIB) and FLO [announced their plan](#) to bring more than 2,000 public fast charging ports online across Canada by 2027. The CIB has made a \$220 million loan commitment, which is the first investment under its Charging and Hydrogen Refuelling Infrastructure (CHRI) initiative.

Natural Resources Canada investing in Zero-Emission Vehicle Awareness Projects

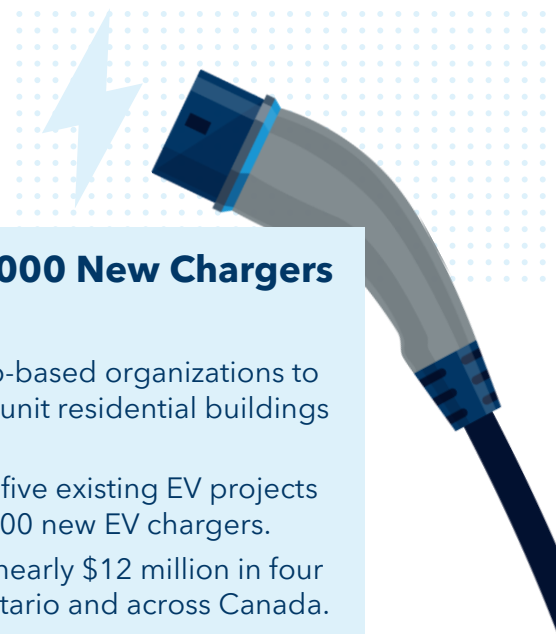
- Natural Resources Canada announced an investment totalling nearly \$5.9 million in 28 organizations across Canada to undertake zero-emission vehicle (ZEV) awareness projects.

To learn more, read the [List of Projects](#)

New Federal Call for Proposals to Decarbonize On-Road Transportation

- Natural Resources Canada announced a new call for proposals to support research, development and demonstration (RD&D) projects that will help lower or eliminate emissions from the on-road transportation sector. **The application process is open until July 10, 2023.**

To learn more, read the [News Release](#) and [Applicant Guide](#)



Natural Resources Canada Announces Nearly 3,000 New Chargers in Ontario

- Natural Resources Canada [announced](#) support for 30 Ontario-based organizations to install almost 2,000 Level 2 and 100 DCFC chargers for multi-unit residential buildings (MURBs), public places, fleets and workplaces.
- The Government of Canada is also providing funding toward five existing EV projects with delivery organizations, which will install an additional 1,000 new EV chargers.
- Natural Resources Canada also announced an investment of nearly \$12 million in four organizations based in [Guelph](#) to install 1,800 chargers in Ontario and across Canada.



BRITISH COLUMBIA

BC Hydro 2021 Integrated Resource Plan

- BC Hydro [updated their Integrated Resource Plan](#) timetable based on learnings from signposts monitoring. Since the 2021 IRP was filed in December 2021, BC Hydro has found indications of increased load as well as decreased supply. These updates to the plan have been made to address the earlier need for resources and include:
 - Accelerating or extending the timing of actions on energy efficiency, demand response, industrial load curtailment, electricity purchase agreement renewals, and utility-scale batteries in the near-term.
 - Adding a call for power to acquire approximately 3,000 GWh of new clean or renewable electricity from greenfield facilities as early as fiscal year 2029, and approximately 700 GWh from existing facilities prior to fiscal 2029.
- These updates are also aimed at being ready for an accelerated pace of change over the term of the plan, and BC Hydro has proposed a new long-term resource plan cycle with regular long-term resource plan filings to help accomplish that goal. This will begin with a 2025 Long-Term Resource Plan to be filed 18 months after the Commission's decision on the updated IRP.

To learn more, read the [Updated Plan](#) and [Proceeding Documents](#)

BCUC Approves Deferral Account for FortisBC's Electric Vehicle Workplace and Fleet Charging Funding Program

- The British Columbia Utilities Commission (BCUC) [approved FortisBC Inc.'s \(FBC\) application](#) to enable funding to organizations to install EV chargers at workplaces and for fleets.



- Through FBC's new EV Workplace and Fleet Charging Funding Program, eligible organizations can receive \$1,920 per Level 2 EV Charger, up to a maximum of 7 chargers per site.

