

# EV Market Update





## CANADA

### CIB announces \$210 million financing agreement for Parkland charging network expansion

- The Canada Infrastructure Bank (CIB) has [announced](#) a financing agreement for up to \$210 million for Parkland to expand its EV charging network in communities across Canada.
- The agreement will enable the installation of up to 2,000 new charging ports at up to 400 sites.
- This is the CIB's second investment under its [Charging and Hydrogen Refuelling Infrastructure \(CHRI\) initiative](#).

### Canada finalizes its Electric Vehicle Availability Standard

- The Standard has been designed to ensure that Canada can achieve a national target of 100 per cent zero-emission vehicle sales by 2035.
- Additionally, Canada has set interim targets of at least 20 per cent of all sales by 2026, and at least 60 per cent by 2030

For more information, read the [Press Release](#) and full [Regulation Posted in the Canada Gazette](#).

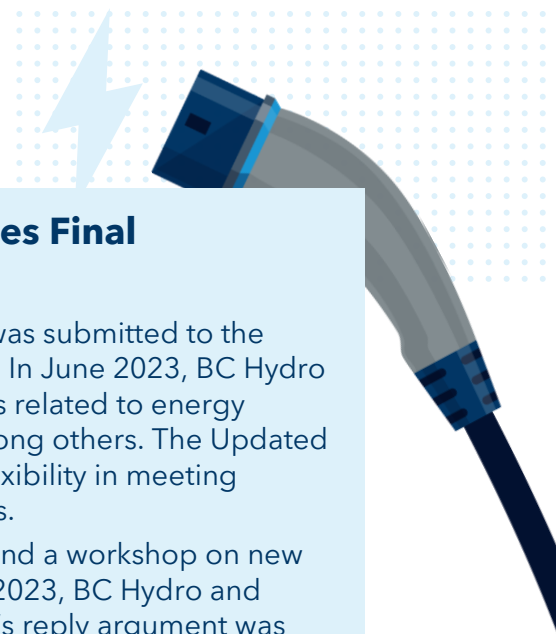


## BRITISH COLUMBIA

### BC Hydro applies to raise public EV charging fees

- On July 28, 2023, BC Hydro applied to raise rates at public EV charging stations by 15 per cent, which the company says would allow it to recover the costs of providing them over 10 years. See our [September Issue](#) for further background.
- On December 18, 2023, the BCUC approved interim rates effective January 1, 2024. The approved rates are time-based for Level 2 and certain fast charging power levels (i.e., 180 kW), which are charging options that did not previously have a rate structure and will be added to the BC Hydro network this year.
- The intervenor responses from BC Hydro included a variety of topics, including uptime, accessibility efforts, other rate design considerations (i.e., subscription, TOU, location-based), and details on non-urban and off-grid DCFC site selection.

To learn more, read the [Proceeding Documents](#), [the BCUC Order](#), as well as [the Electric Autonomy Canada article](#) featuring our Director of Mobility, Jeff Turner



## BC Hydro 2021 Integrated Resource Plan Reaches Final Arguments

- In December 2021, the 2021 Integrated Resource Plan (IRP) was submitted to the BCUC based on load scenarios approved in December 2020. In June 2023, BC Hydro submitted an Updated 2021 IRP which revises or adds actions related to energy efficiency, industrial load curtailment, energy acquisition, among others. The Updated IRP shifts from fixed values to ranges for targets to provide flexibility in meeting electrification under the Province’s emission reduction targets.
- In October 2023, an oral hearing on load forecast scenarios and a workshop on new energy acquisitions were held. In November and December 2023, BC Hydro and intervenors submitted written final arguments, and BC Hydro’s reply argument was submitted in January.
- BC Hydro’s final argument highlighted that the new Reference Load forecast shows growth of 17,000 GWh in the planning period, driven by industrial growth, new accounts, and light-duty EVs. This forecast also incorporates new loads, such as medium- and heavy-duty vehicles including e-buses and vessel charging.

