

# EV Market Update

Electric Mobility Highlights from May 2022

## IN THIS ISSUE:

### IN FOCUS ..... 1

**Future-proofing for EV Demand with Smart Charging**

### KEY MARKET UPDATES ..... 3

**Canada ..... 3**

**British Columbia ..... 4**

**Alberta ..... 7**

**Ontario ..... 8**

**Quebec ..... 12**

**Nova Scotia ..... 14**

**Prince Edward Island ..... 14**

**Territories ..... 15**

### ADDITIONAL UPDATES ..... 16

### CONTACT US ..... 17

#### Notes to the Reader

Dunsky's EV Market Update is a service provided to paid subscribers. Please do not circulate this document, but please do recommend other interested organizations to get in touch with us about subscribing. Broadening our client base will allow us to devote more resources and improve the service for everyone.

This report was prepared by Dunsky Energy + Climate Advisors. It represents our professional judgment based on data and information available at the time the work was conducted. Dunsky makes no warranties or representations, expressed or implied, in relation to the data, information, findings and recommendations from this report or related work products.

# IN FOCUS

An analysis on a featured topic every month, written by our leading electric mobility experts.

## Future-proofing for EV Demand with Smart Charging



Jeff Turner



Hannah MacDonald

**BC Hydro provided additional details on its Connected Charger rebate program proposed in its Revenue Requirements Application 2023-2025. This new program highlights both the importance of smart charging for EV load management, as well as the rarity of this type of rebate program across the country. This article will dive into the value of smart charging, BC Hydro's proposed program, and the current status of smart charging programs coast-to-coast.**

### The Value of Smart Charging

Utilities across the country are assessing the impacts of EV charging on their grids, and how to reap the benefit of load growth while mitigating peak impacts. Utilities have a range of mitigation tools in their toolbox (see *What is smart charging* text box).

Smart charging offers several benefits to the utility. The data from a smart charger can provide the utility with valuable insight into charging patterns and behaviours. More importantly, these chargers can turn EVs into a flexible load resource on the grid by enabling the EV owner and, in some cases, the utility to manage and alter the charging remotely to optimize energy consumption. This optimization lowers consumption during peak for utilities and can lower energy bills for customers.

### WHAT IS SMART CHARGING?

Smart charging is a form of vehicle-grid integration that optimizes when EVs charge for the benefit of the grid. Smart charging can be accomplished through “passive” approaches like time-of-use rates that rely on customers to shift their charging behaviour, or through “active” approaches that give utilities a more direct control over when charging occurs.

Technologies that can support active smart charging include:

- ▶ **Smart EV Supply Equipment (EVSE or a “charger”):** enables a two-way flow of data necessary for chargers to be remotely controlled by a utility. This connection can be enabled over the internet (e.g., wifi connection) and allows the charger to respond to signals to charge off-peak. A smart charger can connect to the utility directly or via an aggregator (e.g., a charging network that can serve as one point of contact with the utility).
- ▶ **Vehicle telematics:** a vehicle can connect directly to the internet to enable the same two-way data flow. However, efforts to standardize communication interfaces across vehicle manufacturers have been limited to date, complicating the potential for scaling beyond pilots and enabling participation with EVs from all automakers.

## BC Hydro's Proposed Connected Charger Program

BC Hydro has been administering a [rebate program](#) for residential chargers on behalf of the CleanBC program. The current offer provides owners or residents of single-family homes with a rebate of up to 50% of costs (to a maximum of \$350) to purchase and install a Level 2 charger. This program has no requirement for the charger to have network connectivity.

The proposed [Connected Charger program](#) would provide a top-up of \$200 to the existing provincial rebate to install a smart charger. The utility outlined that it assessed the rebate value as roughly the incremental cost of a smart charger over a non-networked equivalent and seems that it will be offered to all BC Hydro customers, including those in rental units and multi-unit residential buildings. This program is not yet approved as the application is still under review.

