dunsky
Energy + Climate

April 2024

EV Market Update

CANADA

[no updates in the April 2024 issue]

BRITISH COLUMBIA

BC Hydro energy-based fast-charging rates approved

- In March, the BCUC provided permanent approval for BC Hydro's energy-based fee for fast-charging stations. The fast charger rate is 34.34 cents per kWh, regardless of charger power level. The Level 2 rate is 28.28 cents/kWh. The regulatory proceedings found that the rates fully recover the forecasted costs of service. The regulator approved a 40 cents/minute extended stay charge for fast-charging after a five-minute grace period but did not approve it for Level 2 due to the longer use periods.

To learn more, read the **Proceeding Documents** **or the** **Decision**.

BC Hydro 2021 Integrated Resource Plan approved

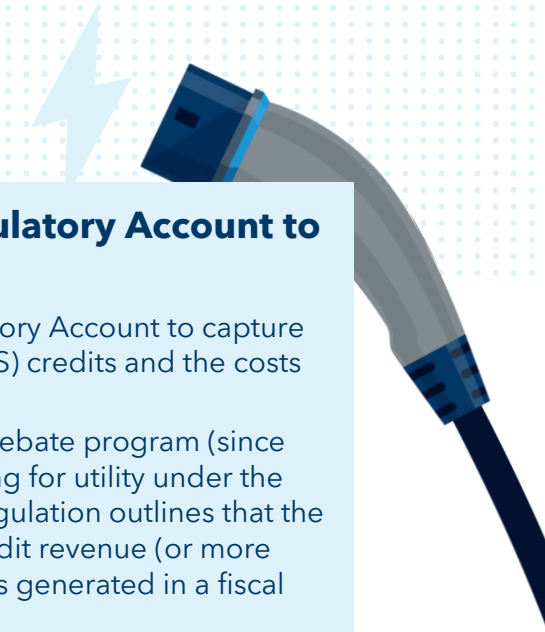
- In March 2024, the BCUC accepted the updated 2021 Integrated Resource Plan (IRP). The regulator also noted its support for BC Hydro's proposal for more frequent and targeted updates to future IRPs, noting the context of a period of increasing change and uncertainty. While not specifically noted, EV demand was a major driver of load growth and a contributor to the changing context.

To learn more, read the **Proceeding Documents** **or the** **Decision**.

BC Hydro applies to build four off-grid fast-charging stations

- In March, BC Hydro applied to build four off-grid stations outside of its service area. Each station will offer two fast-charging ports.
- BC Hydro evaluated zero-emission solutions, but propane-based off-grid stations were selected due to geographic constraints while providing connectivity of the charging network. A solar battery system will support communications and lighting systems.

To learn more, read the **Proceeding Documents**.



BC Hydro applies to establish an EV Rebate Regulatory Account to support EV rebate administration

- In March, BC Hydro applied to establish an EV Rebate Regulatory Account to capture the revenues from the sale of Low Carbon Fuel Standard (LCFS) credits and the costs incurred by BC Hydro for EV rebates and their administration.
- BC Hydro has been the administrator of the BC provincial EV rebate program (since June 2023 when the Province made it a prescribed undertaking for utility under the *Greenhouse Gas Reduction (Clean Energy) Regulation*. The regulation outlines that the expenditure on the EV rebate program cannot exceed the credit revenue (or more specifically, 75% of the average LCFS credit price for all credits generated in a fiscal year).
- BC Hydro indicates that the timing of EV rebate payments does not align with the reporting and payment of LCFS credits, so this regulatory account is needed to reconcile the program costs and timing.

To learn more, read the **Proceeding Documents** **or the** **Application**.

FortisBC applies for energy-based fast-charging rate

- In December 2023, FortisBC applied for energy-based fast-charging rates.
- In March, FortisBC submitted an updated application with lower proposed energy-based rates ($0.39 per kWh down from $0.42 per kWh) based on updates to the Province's BC Low Carbon Fuel Standard which increase the carbon credits for which the utility is eligible.
- As part of its information requests, the BCUC requested information on the impact on customer bills, with the utility response highlighting that users pay the same amount for the energy received. In response to intervenor requests, FortisBC provided forecast utilization and growth rates, which reference Dunsky's EV Adoption forecasts.