To learn more, read the [Proceeding Documents](#)

BC Hydro EV Services' 10-year Public Charging Deployment Plan

- BC Hydro's [new plan](#) includes increasing EV charging deployment to 2,050 DCFC ports and 1,255 Level 2 ports between 2023 and 2033
- Upcoming in 2023-2024 BC Hydro expects to deploy charging in the:
 - North of BC,
 - Lower Mainland,
 - Vancouver Island - including its EV charging site in [Port Hardy](#) which has recently added a new 100-kilowatt charging unit,
 - and South Interior.

Some BC Electric Vehicle Charger Rebates Are Ending

- EV charger rebates for single-family homes and the EV Ready plan rebates offered in BC are currently oversubscribed.
- BC Hydro has stated that it will not be taking any installation applications after June 15, and FortisBC has indicated that it has a limited amount of funding available but has not yet set a deadline for applications.
- The rebates for apartments, condos and workplace chargers will continue starting June 15, with funding support from the federal ZEVIP program. Rebate levels will be increased from a maximum of \$2,000 per charger (up to 50 per cent of costs) to a maximum of \$5,000 per charger (up to 75 per cent of costs).

To learn more, read the [Article](#) and [Go Electric BC webpage](#)



ALBERTA

[no updates in the July 2023 issue]



SASKATCHEWAN

[no updates in the July 2023 issue]



MANITOBA

[no updates in the July 2023 issue]



ONTARIO

Delivery Costs Report for Commercial EV Charging

- The Ontario Energy Board (OEB) has released a consultant report that examines electricity delivery rates for commercial EV charging and explores alternative rate design options that could support the efficient integration of EVs in Ontario.
- The report examines a TOU demand charge for commercial EV fleets, and a load factor rate for public DCFCs.
- The OEB took stakeholder feedback on this report up to June 14, 2023

For more information, visit the [Report landing page](#)

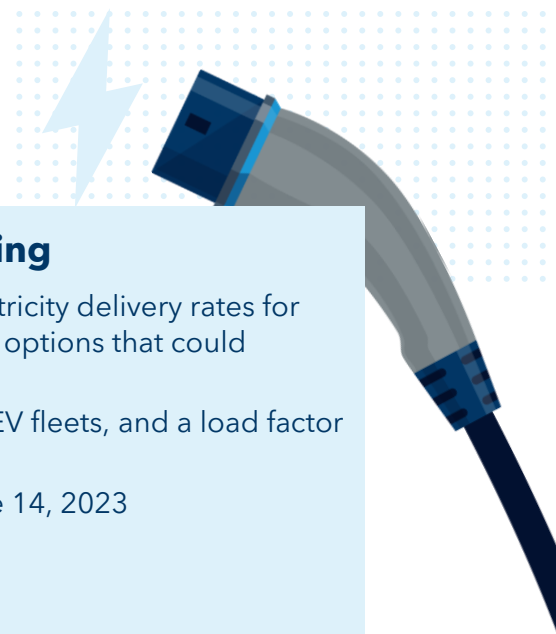
Ontario Expands Electric Vehicle Charging Stations

- The Ontario government has now installed EV fast chargers at all 20 renovated ONroute stations along the province's busiest highways, the 400 and 401.

For more information, read the [News release](#)

Enabling the Implementation of an Ultra-Low Overnight Price Plan

- There have been multiple updates in the [consultation to enable implementation of the optional Ultra-Low Overnight \(ULO\) price plan](#) in 2023. Some highlights as of our July 2023 issue include:
 - The Ontario Energy Board (OEB) has posted [Price Comparison templates](#) for Electricity Contracts and Net Metering valid from May 1, 2023 to October 31, 2023. Its [letter](#) announcing the templates references a stakeholder recommendation that the price comparisons consider consumers that use EVs and other DERs and how this might impact the amount they pay for electricity. The OEB responded by indicating that the price comparisons are currently designed for average consumption patterns, but customers can leverage the recently updated [online bill calculator](#) to view sample monthly bills for each price plan that reflect different levels of EV usage.
 - The OEB has released an [Addendum to the Regulated Price Plan Price Report](#) (November 1, 2022 to October 31, 2023) which establishes the electricity process under the ULO price plan. The price for the Ultra-low Overnight period (11pm-7am) is set at 2.4¢ per kWh.
 - The OEB has issued a [letter](#) providing information about communication materials that electricity distributors can use to assist with the implementation of the ULO, as well as introducing a new reporting requirement that distributors report to the OEB when they have implemented the ULO. **All distributors must implement the ULO price plan no later than November 1, 2023.**