The value of smart chargers was assessed in BC Hydro's non-wires alternatives trials. Specifically, an EV charging direct control trial showed that capacity savings of 3.3 kW could be achieved from a single charger. The trial had a positive customer acceptance, with no reported disruption in use, and 95% of participants reported their experience as good or excellent.

In the near term, this rebate would jumpstart the market and incent chargers that can be later utilized to deliver the Electric Vehicle Demand Response offer, which is a direct load control program proposed to launch in 2024. In the long term, this program could support the role of EV charging shifting outlined in the utility's 2021 Integrated Resource Plan (IRP). Under the IRP's Accelerated Electrification scenario, 75% of residential EV charging would be shifted off-peak by 2030.

## How Canadian Utilities can Leverage Smart Chargers

Encouraging smart chargers is a wise decision for utilities to future-proof EV charging and can be implemented in a staged approach.

The initial step is to encourage smart chargers to be installed in the first place, which can be achieved through rebates (as BC Hydro is proposing) and education (as

NB Power is doing, recommending smart chargers on [their EV page](#)). The easiest and most cost-effective time to encourage a smart charger is when it is first being installed, rather than as a future replacement.

Once smart chargers are installed, utilities can develop programs to monitor charging patterns. This usage data can provide important insights into local trends, which can provide visibility where utilities previously had none and improve future load planning. ENMAX's [ChargeUp program](#) is at this stage, looking to understand charging behaviour and the factors that influence it. The first phase of the program found that 80% of charging occurs at 5 PM when demand is at its highest.

The ultimate use of smart chargers is to enable utility-control<sup>1</sup> of EV charging. This type of program would allow utilities to send signals to the charger to shift charging to a time that is beneficial for the utility, all while providing customers with incentives and/or the ability to opt-out of specific events. This type of program is not yet common in Canada beyond limited-scale pilots. Nova Scotia Power's [EV Smart Charging Program](#) pilot (designed with Dunsky's support) is testing direct load control with over 100 participating EV owners.

## Time to Act on Smart Charging

Utilities have an opportunity to get out ahead of any future challenges related to EV load growth by encouraging adoption of smart chargers. Utilities do not need to utilize the full suite of capabilities today, but having the installed capacity will better allow utilities to prepare for future EV charging demand and roll out smart charging programs in the future when they are ready, and monitor charging patterns in the meantime. In a high electrification future, utility-control of EV charging will be a highly valuable tool to ease the strain on the grid while optimizing energy consumption and costs. Preparing for smart charging is a smart decision.

---

<sup>1</sup> While we use the term "utility-control" in this article for simplicity, customer facing communications related to smart charging needs to choose language carefully, emphasizing the potential benefits to EV drivers in the form of incentives and the voluntary nature of participation.

# KEY MARKET UPDATES

Overview of key transportation electrification initiatives in Canada announced or ongoing this month, at the federal and provincial level.

Regulatory Hearings

Electrification Initiatives

## Canada



### NRCan opens ZEVIP Request for Proposals until August

- In May, NRCan launched the latest RFP for ZEVIP targeting public places, on-street, multi-unit residential buildings, workplaces, and vehicle fleets
- Applications are open until August 11, 2022
- In 2022, NRCan allocated an additional \$400M to ZEVIP and extended the program through March 2027
- ▶ For more information, see the [Release](#)

### NRCan's ZEVIP funds new EV chargers nationwide

- In May, NRCan provided funding to a variety of stakeholders through ZEVIP including:
- \$1M to BC's Community Energy Association for up to 90 chargers in the Kootenay region
- \$805K for up to 113 chargers across the province to Newfoundland and Labrador Hydro through their Commercial EV Charger Rebate Program
- \$899K to Broadstreet Properties, a rental management company, to install 188 Level 2 chargers in multi-unit residential buildings across Canada
- ▶ For more information, see the: [Community Energy Association release](#), [NL Hydro release](#), [Broadstreet Properties release](#), [Program page](#)