To learn more, read the **Proceeding Documents** or the **Application Update**.

BC Hydro proposes Non-Integrated Areas Planning Regulatory Framework

- BC Hydro is proposing Non-Integrated Areas Planning Regulatory Framework. The application notes that the reference case will include forecasts for EV adoption.

To learn more, read the **Proceeding Documents**.

BC Government provides funding for public charging and electric school buses

- In the 2024 Budget, the Province announced $30 million for 500 public charging stations across the province and $9 million for the purchase of electric school buses.

ALBERTA

AESO received engagement feedback on 2024 Long-Term Outlook

- AESO provided a summary of the engagement on the updated preliminary Reference Case results arising from the Long-Term Outlook analysis. Stakeholders noted that energy efficiency and demand-side response programs can play a larger role in the future particularly if these technologies can enable greater electrification at lower cost.
- The AESO noted that they will provide greater detail in the report on how coordinated EV charging may impact load profiles, supply fleet, and resource adequacy.

For more information, read the **Engagement Page**.

Inquiry into the ongoing economic, orderly, and efficient development of electricity generation in Alberta

- In fall 2023, the AUC initiated an inquiry into the ongoing economic, orderly, and efficient development of electricity generation in Alberta. Under Module B, the AUC commissioned a report by London Economics International (LEI) to examine the Inquiry topics through the lens of Alberta's current energy-only electricity market design and existing policy framework.
- Power Advisory LLC (PA) was retained by the Renewable Generators Alliance to respond to the LEI report. PA challenged a number of findings of the LEI report,

including assumptions on EV charging as a controllable load and potential alignment of solar PV output and EV charging load.

For more information, read the **Proceeding Documents** or **Power Advisory report**.

SASKATCHEWAN

[no updates in the April 2024 issue]

MANITOBA

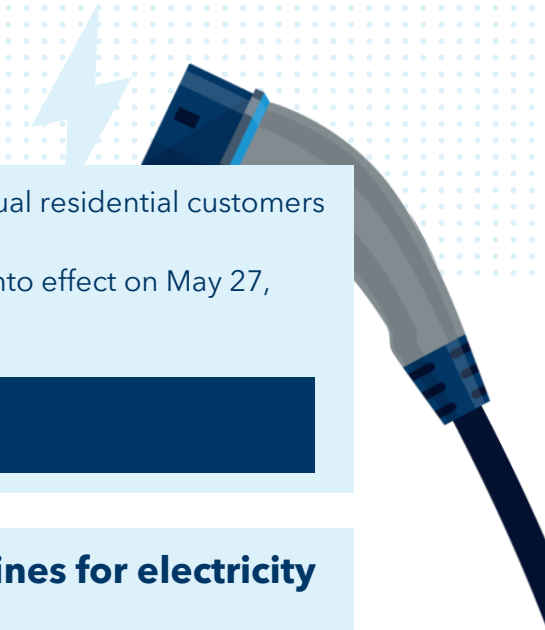
Manitoba launches EV incentive program

- In April, the government of Manitoba launched its EV Incentive Program for battery electric, plug-in hybrid, and fuel cell electric vehicles.
- Vehicle owners will receive rebates of up to $4,000 or $2,500 for eligible new or pre-owned vehicles respectively, purchased between August 1, 2023 to March 31, 2026, through Manitoba dealerships.
- The total rebate determination will occur at the time of vehicle registration with Manitoba Public Insurance, starting July 1, 2024.
- Vehicles must have an MSRP of less than $70,000 and be less than four years old to qualify.