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Distributed Energy Resources (DER) Roadmap

- The OEB and IESO hosted a joint engagement session on the DER Integration Framework for Energy Innovation. Following this, they are seeking feedback from participants on the joint engagement in general as well as the updates to the list of cross-cutting issues presented.

For more information, read the [Roadmap Landing Page](#)



QUÉBEC

2023-2028 Implementation Plan of the 2030 Green Economy Plan

- Québec [announced](#) (FR only) plans to invest \$3.8 billion over the next five years to accelerate transportation electrification and encourage more sustainable modes of travel.
- Highlights from the plan announcement include:
 - The government will unveil a charging strategy with a budget of \$514 million.
 - The government has also planned investments in the electrification of heavy vehicles of \$96 million.
 - The government has a goal of having two million electric vehicles on Québec roads by 2030.
 - It has also set a goal that all Québec municipalities will have a climate risk assessment and adaptation plan by 2030.

Updates to the Roulez Vert Program

- [New additions](#) (FR only) to the program include:
 - The maximum MSRP threshold is raised from \$60,000 to \$65,000 for new EVs to be eligible.
 - Eligibility is expanded to include used EVs between one and four years old from three to four years old previously.
 - The lists of eligible new and used electric vehicle models have been updated.
 - The maximum annual funding has risen from \$25,000 to \$49,000.



NEW BRUNSWICK

New Strategic Plan designed to guide NB Power's transformation

- NB Power has released its new strategic plan called Energizing our Future, which includes a strategic focus on electrifying and growing load.
- Initiatives from the plan in 2023/24 include:
 - Evaluating alternatives for new customer product and services offerings, such as launching an in-home EV charging solution.
 - Continuing to offer programs that incent New Brunswickers to purchase new or used electric vehicles.

For more information, read the [News Release](#) and [Strategic Plan](#)



NOVA SCOTIA

Nova Scotia Power and EV.Energy Announce an EV Smart Charging Pilot Program

- Nova Scotia Power and EV.Energy [announced a new Smart Charging Pilot Program](#) aimed at exploring the potential of smart charging in preparing for the increased adoption of EVs in the province.
- EV.Energy plans to use its solution to shift EV load to periods of lower demand as well as adjusting to periods of high wind generation.



PRINCE EDWARD ISLAND

Provincial electric vehicle incentive expanding

- Prince Edward Island has [announced](#) changes and improvements to the electric vehicle purchase incentive:
 - Vehicles purchased at off-island dealerships are now eligible.
 - More new and used vehicles have been included as well as converted EVs from PEI's Upcycle Green Technologies.
 - Used vehicles with a sticker price of up to \$70,000 are now eligible for a rebate as well.
 - Related to EV chargers: Previously a free standard charger was shipped to the vehicle owner. With the new changes, \$750 will go towards the purchase and installation of the owner's preferred charger or charging expenses for those unable to install a charger (such as those who live in an apartment).
- These updates will bring the total provincial incentive to \$5,750 for eligible battery electric vehicles and \$3,250 for eligible plug-in hybrids.



NEWFOUNDLAND AND LABRADOR

Application for EV Load Management Program

- Newfoundland Power has applied to the Board of Commissioners of Public Utilities for approval of an EV Load Management Pilot Project.
- This application follows [an order in 2022](#) inviting Newfoundland Power and Newfoundland and Labrador Hydro to file subsequent applications for electrification initiatives.