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

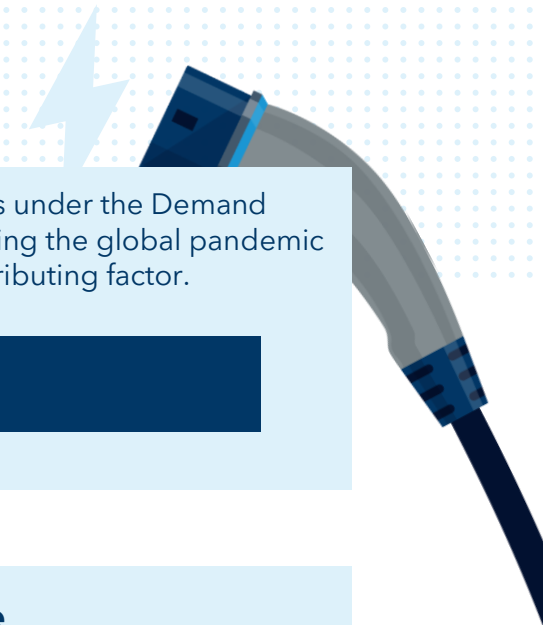
## BC Hydro’s Residential Time-of-Use Rate Approved

- On December 12, 2023, the BCUC approved BC Hydro’s voluntary time-of-use rates, coming into effect on April 1, 2024.
- The rates apply to all electricity consumption under a residential account, including EV charging. The rate is designed as an add-on to the current residential rate that will provide a \$0.05 credit per kWh consumed off-peak (11 pm to 7 am) and a \$0.05 charge per kWh consumed on-peak (4 pm to 9 pm).

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

## Low uptake of BC Hydro’s fleet electrification rates delays reporting

- BC Hydro has requested an extension to a three-year evaluation report for the Demand Transition Rate and Overnight Rate required by December 2023 and December 2024, respectively. However, due to limited participation, BC Hydro has requested an extension.

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- BC Hydro reports that there is one customer with two accounts under the Demand Transition rate and no customers under the Overnight rate, citing the global pandemic and supply chain delays delaying fleet electrification as a contributing factor.

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

### **FortisBC Inc. applies for DCFC energy-based rate**

- On December 22, 2023, Fortis BC Inc. (FBC) submitted its application for energy-based public DCFC charging rates.
- FBC is seeking a rate of \$0.42 per kWh for its public 50- and 100-kW stations, which would replace its current time-based charge, and would not be subject to general rate increases. The utility is also seeking an idling charge of \$0.40 per minute after a charging session has been completed for five minutes.

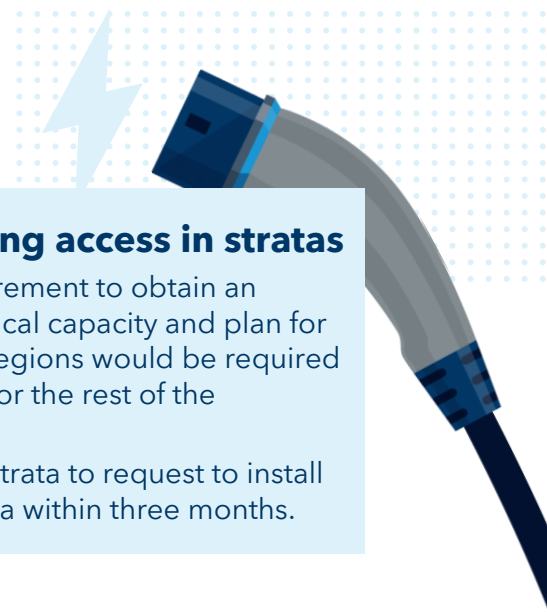
To learn more, read the [Proceeding Documents](#) or the [Application](#).

### **BC Governments puts accelerated ZEV mandate into law**

- The Province has [updated the ZEV Act](#) to align with its accelerated ZEV mandate targets outlined in its *CleanBC Roadmap to 2030*.
- Automakers will now need to meet the updated annual percentage of new light-duty ZEV sales and leases, reaching 26 per cent of light-duty vehicle sales by 2026, 90 per cent by 2030 and 100 per cent by 2035, five years ahead of the original target.

### **BC Hydro announces updated 10-year capital plan**

- The announcement with the Province of almost [\\$36B in investment between 2024-25](#) highlighted the growing demand for electricity, including from the electrification of fossil energy.
- The investment will include building or expanding substations and installing new equipment to support, in part, transit electrification in high-growth areas across the Lower Mainland and Vancouver Island.



