

EV Market Update





CANADA



Federal iZEV Program adds free-trade agreement as eligibility

- The iZEV program eligibility added an additional requirement for vehicle purchases eligible for incentives: ZEVs must be manufactured in a country with free-trade agreement with Canada.
- The requirement applies to vehicles purchased after October 1, 2024. Some provincial programs that aligned eligibility with the federal program have also adopted this requirement.

To learn more, review the [Vehicle Eligibility](#).

Transport Canada publishes study on wheelchair-accessible EVs

- The study mapped the barriers to, and cost of, EVs for people and households that need wheelchair-accessible vehicles. The report was prepared by Left Turn, Right Turn and supported by Dunsky.
- Minivans are the most common type of vehicle modified but there is only one ZEV available (the Chrysler Pacifica PHEV), and it is not easily modified to be made wheelchair accessible.
- These challenges are compounded by the overall decline in minivan volume, the high cost of modifications, the income disparity for people with disabilities, and the inaccessibility of much of the current charging infrastructure.

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

Parliamentary Budget Officer reviews EV Availability Standard impacts

- The PBO analyzed the relative ownership costs of EV and internal combustion engine (ICE) vehicles, as well as the impact on market supply of charging infrastructure by 2030.
- The PBO estimates that the ownership cost of battery-electric vehicles would need to decrease by 31% to meet the ZEV sales target of 60% in 2030, relative to ICE vehicles. This forecast considers price changes while consumer preferences, technology advances, or policies remain unchanged.
- The PBO estimates that achieving the Standard would increase the market supply of Level 2 and DCFC charging ports by 33,900 and 4,700 units, respectively, above



baseline levels in 2030. These values align closely with the charging needs estimates developed by Dunsky for Natural Resources Canada.

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

Transport Canada & ZEV Council launch interactive dashboard

- Transport Canada in partnership with the ZEV Council launched a new interactive dashboard that showcases provincial light-duty ZEV along with medium- and heavy-duty ZEV market shares.
- The dashboard also includes light-duty EV-to-charging port ratios and total number of light-, medium- and heavy-duty ports.

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

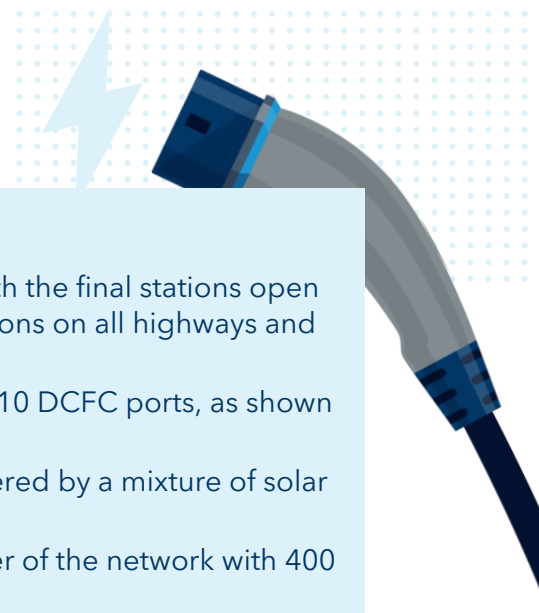


BRITISH COLUMBIA

BC Hydro proposes rapid application for User Fee Alternative Testing

- BC Hydro proposed an expedited application process to test pricing alternatives in its fast-charging network user fees, as directed by the BCUC. The process is intended to explore (and test) pricing alternatives without going through the standard regulatory process, providing more flexibility and informing future user fee revisions. Pilots could focus on specific stations, geographic areas, customer groups, or other factors in a defined time period.
- The three-part process includes 1) an application for each pilot project, with a standardized template, 2) review and decision by the BCUC within three weeks of submission and 3) an evaluation process, with a standardized template.
- The application was submitted on July 31 and the decision is pending. If approved, the utility expects to submit its first application in fall 2024.

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



BC completes fast-charging Electric Highway

- As of fall 2024, the 'Electric Highway' has been completed with the final stations open to the public. The highway provides public fast-charging stations on all highways and major roadways, spaced approximately 150 kilometres apart.
- The Electric Highway includes 155 locations and more than 310 DCFC ports, as shown on [this map](#).
- The network includes a number of off-grid sites that are powered by a mixture of solar PV with storage and propane generators.
- The Province also noted that BC Hydro will increase the power of the network with 400 kW ports early in 2025.