## KEY MARKET UPDATES



# British Columbia

## BC Hydro Revenue Requirements Application 2023-2025

- **Background:** BC Hydro submitted its request for an average annual increase of 1.1% in August 2021. The Electrification Plan requests an additional \$2M per year in capital funding for EV charging infrastructure beyond the base capital plan to build 325 DCFC ports at 145 sites by the end of 2025
- **Update:** In May, BC Hydro and interveners made oral submissions at the procedural conference and the BCUC has decided, given the intent for more intervener evidence that an extended regulatory timetable is necessary
- Intervener evidence must be submitted by June 16. BCUC and intervener information requests submitted by June 23
- For more information, see the [Application](#) or the [Proceeding documents](#)

## BC Hydro 2021 Integrated Resource Plan

- **Background:** In December 2021, BC Hydro submitted its Integrated Resource Plan (IRP) for the next 20 years. The IRP includes a Base Resource Plan and four Contingency Resources Plans (i.e., demand stagnates, accelerates more quickly, DSM underperforms, and North Coast electrification). The Base Resource Plan and Accelerated Electrification Plan manage peak demand in part by shifting residential EV charging through voluntary time-of-use rates and smart-charger incentives
- **Update:** Multiple interveners submitted information requests (IRs) regarding BC Hydro's EV Model and Forecast including but not limited to questions on the inclusion of light-, medium-, and heavy-duty vehicles, different electrification scenarios, data and assumptions on electrical loads and market share, operation and maintenance costs, and sales
- BC Hydro is required to respond to the majority of BCUC and intervener IRs by July 21 and indicate at an earlier date which IRs the utility will address in separate proceedings
- For more information, see the [IRP](#) or the [Proceeding Documents](#)

## KEY MARKET UPDATES



# British Columbia

## FortisBC 2021 Long-Term Electric Resource Plan (LTERP) and Long-Term Demand-Side Management Plan (LT DSM Plan)

- **Background:** FortisBC submitted its LTERP and LT DSM Plans in August 2021. The Plans outline the pathway to meet peak demand and energy requirements from 2021 to 2040. The Plan identifies that EV charging mitigation could delay the need for new generation resources until 2025 or up to 2031, depending on the load scenarios. The four-year Action Plan includes a residential demand response pilot to mitigate EV home charging demand
- **Update:** Fortis BC replied to intervenor evidence that questioned the utility's alternate load scenarios outside their reference case. Fortis BC indicated that their LTERP included several alternate load scenarios where they identified "emerging trends and technologies" which can be seen as future load drivers not included in their reference case. These scenarios included, among other factors, potential uptake and penetration of EVs and their impact on Fortis BC's load relative to the business-as-usual forecast
- BCUC and intervenor information requests on the above rebuttal will be submitted in June
- For more information, see the [Application](#) or the [Proceeding documents](#)

**NEW!**

## Fortis BC Electric Vehicle Workplace and Fleet Charging Funding Deferral Account

- In May, Fortis BC put forth an application for a Deferral Account for Electric Vehicle Workplace and Fleet Charging Funding to assist with the acquisition and installation of EV charging infrastructure targeted toward customer light-duty fleet or employee workplace charging
- The deferral account would not be rate-based in the first year. All costs associated with the program will be accrued within the account which will be transferred to the rate base in January of the year following approval and be amortized over 10 years into the rates of all Fortis BC customers
- The program, to be offered through 2025, will provide a \$2,150 non-repayable grant per Level 2 charger, up to a maximum of seven chargers per site
- Each charger is required to have an annual energy consumption of 2,500kWh and participants will be billed at a minimum for the revenue based on this assumed annual consumption per charger
- If the charging station revenues are less than projected (above), participants will be billed a one-time charge for the shortfall
- Intervenor and interested parties must register by July 7
- For more information, see the [Application](#) or the [Proceeding documents](#)

