

EV Market Update





CANADA

Government commits \$1.7 million towards low- and zero-emission marine vessels

- The funding, under the Green Shipping Corridor Program's Clean Vessel Demonstration stream, will support 14 different projects to: help spur the launch of the next generation of clean ships; invest in shore power technology; and prioritize low-emission and low-noise vessels at ports.
- Some relevant projects include:
 - **Laker Design Study** to develop the technical feasibility and design of the world's first diesel-electric battery hybrid.
 - **Zero-carbon Fuel Powered Large Fishing Vessel Study** will be a feasibility study for using low/zero carbon fuels and technologies for a large offshore fishing vessel.
 - **Zero-emission Vessel Study** will be a feasibility study evaluating low and zero carbon technologies to determine the most suitable design of a net-zero multi-user multi-purpose vessel.

To learn more, read the [Funding Announcement](#) and the [Backgrounder](#).

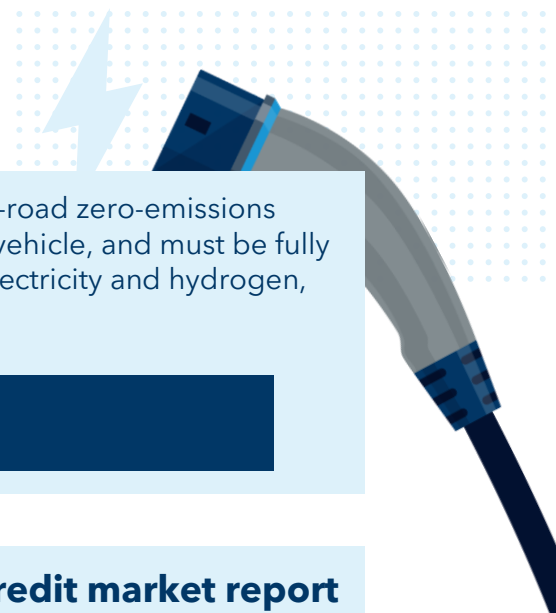
Canada launches new \$30 billion Canada Public Transit Fund

- The Federal government recently announced a new \$30 billion investment, with an average of \$3 billion per year over next ten years to expand public transit across the country.
- The funds will be delivered through three streams, including targeted funding intakes supporting key federal priorities, which includes electrifying public transit and school transportation.
- The initiative does not include funding for transit operations.

To learn more, read the [Funding Announcement](#) and the [Backgrounder](#).

Government launches Clean Economy Investment Tax Credits

- The Federal government announced the first four streams of the Clean Economy Investment Tax Credits (ITC), including the [Clean Technology ITC](#) which provides support to qualifying taxpayers who are investing capital in specified clean technologies in Canada.
- Eligible clean technologies include non-road zero-emission vehicles and related charging and refuelling equipment that is used primarily for such vehicles.

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- Eligible EV charging equipment that is used primarily for non-road zero-emissions vehicles must be automotive equipment, other than a motor vehicle, and must be fully electric, fully powered by hydrogen or by a combination of electricity and hydrogen, that is not designed for use on highways or streets.

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

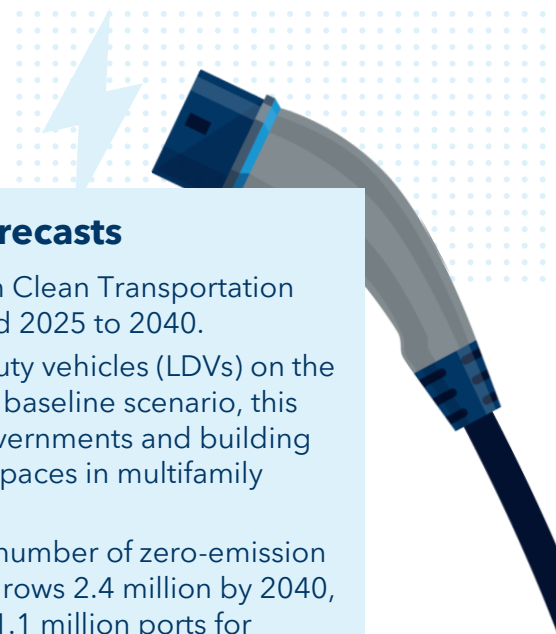
Canada releases Clean Fuel Regulations (CFR) credit market report