## BC Government new regulations ease EV charging access in stratas

- The [regulations under the Strata Property Act](#) include a requirement to obtain an Electrical Planning Report to understand the building's electrical capacity and plan for EV charging stations. Stratas (condos) in the most populous regions would be required to obtain a plan by the end of 2026, and by the end of 2028 for the rest of the province.
- The regulations also outline a process for a homeowner in a strata to request to install an EV charging station and requires a response from the strata within three months.



## ALBERTA

### AESO provides preliminary update on 2024 Long-Term Outlook

- AESO is updating its 2024 Long-Term Outlook (LTO) due to evolving carbon policies and regulations and their impact on the grid. The primary change is the inclusion of a Decarbonization by 2050 reference case.
- The updated LTO sees higher load growth than previously modelled but is assumed to be mitigated in part by EV load management.
- The peak load from EVs is expected to reach 2,900 MW under the reference case and 5,300 MW under the high electrification scenario, which is driven in part by significant EV adoption.

For more information, read the [Engagement Page](#) or the [Preliminary LTO Presentation](#)



## SASKATCHEWAN

[no updates in the February 2024 issue]



## MANITOBA

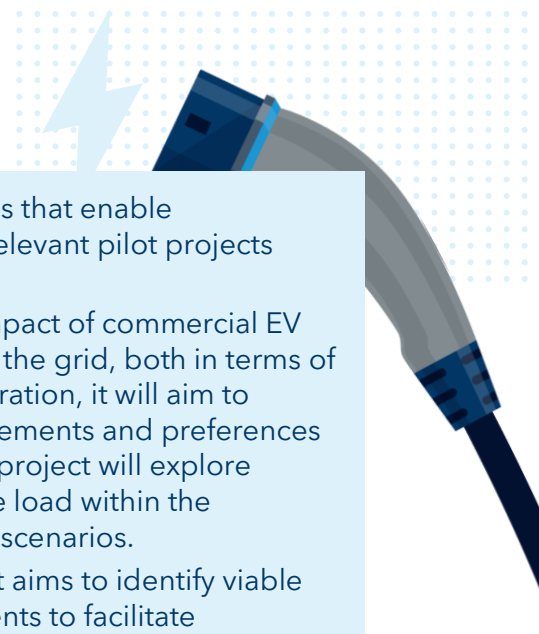
[no updates in the February 2024 issue]



## ONTARIO

### Toronto Hydro Distribution System Plan 2025-2029

- In November 2023, Toronto Hydro submitted its Distribution System Plan (DSP) including the utility's capital investment plans and supporting information for the 2025-2029 period.
- As part of the DSP, Toronto Hydro proposed to establish a \$16 million Innovation Fund to support the design and execution of pilot projects focused on testing of innovative



technologies, advanced capabilities, and alternative strategies that enable electrification grid readiness and facilitate DER integration. Relevant pilot projects include:

- **EV Commercial Fleet Pilot:** This pilot will examine the impact of commercial EV fleet charging at depots and other charging segments on the grid, both in terms of quantifying and minimizing load impact. Through collaboration, it will aim to optimize charging schemes based on the flexibility requirements and preferences of Toronto Hydro and pilot participants. Additionally, the project will explore opportunities to coordinate commercial fleets as a flexible load within the distribution system for both at-home and depot charging scenarios.
- **Electric Vehicle Demand Response (DR) Pilot:** This pilot aims to identify viable technical hardware and control models along with DR events to facilitate coordinated charging and potential discharging of EV batteries to support network needs. This would be achieved through the development of applications, hardware integration, and mechanisms to identify and trigger EV DR events to support trials and roll out with Toronto-based market participants. Toronto Hydro is currently undergoing trials for phase 1 of an EV Smart Charging pilot.

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




## QUÉBEC

### FCM and the Government of Canada provide new funding for sustainable transportation in Québec

- Outaouais Regional Council for the Environment and Sustainable Development is [receiving \\$23,750](#) to conduct a feasibility study on EV car sharing in Chelsea, Cantley, La Pêche and Val-des-Monts.
- Additionally, Ville de Saint-Sauveur is [receiving \\$303,600](#) for a feasibility study and a pilot project to replace ICE trucks with electric.