For more information, read the [Application](#) and [Proceeding Documents](#)

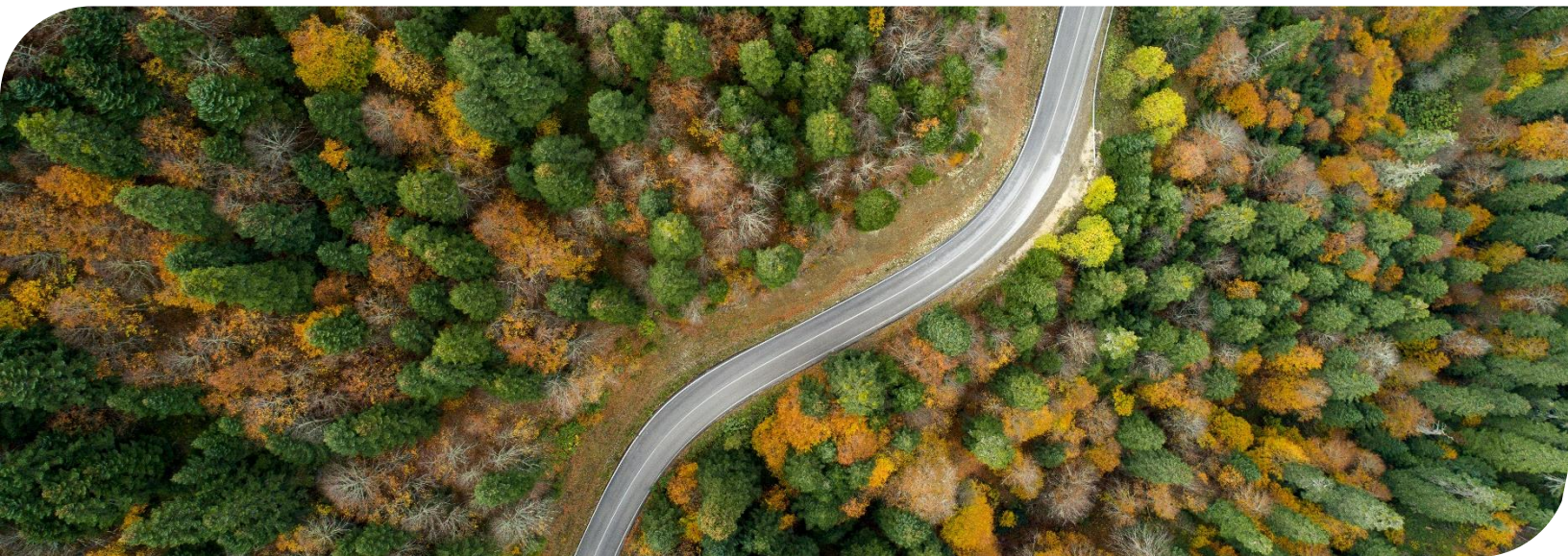


TERRITORIES

Northland Utilities EV Charging Rate Application

- Northland Utilities (NUY) has applied to the Northwest Territories Public Utilities Board for approval of EV Charging Rates of \$32 per hour.
- In the Board's response, it denies the application because it does not consider NUY-owned and operated EV chargers to be a monopoly regulated service. They suggest that the EV chargers could be owned and operated by a non-regulated function within NUY or a separate non-regulated entity. Any electricity supplied by NUY to such EV chargers would then be at a regulated rate.

For more information, read the [Proceeding Documents](#)



Additional Updates



- ⚡ [Canada's Minister of Transport and U.S. Secretary of Transportation announce the first Canada and United States Alternative Fuel Corridor](#)
- ⚡ [Hydrogen will fuel clean transportation at B.C. port](#)
- ⚡ [Proposed Toronto requirement that all vehicles for hire \(taxi + Ubers\) are electric by 2030](#)
- ⚡ [Canada Infrastructure Bank invests \\$62 million in Durham Region's battery electric buses](#)
- ⚡ [Ontario Building the Auto Manufacturing Workforce of the Future](#)
- ⚡ [Mégacontrat pour Nova Bus \(FR only\)](#)
- ⚡ [Development of the battery sector - Another important step in the development of Nemaska Lithium](#)
- ⚡ [Québec Supports a First Plant Worth More Than \\$600M For Battery Components For Electric Vehicles \(FR only\)](#)
- ⚡ [Videotron turning to Cleo to optimize charging for its EV fleet](#)

Contact Us

We invite you to get in touch with us to discuss any upcoming opportunities or questions, or to provide us with feedback on future issues:

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Notes to the Reader

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