- This is the first Annual CFR Credit Market Data Report released and includes energy supplied to EVs and the number of compliance credits created for the 2022 and 2023 compliance periods.
- The average price of a credit in 2023 was \$127.3, equating to approximately \$0.15 of CFR revenue per kWh dispensed (depending on the carbon intensity in the province).
- For an EV that uses approximately 3,000 kWh per year, this equates to \$450 annually that could be used to further the charging infrastructure business case, or to help justify the incremental upfront cost of a network-connected EVSE.

To learn more, read the [CFR Report](#).

CIB invests over \$350 million in clean mobility initiatives

- In a partnership with HTEC's H2 Gateway program, the [CIB committed \\$337 million](#) towards a hydrogen production and refuelling network in Western Canada.
 - The investment will bring up to 20 hydrogen refuelling stations online in British Columbia and Alberta to support the heavy-duty transportation sector in adopting hydrogen-fuelled vehicles.
- In a separate initiative, the [CIB is providing \\$22.4 million](#) to Langs Bus Lines for the deployment of 200 battery electric school buses across Southwestern Ontario.
 - The school buses will replace the aging diesel fleet and enter service within two years and are estimated to save thousands of tonnes of carbon emissions per year.



NRCan releases updated EV Charging Needs Forecasts

- Dunsky with the support from the International Council on Clean Transportation (ICCT) updated its charging forecasts report for the period 2025 to 2040.
- The report estimates the number of zero-emission light-duty vehicles (LDVs) on the road is expected to grow to 21 million in 2040. Under the baseline scenario, this will require about 679,000 public charging ports, with governments and building owners investing in retrofits of nearly 3.2 million parking spaces in multifamily buildings by 2035.
- To meet the upper range of the federal sales targets, the number of zero-emission MHDVs on the road under the policy reference scenario grows 2.4 million by 2040, requiring 275,000 public MHDV ports, and an additional 1.1 million ports for private/fleet depot charging.
- The cumulative capital costs to meet these charging requirements by 2040 for public charging is nearly \$18 billion and \$47 billion for LDVs and MHDVs respectively under the baseline scenario.
- It is estimated that LDV and MHDV charging could add up to approximately 22,500 MW in 2040, ranging from \$26 billion to 294 billion over the 2025 to 2040 period.

To learn more, read the [Updated Report](#).

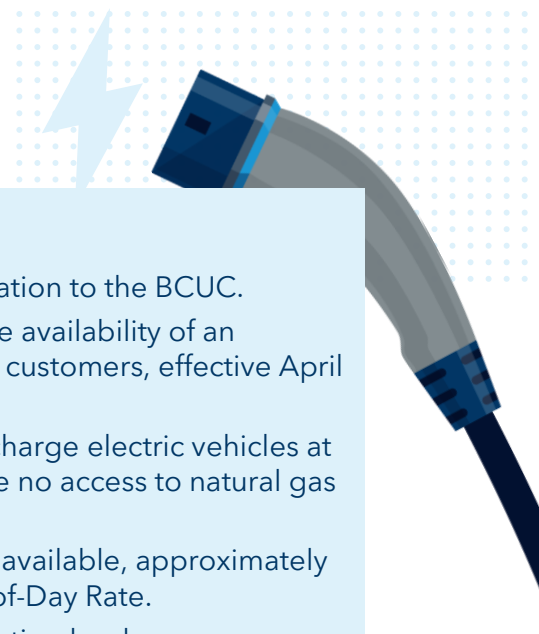


BRITISH COLUMBIA

PlugIn BC launches MHDV public DCFC charger rebate program

- A sub-program of the CleanBC Go Electric program was launched to increase the number of DCFC chargers supporting medium- and heavy-duty vehicles in BC, supplementing the [existing program](#) which offered funding for lower powered DCFCs.
- Funding covers 50% of costs up to \$200,000 for DCFC >250 kW, or \$150,000 for DCFC <250 kW (but ≥150kW).
- The call for applications opened August 1, 2024 and **will close on November 29, 2024**.