ONTARIO

OEB releases EV Charging Connection Procedures (EVCCP)

- To make it easier for EV charging providers to deploy chargers in Ontario, the Ontario Energy Board (OEB) released the EVCCP which provides a standardized and streamlined process for connecting non-residential EV charging infrastructure that requires modifications or additions to the electricity distribution system.
- The EVCCP is a seven-step process from preliminary consultation to project completion that details the distributor's assessment of the existing distribution system's capability to handle the additional demand from new EV service equipment (EVSE) installations.
- The EVCCP applies when the primary purpose of the new or expanded connection is specific to non-residential customer applications EVSE including, but not limited to, Level 2 and 3 charging stations, such as publicly accessible DCFC stations, workplace charging, charging stations for commercial fleets, and multi-unit residential or commercial buildings, where the chargers are owned or operated by the building owner or a third-party charging provider.



- The EVCCP does not apply to EV chargers installed by individual residential customers or unit owners/tenants of a multi-unit residential building.
- The amendments to the Distribution System Code will come into effect on May 27, 2024.

To learn more, read the **Amendments**.

OEB releases Non-Wires Solutions (NWS) guidelines for electricity distributors

- In March, the Ontario Energy Board (OEB) released the latest iteration of the NWS guidelines (formerly conservation and demand management guidelines), on the role of NWS for rate-regulated electricity distributors, including the treatment of NWS in distribution rates.
- The guidelines detail the evidentiary requirements for rate applications, timing and cost recovery of NWS applications, and treatment of NWS in load forecasts.
- Among other things, managed charging of electric vehicles is included as a type of NWS.

To learn more, read the **Guidelines**.

City of Toronto and federal government investment in corporate charging network

- The City of Toronto and Natural Resources Canada (NRCan) announced $10 million in funding to add more than 500 new EV chargers to the City's corporate charging network, including 486 Level 2 chargers and 40 DCFC chargers.
- Chargers will be located at city-owned facilities and primarily used for fleet charging as part of the City's workplace charging program.
- This investment is part of the City's plan to transition 20% of City-owned fleets to zero-emissions vehicles by 2025 and 50% by 2030.

New Federal investments in electric mobility in Durham Region

- Natural Resources Canada (NRCan) announced an investment of $1.8 million to the Region of Durham to install 174 chargers which are expected to be installed by November 2025.
- The investments will help provide the infrastructure needed to electrify the Region's corporate fleet in accordance with the Region's Light Duty Fleet Electrification Plan.

QUÉBEC

Province announces scaling back of EV rebates

- In its 2024 budget, the Province indicated that due to a maturing EV market, the maximum rebates will be declining and the program will close in 2027.
- As of January 1, 2025, the available rebates will be $4,000 for new fully electric or fuel cell vehicles, $2,000 for new plug-in hybrid vehicles costing less than $65,000, $2,000 for used fully electric vehicles, and $1,000 for electric motorcycles.

Hydro-Quebec adds major fast-charging addition to largest charging station

- Electric Circuit announced that it will add eight 180 kW power sharing charging stations and two ABB E-mobility 350 kW charging stations at La Porte de l'Érable rest area. These are in addition to the four 50 kW Electric Circuit stations and 20 Tesla superchargers.

Electric Circuit defines new structure for fast charging rate

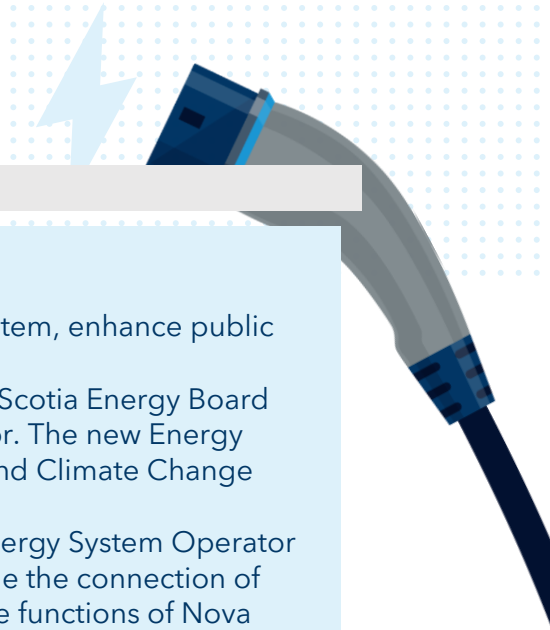
- The updated rate charges incorporate both the energy and time costs of the charging station. The rate varies based on the power supply, with higher kW supplied having a higher per kWh rate. When charging at slower power (<20 kW), an hourly rate is applied, which varies based on the battery charge level. The mixed rate structure aims to align higher costs with premium charging services while also discouraging idling.