## KEY MARKET UPDATES



# British Columbia

## BC Hydro releases EV Supply Report

- BC Hydro published a report on the supply and demand challenges of EVs currently facing BC residents
  - The report incorporated findings from both a survey conducted as part of BC Hydro's 2021 Zero-Emission Vehicle Update as well as BC Hydro-funded research to quantify and forecast EV volumes and market share
  - Survey findings indicated that more than a third of BC residents are interested in purchasing an EV but remain undecided due to lack of availability
  - However, market research revealed that the current supply chain issues are expected to lighten by next year and dissipate completely by 2026
- For more information, see the [Release](#) and [Report](#)

## BC updates LCFS Requirements to include electricity for transportation

- In May, the Government of BC proposed a new Low Carbon Fuels Act to replace the 14-year-old *Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act* and expand the scope of credit and deficit generation and align with the CleanBC Roadmap to 2030
  - The revised Act specifically includes and defines electricity as an alternative fuel for transportation, clarifying the process for credit reporting for providers of EV charging
  - The proposed regulations are expected to be introduced in the fall of 2022 and come into effect on January 1, 2023
- For more information, see the [News article](#), [Proposed legislation](#) or [BC Low Carbon Fuels Consultation and Engagement Information](#)

## BC increases funding for EV charger rebates

- The Province recently received a \$2-million investment via NRCan's ZEVIP for its EV Charger Rebate program. The Province will be responsible for delivering the funding to ultimate recipients who are then responsible for installation
  - For a limited time, eligible applicants can now receive a rebate for a Level 2 charging station of up to 75% (previously 50%) of purchase and installation costs to a maximum of \$5,000
  - This funding is part of a larger ZEVIP announcement of \$3.54M to the Ministry of Energy, Mines and Low Carbon Innovation for up to 810 chargers through existing provincial programs
- For more information, see the [BC release](#) and [NRCan release](#)

## KEY MARKET UPDATES

# Alberta



## ATCO Electric and Fortis Alberta 2023 Cost-of-Service Review

- Background:** In November, the Alberta Utilities Commission posted the notice for ATCO and Fortis AB's 2020 Cost of Service application. Rates approved for 2023 will be used as going-in rates for the future performance-based regulation term that will commence in 2024. Fortis AB's application includes a Managed EV Charging pilot, a \$5.4M Secondary Upgrades Program, and other EV adoption supports. ATCO's application includes a Grid Modernization program, which highlights the rise of EVs as the drivers of grid transformation. See our November 2021 issue for full details
  - Update:** In May, Fortis AB submitted oral arguments to interveners and AUC regarding the nature, scope, and timing of both the Secondary Upgrades and Demand Side Management Programs:
    - Fortis AB indicated that the Secondary Upgrades Program is driven by increased electrical loads customers are requiring for several reasons, including the installation of EV chargers. The utility highlighted that it is reasonable to expect additional upgrade requests for 200A service, with an 11-fold increase in the number of service upgrade requests between 2018 and 2021. Fortis AB indicated that cost was a determining factor in whether customers proceeded with upgrades
    - Fortis AB also indicated their desire for the proposed Managed EV Charging Program to design a program to incent shifting charging off-peak and identify where such charging is occurring, a capability they currently do not have. The program will be used to avoid unnecessary upgrades and determine where existing wire assets could be better utilized
- For more information, see [Fortis AB's Response](#), or the [Proceeding Note](#): *log-in to the AUC website is required to view the above files*

## AESO Net-Zero Emissions Pathways

- Background:** In December 2021, the AESO announced it would be analyzing potential pathways to net-zero emissions from the Alberta electricity sector by 2035. The analysis intends to forecast the potential dynamics of technological advancements, consumer behaviour and potential government policies. These pathways will assess the decarbonization of the electricity system, as well as the potential for increased electrification of other sectors of the economy. This analysis will inform future long-term outlooks
  - Update:** The AESO will hold an Information session on June 29 which will present the AESO's final modeling results around the Net-Zero Emissions Pathways report, provide clarification around assumptions and share the next steps
- For more information, see the [Net-Zero Emissions Pathways site](#) or the [information session page](#)