To learn more, check out the [Application page](#).



BC Hydro 2024 Rate Design

- On June 27, 2024, BC Hydro filed a 2024 Rate Design Application to the BCUC.
- Among other rate changes, BC Hydro proposes to expand the availability of an existing flat energy charge rate as an option for all residential customers, effective April 1, 2025.
 - They estimate that customers who have electric heating, charge electric vehicles at home, have larger households, live in colder areas or have no access to natural gas could achieve bill savings of an average of \$60 per year.
- BC Hydro reports that within the first month of the rate being available, approximately 6,000 customers have signed up to be on the optional Time-of-Day Rate.
- BC Hydro also notes that average residential energy consumption has been decreasing due to advances in energy efficiency and an increasing share of multi-unit housing being added to BC's housing stock.
- The intervener registration deadline is **Thursday, August 22, 2024**.

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

FortisBC energy-based fast-charging rate application

- The BCUC [approved](#) FortisBC application for an energy-based rate for DCFCs on June 28, 2024.
 - The approved rate is \$0.39 per kWh, with an idling charge of \$0.40 per minute beginning 5 minutes after the end of a charging session.
- It has been approved on a permanent basis, replacing the existing time-based rates, and will come into effect on or before **October 1, 2024**.

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



ALBERTA

[no updates in the August 2024 issue]



SASKATCHEWAN

[no updates in the August 2024 issue]



MANITOBA

[no updates in the August 2024 issue]



ONTARIO

City of Windsor receives \$117 million in transit upgrades

- The federal government is investing \$45 million through the Investing in Canada Infrastructure Program while the Government of Ontario is contributing \$38 million and the City of Windsor is contributing \$34 for million [major transit upgrades in Windsor](#).
- As part of the fleet upgrades, the City will be allocating over \$40 million towards replacing the aging fleet stock of 34 buses and procuring up to 34 standard, 40-foot hybrid electric buses.
- Upgrades also include improved bus stops and terminals, new technologies and a larger fleet.

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

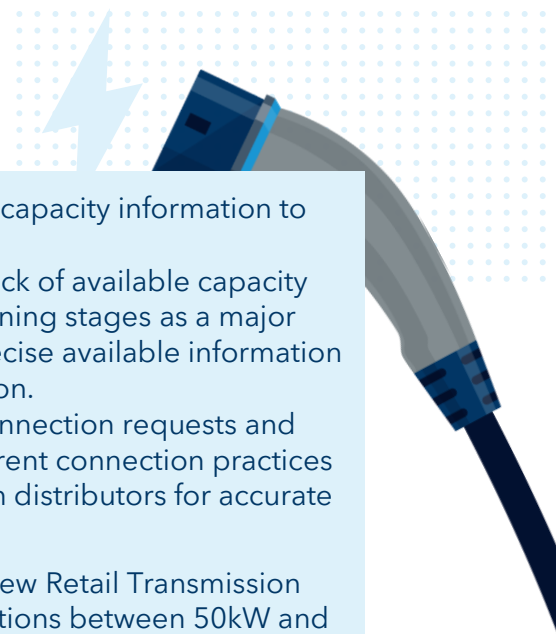
Ontario making EV chargers more accessible

- Through the [EV ChargeON program](#), the Ontario government has issued a Request for Bids to build and operate EV charging stations in 15 underserved and remote areas across the province.
- Applications are to build and operate publicly accessible charging stations on government-owned property, including highway rest areas, carpool parking lots, and tourist destinations such as Ontario Parks.
- The Province has identified more than a dozen sites across the province for the initial procurement, with the first EV chargers expected to be ready for use in 2025.
- The successful bidders will design and install the charging infrastructure and be responsible for its operation and maintenance for five years, with the possibility of two additional one-year extensions.

