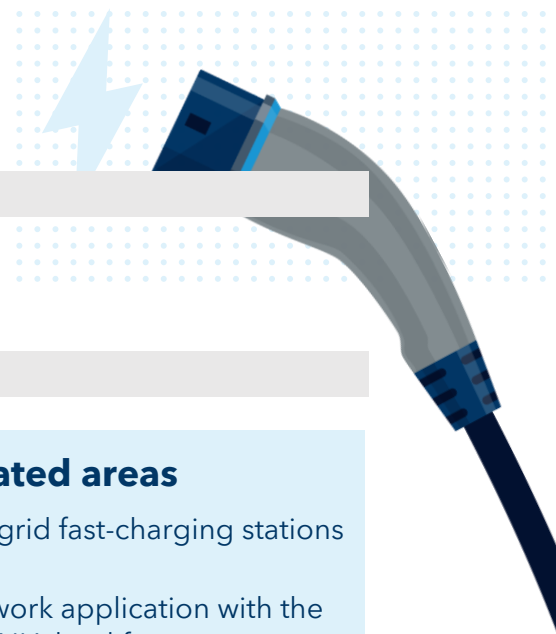


EV Market Update





CANADA

[no updates in the June 2024 issue]

BRITISH COLUMBIA

BC Hydro installing EV chargers into non-integrated areas

- BC Hydro received approval from the BCUC to build four off-grid fast-charging stations outside of its service area.
- In its Non-Integrated Areas (NIA) Planning Regulatory Framework application with the BCUC, BC Hydro noted, in response to an intervenor, that its NIA load forecasts include EV adoption in the community and planned EV charging stations, but it does not currently quantify demand from enroute vehicles within the NIA.

To learn more, read the [Off-Grid Sites Approval](#) or the [Regulatory Framework Proceeding Documents](#).


BC Hydro receives approval for its EV Rebate Regulatory Account to support EV rebate administration

- BC Hydro received approval for an EV Rebate Regulatory Account to capture the revenues from the sale of Low Carbon Fuel Standard credits and the costs incurred by BC Hydro for EV rebates and their administration, as covered in detail in our April issue.

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

FortisBC energy-based fast-charging rate application reaches final arguments

- In December 2023, FortisBC applied for energy-based fast-charging rates. Final arguments took place in April.
- FortisBC argued that the proposed rate is a reasonable approach given the levelized cost calculated by FortisBC is essentially the same (1 cent/kWh in difference). The proposal is less discriminatory than the current rate, and supports a competitive market, as it sits within the range of third-party retail costs reviewed. The 10-year levelized basis aligns with BC Hydro's energy-based rate.

- 
- Some intervenors opposed the rate and the cost of service approach while others supported the application.

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

Victoria EV owners to be allowed to charge vehicles on street with cords

- In a [by-law](#) approved in April, the City of Victoria will introduce a Sidewalk Cord Cover Permitting Program for on-street charging via extension cords.
- Building on [examples](#) in the Cities of Vancouver and Seattle, this program aims to provide a low-cost EV charging option for those without off-street parking, particularly for low-density neighbourhoods with limited access to public charging. The staff report defines measures to reduce accessibility issues developed with the City's Accessibility Advisory Committee.



ALBERTA

AESO publishes 2024 Long-Term Outlook

- AESO published its first Long-Term Outlook (LTO) since 2021. This load and generation forecasts include four scenarios, including a High Electrification scenario with higher load growth due rapid adoption of EVs, heat pumps, and industrial electrification.
- Under the Reference scenario, EV adoption is expected to increase exponentially even in the absence of provincial subsidies, reaching 2.8 million vehicles and 1,350 MW of load by 2043.
- The LTO outlines that charging behaviour will play an important role on EV load as a flexible demand. AESO assumes managed charging for light- and medium-duty vehicles, but flexibility may not be plausible across all vehicle categories.
- Peak load is expected to increase by about 3.8 GW by 2043 compared to 2024. If EV charging isn't managed, peak load could be an additional 0.3 GW by 2043.

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



SASKATCHEWAN

[no updates in the June 2024 issue]



MANITOBA

[no updates in the June 2024 issue]



ONTARIO

Ontario exploring options to reduce electricity rates for public EV chargers

- In May, the Province [asked](#) the Ontario Energy Board (OEB) to explore options for an Electric Vehicle Charger Discount Electricity Rate to reduce the cost of electricity for public EV chargers in areas where demand for the service is only beginning to emerge.
- Subsequently, the OEB shared its proposal for a public EV charging rate and materials to support the June 2024 stakeholder meeting.
- The OEB proposed that:
 1. Rate-regulated electricity distributors in Ontario be required to offer the EVC Rate to qualifying EV charging stations as of January 1, 2026.
 2. The EVC Rate be informed by an analysis of EV charging station demand and reflects the causality of public EV chargers with low load factors towards the transmission system costs to be recovered from distribution customers.
 3. Qualifying customers would sign up for the rate on a voluntary, opt-in basis.

To learn more, read the [OEB Materials](#).