## KEY MARKET UPDATES

# Ontario



### Hydro-One Joint Transmission and Distribution Rate Application

- **Background:** In August 2021, Hydro-One Networks submitted a joint application to the Ontario Energy Board (OEB), to revise its rates for Transmission and Distribution from 2023 to 2027 (EB-2021-0110)
  - EV demand is embedded in overall load forecasts. EVs also arise in the application's request for a new 'Externally Driven Distribution Projects Variance Account' to record revenue impacts related to the distribution capital investment plan, including spending related to DER connections. The account could capture variances resulting from new work outside the plan, including infrastructure deployment to meet electrification or transportation (e.g. EV adoption) policy objectives
  - **Update:** Hydro One responded to intervener questions regarding the inclusion of long-term EV forecasts in the updated load forecasts. Hydro One stipulated that long-term EV forecasts are beyond the scope of the application and that the current EV forecasts remain consistent with IESO's 2021 Annual Planning Outlook
  - Hydro One also provided details around the cost-benefit analysis of their internal fleet electrification plan including assumptions regarding fuel prices and vehicle availability. Hydro One concluded that while increases to fuel prices in their costing scenarios had a strong impact in favour of the business case for EVs, other limitations including supply and infrastructure updates prevent them from accelerating the pace of their fleet electrification strategy beyond the current approach of replacing end-of-life assets with suitable EVs
- For more information, see the [Proceeding documents \(EB-2021-0110\)](#)



## KEY MARKET UPDATES

# Ontario



### OEB Framework for Energy Innovation

- **Background:** In March 2019, the Ontario Energy Board (OEB) launched two integrated engagement processes to support the evolution of the electricity sector in Ontario: 1) Utility Remuneration and 2) Responding to Distributed Energy Resources (DERs)
- Given the breadth and overlap of the issues, the OEB elected to carry out both engagements in coordination, renaming the consultation “Framework for Energy Innovation (FEI): Distributed Resources and Utility Incentives”
- **Update:** In May, the OEB accepted FEI’s recommendation on its upcoming workstreams and confirmed the two workstreams that will become near-term priorities as DER Usage and DER Integration. Neither specifically noted EVs but could be included under the scope of DERs
- DER Usage will focus on utility use of DERs to meet distribution needs while DER Integration will focus on ensuring utility planning is informed by future DER penetration and forecasting
- ▶ For more information, see the [Engagement site](#) or the [OEB letter](#)

### IESO Northwest 2021 Integrated Regional Resource Plan

- **Background:** The IESO launched a regional electricity planning process for the Northwest region of Ontario in November 2020. The process takes a 20-year outlook with will result in an Integrated Regional Resource Plan (IRRP) by late-2022
- **Update:** Feedback from a public webinar was submitted by various parties. The Power Workers Union (PWU) submitted concerns regarding IESO’s use of the 2020 Annual Planning Outlook (APO) EV forecast, rather than the updated 2021 version and by doing so suggested that the IESO is projecting peak loads up to 160 MW less than is currently being forecasted by other research in the region. The PWU recommended the IESO update its demand forecasts to be consistent with the high case in the 2021 APO
- ▶ For more information, see the [Engagement page](#)



# Ontario

**NEW!**

## IESO 2022 Revenue Requirements and Fiscal Year Fees

- **Background:** In March 2022, the IESO submitted its proposed expenditure and revenue requirements of \$201.5M for the fiscal year 2022 for OEB review. IESO is seeking approval of usage fees equalling \$1.3329/MWh for domestic customers and \$1.0126/MWh for export customers as well as a 2022 capital expenditure budget of \$71.2 million for capital projects
- **Update:** In May, interveners submitted information requests (IRs) and IESO was asked to provide the assumptions regarding their low, medium, and high EV penetration forecasts and government directives on EVs
- IESO will respond to intervener IRs in early June
- ▶ For more information, see the [Proceeding documents \(EB-2022-0002\)](#)