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

Ontario's EV Integration Initiative

- In June the OEB released the summary of survey results from its two surveys focused on Distribution System Capacity Information Sharing to gather insights regarding the



potential benefits and mechanisms for providing distribution capacity information to the public.

- EV charging providers and other stakeholders cited the lack of available capacity information during the preliminary site selection and planning stages as a major barrier to charging station deployment. However, less precise available information (of all formats) is still useful for preliminary site identification.
- Distributors expect a rise in non-residential EV charger connection requests and service upgrades in the next five years and noted that current connection practices are adequate, but customers need to engage directly with distributors for accurate assessments.
- In May, the OEB also shared materials on the proposal for a new Retail Transmission Service Rate (RTSR) for low load factor public EV charging stations between 50kW and 4,999 kW, also known as the EV Charger Discount Electricity Rate (EVC Rate).
 - EV charging stations would have to have a load factor of 15% or lower, be publicly accessible, and separately metered.
 - Three EVC Rate design options were proposed for consideration: a single-tier reduced demand charge, a stepped multi-tier reduced demand charge, and an energy-based recovery rate.
 - LDCs would be required to implement the rates by January 1, 2026, with participation by customers on voluntary basis.

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



QUÉBEC

Hydro-Québec proposes rate increases of 3 per cent next April

- Hydro-Quebec has submitted a request for approval of rate increases to the Régie de l'énergie, which would come into effect April 1, 2025.
 - This includes an increase of 3% for residential, 3.9% for commercial and 3.3% for large industrial customers.
 - They also propose to launch a "voluntary incentive rate" for customers who shift their energy usage, for example, by charging their EV overnight. They estimate that those who participate could save up to \$350 per year.

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



Québec government proposes complete ban on ICE sales

- The Ministry of the Environment, the Fight against Climate Change, Wildlife and Parks announced a draft regulation to ban the sale of new light-duty ICEs starting in 2035.
- This announcement comes after the government's [completion of a study \(FR only\)](#) which found that although Québec's ZEV standard will push sales towards the target of 100% ZEVs by 2035 through its credit system, since it does not prohibit the sale of ICE's it will therefore leave the door open for organizations with enough credits to continue to sell ICEs in the Province. The study recommends a prohibition of ICE vehicle sales to complement the ZEV standard and contribute to Quebec's goal of carbon neutrality in 2050.

For more information, read the [News Release \(FR only\)](#) or check out the [Public Consultation \(FR only\)](#).

Hydro-Québec announces sale of its EV fleet management subsidiary, Cléo, to Polara

- Hydro-Québec [announced](#) the sale of Cléo to Polara, a Québec company specializing in infrastructure solutions for fleets looking to electrify.
- Cléo specializes in EV fleet management and offers its smart charging management platform to fleet operators.



NEW BRUNSWICK

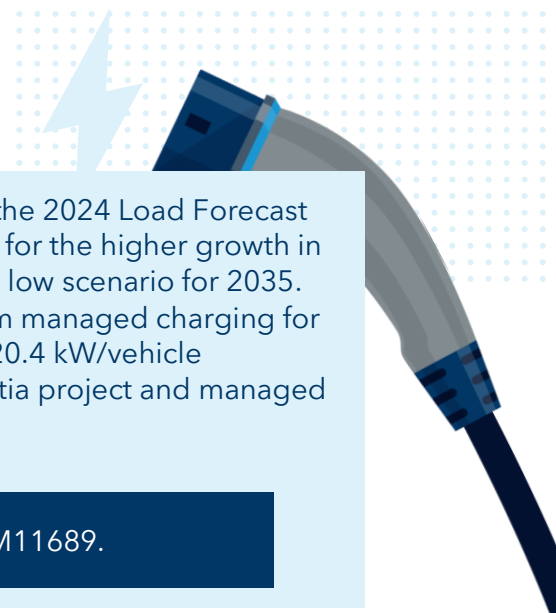
[no updates in the August 2024 issue]