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

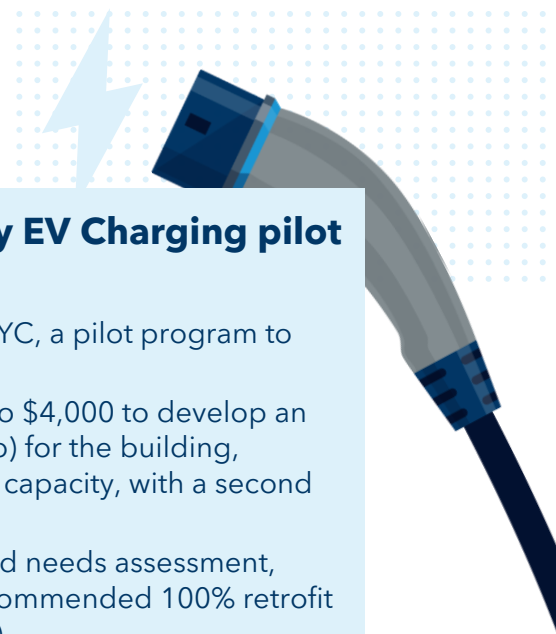


ALBERTA

FortisAlberta reports on its Managed Charging pilot

- FortisAlberta provided an update on its managed charging program. The utility had three goals for the pilot: to understand EV charging patterns and behaviours, gather data on how charging impacts the distribution system, and to measure customer satisfaction and engagement with the program. Each goal had key performance indicators (KPIs), primarily related to participation.
- On understanding charging patterns, the program had 100 participants, only 15% of participants dropped out and 1% opted out of scheduled charging events. In addition, 85% of enrolled EV owners opted to participate in a utility-controlled charging event accompanied by an incentive.
- On distribution system impacts, FortisAlberta reported that charging cycle data was available approximately 99% of the time.
- On customer satisfaction, 75% of participants indicated a positive experience. Only 3% of participants, on average, opted out of the six simulated demand response events.
- The utility provided the update on its managed charging pilot as part of its 2025 Annual Rates application, as directed when it was originally approved in a 2023 application.

To learn more, check out the [Proceeding](#) or the [Appendix K](#) (login in AUC required).



City of Calgary launched (and filled) multi-family EV Charging pilot program

- In September, the City announced the first phase of ChargeYYC, a pilot program to increase EV charging access in multi-family buildings.
- In Phase 1 of the pilot, up to 60 residents could apply for up to \$4,000 to develop an EV charger installation plan (called the EV Charging Roadmap) for the building, prepared by a qualified professional. The first phase reached capacity, with a second intake in early 2025.
- The EV Charging Roadmap must include a resident survey and needs assessment, electrical capacity, a recommended 5-year solution and a recommended 100% retrofit solution (if 100% retrofit is not included in the 5-year solution).
- The second phase, planned for 2025, will provide funding to install EV chargers for selected projects based on approved EV Charging Roadmaps.

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



SASKATCHEWAN

[no updates in the November 2024 issue]



MANITOBA

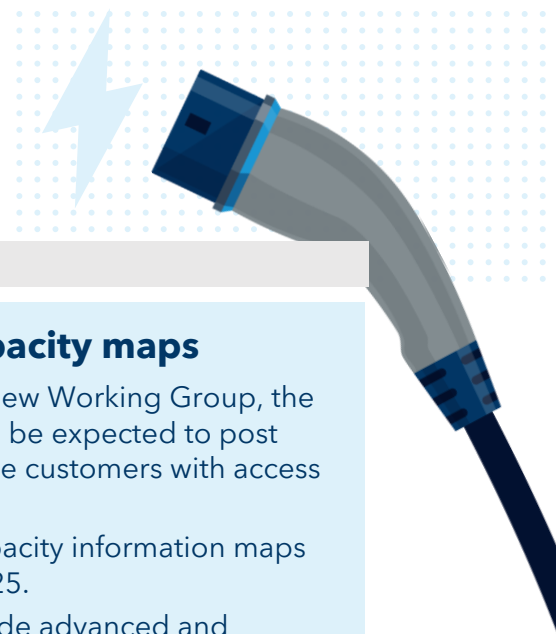
Manitoba prioritizes EVs in Affordable Energy Plan

- The Province released its Affordable Energy Plan outlining seven key objectives for the next generation of energy in Manitoba, including one to “Make EV Ownership Affordable for Manitobans”. As part of the objective, the Province has identified three key actions including:
 1. **Provide Rebates for Purchase of New and Used EVs and PHEVs.** This action is already underway with the launch of the EV rebate earlier this year.
 2. **Increase Availability and Reliability of Public EV Chargers through Manitoba Hydro and their Partners,** including adopting new standards and best practices for connecting EV chargers to the grid as well as balancing EV charging infrastructure installed by communities, businesses and industry with new Manitoba Hydro owned and operated public EV chargers.
 3. **Introduce New Codes and Standards for EV Chargers for Multi-Unit Residential Buildings, and in New Construction** to ensure that new buildings and major renovation projects include the necessary infrastructure for EV charging.

To learn more, check out the [Affordable Energy Plan](#).