## A \$3.6B win and an electricity supply-driven loss for Ontario battery plants

- Stellantis announced a \$3.6B investment to convert its Windsor and Brampton plants into flexible, multi-energy vehicle assembly facilities for EV production
- The automaker will also build two new R&D centres, called Centres of Competency, focusing on EVs and EV battery technology
- The Government of Ontario is contributing \$513M, and the Federal Government indicated they will provide matching funding
- The Windsor area also saw the loss of a potential \$2.5B battery manufacturing facility with LG Chem due to insufficient electrical supply in the area
- ▶ For more information, see the [Ontario release on Stallantis investment](#) and the [News article on LG Chem facility loss](#)

# Ontario



## City of Toronto Releases On-Street EV Charging Stations Pilot Evaluation

- The City published the findings of its Residential and Downtown On-Street EV Charging Station pilot which ran from October 2020 to April 2022
  - At the downtown locations, over the 19-month period, charger average utilization increased from 0.24% to 35.3% with the lowest individual utilization at 16% and the highest at 55%
  - Similarly, at the residential locations, average utilization went from 2.4% to 22%, with a low of 0% to a high of 57%
  - The number of charging sessions per month grew over the pilot period, from only 4 to 227 sessions across both locations
  - The next steps include the deployment of 32 new charging stations by the end of 2022
- For more information, see the [Release](#) and [Utilization Data](#)



## KEY MARKET UPDATES

# Quebec



### Hydro-Québec Electricity Supply Plan 2020-2029

- **Background:** In 2019, Hydro-Québec submitted its 2020-2029 Electricity Supply Plan to the Régie de l'énergie. Both the original plan and the 2020 progress update (submitted in November 2020), forecast increasing electricity demand due to the adoption of EVs
- **Update:** In May the Régie de l'énergie approved Hydro-Québec's Electricity Supply Plan noting that the electricity demand forecasts submitted in the 2020 progress report are still valid and that subsequent progress reports indicate that the original forecasts remain relevant
- The Régie de l'énergie recommended that Hydro-Québec continue to update the model and accuracy of the inputs such that it will accurately reflect future electricity demand
- Based on the preliminary work undertaken by the utility to analyze the long-term impacts of telecommuting on electricity consumption, the Régie de l'énergie asked Hydro-Québec to continue developing this work and incorporate it into the 2022-2032 Supply Plan. More specifically, the Régie de l'énergie asked for the utility to investigate the impact of telecommuting as it relates to the following:
  - the hourly electricity consumption profile
  - the home charging profile of EVs
  - the assumptions used to account for these impacts in the electricity demand forecasting models
  - impact of integrating changes in customer consumption behaviour in the forecasting models and on their quality of predictions
- ▶ For more information, see the [Decision \(FR only\)](#) or the [Proceeding Documents \(R-4110-2019\) \(FR only\)](#)

### Province of Quebec invests \$53M in new 100% e-bus transit centre in Quebec City

- The Government of Quebec announced a \$53M grant to the Réseau de transport de la Capitale for a new transit operating centre dedicated to electric buses
- The money will primarily be used for the acquisition of the Newton Centre located in the Frontenac Industrial Park and the necessary renovations and upgrades
- ▶ For more information, see the [Release \(FR only\)](#)

## KEY MARKET UPDATES

# Quebec



### Quebec Launches Transportez Vert program for Municipalities

- As part of the Province's *Plan for a Green Economy 2030*, the program will offer training and financial assistance for the planning and implementation of road vehicle fleet transformation projects
- One of the program's three focus areas is DC fast charging stations for fleet usage, including financial assistance for the acquisition and installation of charging stations. The other two areas focus on reducing fleet fuel consumption and eco-driving training
- Municipalities are eligible for funding and can apply until July 31
- ▶ For more information, see the [Release \(FR only\)](#) and [Program page \(FR only\)](#)