NOVA SCOTIA

Nova Scotia Power Inc. (NSPI) 2024 Load Forecast Report

- In April, NSPI submitted its 2024 Load Forecast Report which included its 10-year energy and demand forecast.
- NSPI forecasts an average annual increase of 0.2% in energy sales, with mid- to long-term growth driven in part by EV sales, including an estimated 150,000 EVs on the road by 2034.
- Total system peak demand is expected to increase at an average of 1.4% annually assuming a blend of 70% managed charging and 30% unmanaged charging.
- The cumulative energy impact from EVs is estimated to be 560 GWh with a peak demand impact ranging from 136 MW (managed charging conditions) or 245 MW (unmanaged conditions).



- Referring to a Dunsky report for EV adoption in Nova Scotia, the 2024 Load Forecast aligns with the high adoption scenario is for 2025 (to account for the higher growth in recent years), 50% of the high scenario for 2030, and with the low scenario for 2035.
- In response to intervenors, the expected impacts to peak from managed charging for LDV, MDV, and HDV are +0.6 kW/vehicle, +0.6 kW/vehicle, -20.4 kW/vehicle respectively based on findings from the Smart Grid Nova Scotia project and managed charging strategies tested in pilot programs.

To learn more, read the [Proceeding Documents](#), case number M11689.

Federal government funds clean mobility projects across Nova Scotia

- Through the Zero Emission Vehicle Infrastructure Program (ZEVIP) the federal government is supporting the installation of 660 Level 2 EV chargers across Nova Scotia.
 - Over \$3 million will go to Polycorp Group of Companies to install 634 chargers at nine multi-unit residential buildings.
 - Over \$95,000 will go to 292 Main Street Developments Limited for the installation of 26 additional chargers.
- In a joint funding announcement, the federal government via the Rural Transit Solutions Fund Announcement (RTSF), and Nova Scotia government are combining forces to provide over \$445,000 to the MusGo Rider Cooperative for the purchase of four hybrid-electric vans, including one that is wheelchair accessible, and one EV.
 - Three of the vehicles will be gas vehicle replacements, while the other two will help them expand their service on the Eastern Shore of the Halifax Regional Municipality.

To learn more, read the [ZEVIP Announcement](#) and the [RTSF Announcement](#).



PRINCE EDWARD ISLAND

[no updates in the August 2024 issue]



NEWFOUNDLAND AND LABRADOR

[no updates in the August 2024 issue]



TERRITORIES

Six new EV chargers to be installed in Yukon

- Before the next fiscal year, there will be [six new government-run EV chargers](#) to help eliminate charging infrastructure gaps between road-accessible communities in the territory.
- The chargers will be located at the Canol Road rest area, Braeburn, Junction 37, Dempster Corner, Swift River, and Jakes Corner.
- The capacity will be a 50 kW DCFC at Jakes Corner, Level 2 for Swift River (due to capacity constraints), and 22 kW DCFC at the remaining four locations.

Additional Updates

⚡ BC Hydro Files CPCN for Fifth Off-Grid EV Charging Station

⚡ BC Hydro Files Distribution Extension Policy Application

⚡ Federal Government and Quebec invest \$163.5 million in Gatineau public transit project

⚡ EMC Releases Powering Up Report

⚡ Petro-Canada closing some EV charging stations along Electric Highway

⚡ Clean Energy Canada Releases The Scenic Route Report

⚡ Government of PEI encouraging Islanders to try out an EV this summer

⚡ CAFU mobile fast-charging solution is now in service

⚡ Saskatoon Transit adds two electric buses to 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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