IESO's Grid Innovation Fund seeks proposals including managed EV charging and V2X projects

- In May the IESO launched its 2024 Grid Innovation Fund call for proposals for projects focused on electrification and demand management.
- The current call for proposals is seeking projects under two streams, the first being EV projects including light-, medium-, heavy-duty vehicles and rail transit.
- Projects should explore how EV fleets can provide flexibility services through managed charging (V1G), vehicle-to-home (V2H) or vehicle-to-building (V2B), as well as grid injection through vehicle-to-grid (V2G) and must demonstrate how they can support the electricity system.
- Projects may request a minimum of \$1 million in funding and maximum of \$4.75 million.
- Interested applicants can submit proposals through July 22, 2024.



For more information, read the [Grid Innovation Fund Portal](#).



QUÉBEC

Electric Circuit expands charging rate options for Level 2 chargers

- As of June 1, 2024, Electric Circuit partners will be able to [modify the rates](#) at their Level 2 charging stations on June 1 and December 1 of each year.
- Previously, partners had the choice between an hourly rate or a flat fee. However, the new rates can be determined according to three possibilities:
 - **Hourly rate:** Between \$0 and \$3 per hour of charging, billed by the minute in increments of \$0.25.
 - **A flat fee:** Between \$0 and \$20 per charging session, in increments of \$0.50.
 - **A differentiated fee:** Between \$0 and \$3 per time slot for charging and between \$0 and \$3 per time slot for inactivity (when the charging session has ended but the vehicle is still plugged in).



NEW BRUNSWICK

Eight New Brunswick communities awarded funding for EV charging stations through Charged for Change

- Aviva Canada and Earth Day Canada are funding EV charging stations through the [Charged for Change initiative](#), a \$3 million partnership over three years that allows municipalities that currently lack EV infrastructure to apply for funding to receive Level 2 charging stations.
- The [announcement](#) indicated that five new EV charging stations are being installed in the town of Grand Bay-Westfield, one will be installed at the Brundage Point River Centre, and four will be placed near a transit stop next to the River Valley Community Centre.
- Other New Brunswick communities receiving funding this year include Cap-Acadie, Bois-Joli, Hautes-Terres, and Kedgwick.



NOVA SCOTIA

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

P.E.I. and the City of Charlottetown poised to ramp up EV fast-charging capacity

- In a recent [announcement](#), the Province is receiving \$1.4 million in funding from the federal government to install 13 chargers at locations across the Island. The province also indicated it will be matching the funding received for 14 more chargers, for a total of 27 Level 3 chargers to be installed. The goal is to have all chargers operational by September 2025.
- Following the announcement of the federal funding, [news broke](#) of detailed plans to have the heritage-designated Irving gas station on Euston Street in Charlottetown donated to the city and turned into a fuelling spot for net-zero vehicles.
- The proposed project, coined the "Euston Street Irving ReEnergization Concept" is projected to cost approximately \$2.4 million and include high-speed chargers powered by solar panels as well as a community hub and a "kilowatt café" where EV drivers could relax after plugging their vehicles.



NEWFOUNDLAND AND LABRADOR

Newfoundland announced continued support for EV rebates and infrastructure

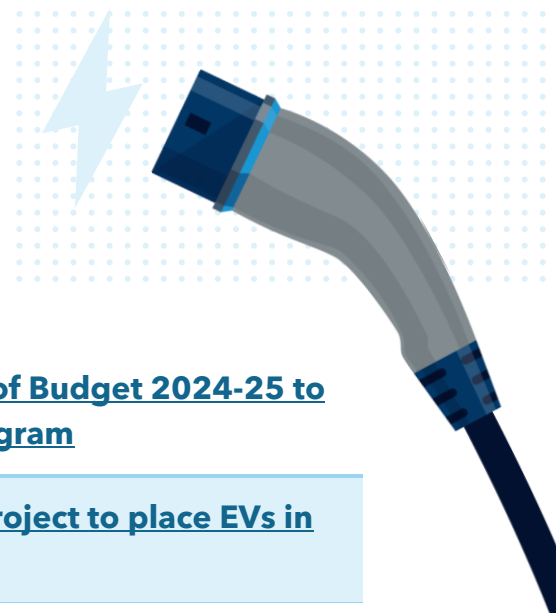
- The Province [announced](#) \$875,000 in its Budget 2024 to continue the EV rebate program into its fourth year, as well as \$1.1M for EV infrastructure.
- In the last fiscal year, there were 458 battery electric and 292 plug-in hybrid electric vehicles received rebates.



TERRITORIES

[no updates in the June 2024 issue]

Additional Updates



⚡ Northwest Territories announces \$360,000 as part of Budget 2024-25 to support its Zero Emission Vehicle Infrastructure Program

⚡ Joint Manitoba/Ontario Free Ride EV Educational Project to place EVs in Indigenous communities

⚡ RCMP testing different EVs with intent to fully electrify by 2035

⚡ Glooscap First Nation to install EV charging station among other clean energy measures

⚡ OEB issues final Phase One Benefit-Cost Analysis (BCA) Framework for Addressing Electricity System Needs

⚡ Quebec to provide subsidy for new Communauto users in the Laval Region (FR only)



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:

Jeff Turner - Director, Mobility

jeff.turner@dunsky.com

(514) 504-9030, ext. 4238



Notes to the Reader

This newsletter was prepared by Dunsky Energy + Climate Advisors, an independent firm focused on the clean energy transition and committed to quality, integrity and unbiased analysis and counsel. Our findings and recommendations are based on the best information available at the time the work was conducted as well as our experts' professional judgment. Dunsky is proud to stand by our work.