Electric Circuit announces expansion of affiliate charging station to include fast chargers

- Electric Circuit is expanding its program to include fast charging along with Level 2. The program works with partners who purchase and operate charging stations under the Electric Circuit network.

NEW BRUNSWICK

[no updates in the April 2024 issue]



NOVA SCOTIA

Nova Scotia passes energy reform bill

- The new bill intends to modernize Nova Scotia's electricity system, enhance public utility regulation, and establish two new acts.
- The Energy and Regulatory Boards Act creates the new Nova Scotia Energy Board that will focus on regulating public utilities in the energy sector. The new Energy Board will be required to consider the Environmental Goals and Climate Change Reduction Act in decisions.
- The More Access to Energy Act will create an Independent Energy System Operator to manage the operations of the electricity system and manage the connection of renewable energy projects to the grid. These will no longer be functions of Nova Scotia Power.
- These changes may have implications for NS Power's mandate for EV charging.

Nova Scotia to offer medium- and heavy-duty vehicle rebates

- The Province announced an expansion to its EV rebate program to include vans and trucks used for commercial or industrial purposes that weigh more than 3,856 kilograms (8,500 pounds) and electric resurfacing machines like Zambonis.
- The Clean Foundation is administering the new pilot through the Electrify Nova Scotia Rebate Program. It will offer rebates of up to $50,000 per vehicle – depending on its class – to businesses, non-profits, municipalities, and Mi'kmaw communities.

PRINCE EDWARD ISLAND

[no updates in the April 2024 issue]

NEWFOUNDLAND AND LABRADOR

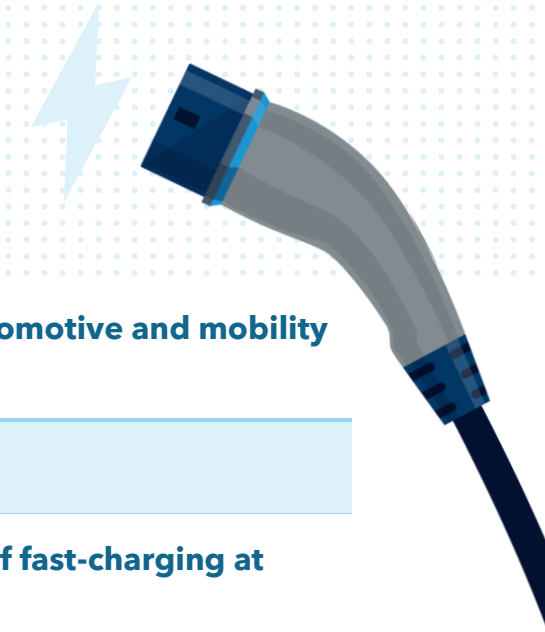
[no updates in the April 2024 issue]

TERRITORIES

Yukon expands EV rebate program to include commercial medium- and heavy-duty EVs

- The Government of Yukon has expanded the clean transportation rebates to include commercial medium- and heavy-duty EVs as well as off-road vehicles including boats, all-terrain vehicles, and other modes of electric transportation.
- Commercial EVs that meet medium-duty class 2B criteria and above are eligible for rebates of up to $10,000, while alternative electric transportation options such as electric boats, motorcycles, and all-terrain vehicles can receive up to $2,500 based on battery size.
- Additionally, the Government is also doubling the rebate for Level 2 EV chargers to $1,500.

Additional Updates



- **Federal government invests $8M to support two automotive and mobility technology piloting sites**
- **Alberta to introduce $200 EV registration tax**
- **Repurposed EV batteries to mitigate peak demand of fast-charging at Vancouver Airport**
- **Halifax Regional Municipality to launch five electric ferries**
- **More than 500 new EVs hit Newfoundland and Labrador roads in 2023**
- **Quebec announces $21.5M in funding for public transit in Sherbooke**

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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