### Electric Circuit allows Level 2 operators to define own charging rates

- Level 2 chargers on Quebec's Electric Circuit network are owned and operated by partners, not by Hydro-Québec. As of June 1st, partners who own Level 2 chargers can now set their own charging rate within two parameters: 1) an hourly rate between \$0 and \$3, or 2) a flat fee per charging session, between \$0 and \$10 regardless of charging time
- Previously, usage fees for Level 2 chargers on the Electric Circuit network were limited to either \$1 per hour or \$2.50 per session
- Rates at partner chargers are eligible to be adjusted twice a year, on June 1 and December 1, as necessary. Whether charging fees can vary by time of day is unclear at this stage
- With this update, the customer cost can vary from one charging station to the next
- ▶ For more information, see the [Release](#)

## KEY MARKET UPDATES

# Nova Scotia



## NS Power 2022-2024 General Rate Application

- **Background:** NS Power submitted its 2022-2024 General Rate Application in January, with rates design revisions proposed for the first time since 2012, including in Customer Charges. The request includes an overall average increase to customers of approximately 3.7% in 2022, with 2023 and 2024 increases varying based on approved DSM budgets
  - **Update:** NS Power responded to information requests (IRs) from EfficiencyOne regarding the utility's intent to incentivize owners of EVs to adopt smart charging technology. NS Power indicated that their EV Smart Charging Pilot Program is currently being utilized to measure the benefit of utility-controlled smart charging as well as bi-directional EV charging. Future potential applications and the degree to which smart charging applications will be incentivized will be determined based on the results at the conclusion of the pilot
- For more information, see [Matter No. M10431](#)

# Prince Edward Island



## Electric buses on the horizon in Charlottetown by 2024

- In 2021, Charlottetown's Capital Area Transit Co-ordination Committee (CATCC) funded electric-bus research to model routes, observe city bus use, assess transit demands, determine the number of buses needed, and develop a charging schedule
  - The city is planning to build a new facility for electric buses that will serve as a storage, maintenance, and charging depot, with a completion date of 2024
  - The CATCC has secured funding through the federal Investing in Canada Infrastructure Program to cover approximately 40% of the costs and intends to submit an application this fall for the remainder
- For more information, see the [Release](#)

## KEY MARKET UPDATES

# Territories



### Northwest Territories Power Corporation 2022-23 General Rate Application

- **Background:** In March 2022, the Northwest Territories Power Corporation (NTPC) submitted its 2022-23 General Rate Application with a 2.5% to 10% increase, depending on the zone. This is the first rate increase request since 2019. The utility included \$535K for one DCFC charging station in Behchokò to reduce transportation emissions and barriers to EV adoption.
- **Update:** In May, multiple intervenors submitted questions on the application. One intervenor asked the NTPC to provide 10-year usage estimates and forecasts for the proposed Behchokò charging station. Another inquired if the NTPC has plans to prepare for the needs of an expanding EV fleet and charging infrastructure network for the transition to a carbon-free transportation system in the territory
- The Northwest Territories PUB requested insight into NTPC's considerations for Non-Wires Alternatives to optimize the costs and reliability of the system
- NTPC will submit responses by June 13
- ▶ For more information, see the [Proceeding page](#)



# ADDITIONAL UPDATES

Other electrification news items that may be of interest - click on a title to read the original article.

---

[BC invests \\$2.4B in TransLink for transit improvements including fleet electrification](#)

[Public transit agencies nationwide leading fleet electrification](#)

[The City of Toronto and Purolator Courier Apply for Electric Cargo Bike Pilot](#)

[Ontario Non-profits publish a report on electrifying school buses in Ontario](#)

[Globe and Mail explores challenges of EV charging's app ecosystem](#)

# 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 - Senior Research Lead**  
jeff.turner@dunsky.com  
(514) 504-9030, ext. 38