ONTARIO



Ontario distributors required to post system capacity maps

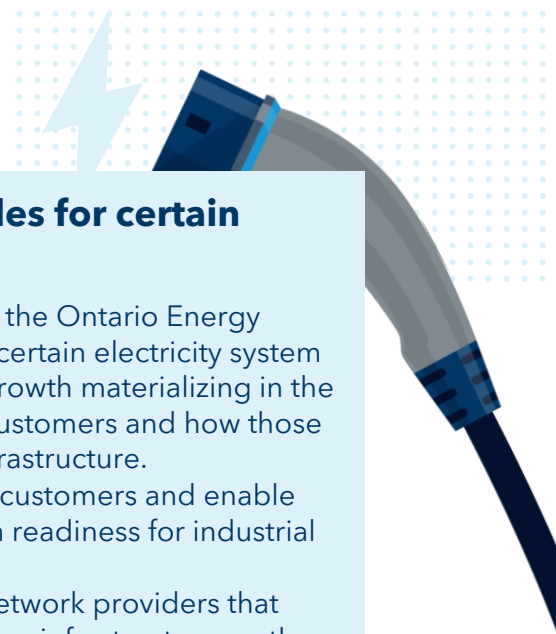
- In October, after engagement with the DER Connections Review Working Group, the Ontario Energy Board (OEB) determined that Distributors will be expected to post system capacity maps as part of a phased approach to provide customers with access to electricity distribution system capacity information.
 - In the first phase, distributors will be expected to post capacity information maps (with quarterly updates) on their websites by March 3, 2025.
 - In the second phase, distributors will be required to provide advanced and consistent capacity information maps. Phase 2 requirements will be finalized in early 2025.
- The OEB surveyed electricity distributors and other stakeholders in March to better understand the benefits of and implementation considerations for sharing distribution system capacity information and it was determined that system capacity maps play a crucial role in facilitating the strategic deployment of EV charging stations, DERs, and supporting other load customer connections.

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

Ontario proposes changes to Affordable Energy Act

- In October, the Government of Ontario proposed an amendment to various energy statutes respecting long term energy planning, including changes to the Distribution System Code, the Transmission System Code and electric vehicle charging.
- As it related to EVs, the proposed amendments include adding specific definitions for EVs, EV Charging, and EV Charging Stations in the Electricity Act, OEB Act, and Consumer Protection Act.
- The amendment also proposes adding clarifying language that these Acts do not apply with respect to the distribution or retail of electricity for electric vehicle charging, except as may be provided by regulations made under the applicable Act.
- The proposed legislation is currently being debated.

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



OEB exploring changes to cost responsibility rules for certain electricity system connection infrastructure

- The OEB is consulting on potential regulatory changes under the Ontario Energy Board Act that would change the cost responsibility rules for certain electricity system connection infrastructure for high-growth areas where load growth materializing in the future is very likely. This includes how costs are allocated to customers and how those costs are recovered by the utility companies that build the infrastructure.
- The changes are intended to “reduce the cost to ‘first mover’ customers and enable more timely development of infrastructure to enhance system readiness for industrial and housing development and electrification”.
- This change could benefit fleet customers and EV charging network providers that need to undergo service upgrades to support their EV charging infrastructure, as they have to date, borne the costs associated with these system upgrades.
- The deadline to submit comments on the proposed changes is December 7, 2024.

For more information, read the [Proposed Regulation](#).



QUÉBEC

Hydro-Québec Electric Circuit reaches 1,000 fast-charging ports

- Electric Circuit commissioned its 1,000th DCFC port, marking a major step in the development of Québec’s charging infrastructure for EVs.
- Including over 6,300 Level 2 and DCFC public charging ports, the [network](#) is one of the largest in the country and offers fast-charging ports from 50 to 600 kW.

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

Québec government temporarily suspends MHDV incentive program

- Ministry of Transport and Sustainable Mobility announced that the Écocamionnage program closed applications to its program due to high demand.
- The program provided purchase incentives for medium- and heavy-duty vehicles, select commercial vehicles, off-road vehicles, low-speed vehicles and e-cargo bikes.
- The announcement noted that the 2024-25 program budget is set to \$30M.

For more information, read the [Program Page](#) (FR only).



Government of Québec funds electric ambulance pilot

- The Ministry of Transport and Sustainable Mobility announced \$2.1M for a two-year electric ambulance pilot project.
- Demers Ambulances will receive the funding for up to 10 electric ambulances. The funding will achieve price parity between the electric versions and the internal combustion engine versions.
- The electric ambulance will be tested in urban and rural areas to evaluate the performance in real-life situations with ambulance service operators. Propulsion Quebec will manage and coordinate the program.

For more information, read the [Announcement](#) (FR only).



NEW BRUNSWICK

[no updates in the November 2024 issue]



NOVA SCOTIA

[no updates in the November 2024 issue]



PRINCE EDWARD ISLAND

[no updates in the November 2024 issue]



NEWFOUNDLAND AND LABRADOR

[no updates in the November 2024 issue]



TERRITORIES

[no updates in the November 2024 issue]



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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