### The Régie de l'énergie clarifies its direction to Hydro-Québec with respect to its action plan for electric vehicles

- This decision from the Régie de l'énergie (FR only) comes as a part of Phase 2 of the approval process for Hydro-Québec's 2023-2032 Supply Plan, focused on its strategy for acquiring the additional supplies required in energy and power.
- Hydro-Québec has been asked to "specify and present its action plan aimed at moving the charging of electric vehicles outside peak periods during its next tariff file" and "present an estimate of the contribution to the reduction of power requirements resulting from the charging of electric vehicles from Hilo, dynamic pricing and the



demand response option for periods beyond 2027-2028 during the 2024 Progress Report and the next procurement plan”.

To learn more, read the [Proceeding Documents](#) or the [Decision \(FR only\)](#).

## Free tolls and ferries for electric vehicles have been extended

- The Government of Quebec [has announced](#) (FR only) that free passage for electric vehicles at tolls on highways 25 and 30 and on ferries of the Société des traversiers du Québec is extended until April 1, 2027.

## Proposal to shift public fast charging pricing to energy-based

- The Government of Quebec is [proposing a draft regulation](#) (FR only) to modify rates for public fast chargers based on the quantity of electricity consumed rather than the duration of the charging session.
- This comes after a recent change in June 2023 to set new hourly rates for fast chargers greater than 100 kW.

## Electric Circuit adds new chargers with integrated batteries to site at L'Étape

- [Electric Circuit is adding](#) two 180-kW charging stations and one 200-kW station with power sharing from FreeWire Technologies to the existing six fast chargers available at L'Étape.
- FreeWire's Boost Charger utilizes an integrated battery to reduce peak energy needs by almost eight times that of a typical fast charger.



## NEW BRUNSWICK

### EV sales in New Brunswick set a record in the first half of 2023

- [Statistics Canada released updated registration data](#) which show that 365 battery electric vehicles were registered in the province in the first half of 2023.
- This represents a 67 per cent increase as compared to the same period in 2022 and more than four times the number registered during that period in 2021.





## NOVA SCOTIA

### New Federal investments in electric mobility in Nova Scotia

- Natural Resources Canada (NRCan) announced an [investment of \\$980,000](#) to the Halifax Regional Municipality (HRM) to install 46 Level 2 and 10 DCFC chargers, in alignment with the [HRM's EV Strategy developed by Dunsky](#) in 2021.
- Additionally, an [investment of \\$54 million](#) from NRCan, the Province of Nova Scotia, and Cape Breton Regional Municipality will fund new electric buses and an upgraded bus maintenance facility for Transit Cape Breton.

### Bear River First Nation receives grant for EV feasibility study in

- Bear River First Nation will use its funding for a [smart micro-grid and electric vehicle feasibility study](#).
- Funding comes from the Nova Scotia [Low Carbon Communities](#) program.



## PRINCE EDWARD ISLAND

### PEI RCMP gets its first electric vehicle

- The PEI RCMP now have their [first electric car](#) at RCMP Headquarters in Charlottetown
- The vehicle is intended for use in administrative functions and not on patrol.



## NEWFOUNDLAND AND LABRADOR

### Newfoundland and Labrador Hydro application for ultra-fast EV chargers

- In August 2023, NL Hydro received approval for seven ultra-fast chargers at five of its most utilized electric vehicle charging sites along the Trans-Canada Highway. The project is expected to receive federal funding and the remaining capital will not be recovered from the rate base (as outlined in its [2024 Capital Budget Application](#)).
- NL Hydro operates 23 DCFC stations and noted that the usage of the 14 along the TransCanada has seen a significant increase, leading to congestion and user wait times in peak travel periods.

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





## TERRITORIES

[no updates in the February 2024 issue]



## Additional Updates

- ⚡ [Enbridge Sustain and Blackstone Energy Services team up with CIB on building retrofits](#)
- ⚡ [Yukon's approves over 1,100 e-bike rebates since 2020](#)
- ⚡ [Ontario providing more funding for EV charging stations through EV ChargeON program](#)
- ⚡ [BC Hydro's PowerTech Labs to test V2G in MHDV sector with an electric bus](#)



## 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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