


ELECTRIC VEHICLE STRATEGY

Supporting the municipality in achieving its electric mobility goals.

HALIFAX

HalifACT Acting on Climate Together

The Halifax Regional Municipality Electric Vehicle Strategy

The Halifax Region is currently facing specific barriers to EV adoption that require a tailored approach and strategic actions. We developed this made-for-Halifax strategy to provide ambitious yet achievable actions that will help catalyze EV adoption in a significant way over the next ten years by addressing the barriers to adoption specific to the regional context.

PUBLIC CHARGING

With lack of interest in private investment in charging infrastructure and no clear mandate for the utility to make these investments, there is a gap on who will be deploying charging infrastructure within the region in the near term.

HRM can play a crucial role in addressing these market failures by filling gaps in the public charging infrastructure landscape in the region. This includes both Level 2 as well as DC fast chargers (DCFC).

Number of new charging ports installed

2021

PHASE 1

Increase geographical coverage across the Halifax Region in both urban, suburban and rural areas

- 40 DCFC
- 336 LEVEL 2

2025

PHASE 2

Fill remaining gaps and add charging capacity where needed as adoption grows

- 52 DCFC
- 605 LEVEL 2

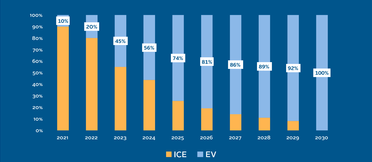
2031

FLEET ELECTRIFICATION

An Optimal Electrification Plan was developed to transition the municipal light duty fleet to 100% electric by 2030. Savings from operations and fuel will offset capital investment. Results show that HRM can achieve its 100% electrification target without any incremental costs when compared to the business as usual scenario.

The electrification plan reduces annual GHG by more than 60% by 2030, resulting in cumulative reduction of over 10 kTCO2 in 10 years.

Proportion of Electric Vehicles (EVs) vs. Internal Combustion Engine (ICE) Vehicles in the Fleet (2020 -2030)



RECOMMENDED POLICIES

Local governments are well-positioned to help maximize access to charging at home, both by setting requirements for new construction, and by encouraging retrofits of the existing building stock.

New Buildings

- Require 100% EV ready parking in new residential construction (MURBs and single-family homes).
- Require 10-20% EV ready parking in non-residential buildings

Existing Buildings

- Offer a retrofit program for MURBs with a focus on rental properties to promote more equitable access to electric mobility options. Coordinate with the Province and electrical utility to seek leveraged incentive funds.
- Develop a pilot program to provide buildings owners and condominiums support to develop EV Ready Plans that will guide comprehensive 100% EV Ready retrofits. These plans can help build momentum and highlight the benefits of a comprehensive retrofits over incremental ones.
- Act as a delivery agent to provide funding through NRCan's ZEVIP program and other future EV funding sources.

ADVOCACY & SUPPORT

The city can also play a role in advocating for policies that can help increase adoption of EVs in the region including a Zero-Emissions Vehicle (ZEV) Mandate and sustained incentives. Also, HRM should play a role in supporting public education initiatives that are already underway, rather than duplicating efforts.

1 ZEV Mandate

HRM should advocate for a ZEV mandate that is aligned with the leading jurisdictions in North America (e.g. Quebec, California)

2 Financial incentives

HRM should play a role in advocating for sustained funding for both provincial and federal purchase incentives and a gradual planned phase-out that ensures the affordability of EVs over the long-term

3 Public Education

HRM should support existing public education initiatives through:

- Funding to existing campaigns (e.g. NextRide)
- Sharing EV information through municipal platforms
- Sharing municipal EVs for test-and-ride events
- Training staff and dedicating staff to support ongoing activities

FOR MORE INFORMATION, PLEASE VISIT:
HALIFAX.CA/CLIMATE

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