

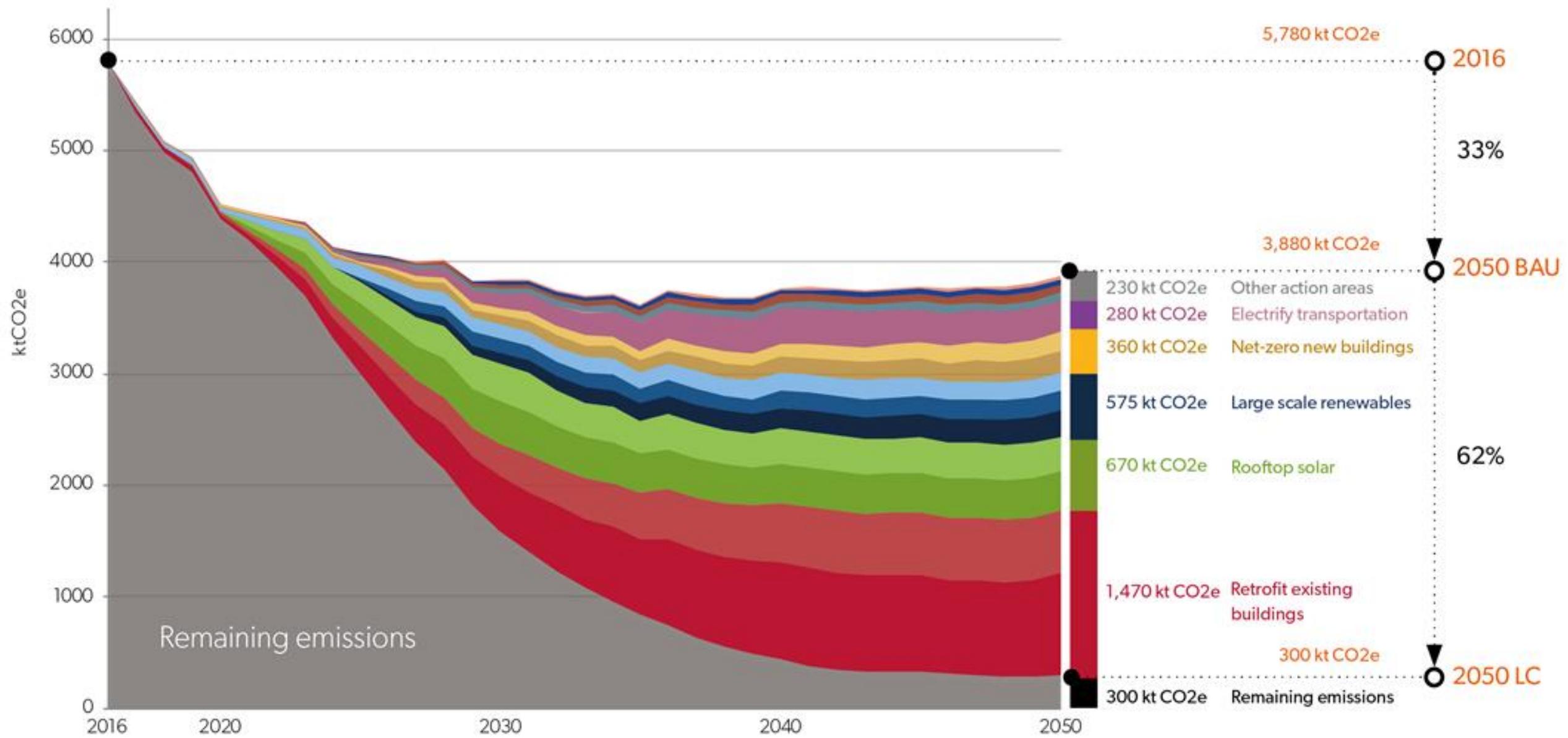


HALIFAX

Public Charging User Fees

Environment & Sustainability
Standing Committee

April 6th, 2023



On November 21, 2021, Halifax Regional Council voted to:

- Adopt the Halifax Regional Municipality Electric Vehicle Strategy;
- Recommend the Mayor write a letter to the Province requesting:
 - The ability to require “EV Ready” parking stalls in new construction;
 - That the provincial EV targets be strengthened to better align with HalifACT.

\$4.5 million allocated in 2022/2023 to support the Strategy



Policy & Education

- Letters submitted to Province.
- Discussing next steps for “EV ready” parking in new construction.
- Developing a white paper for installing charging in new and existing buildings.
- Partnering with Clean NS “Next Ride” to provide EV test drives in each district.



Electric Vehicle Test Drives

Halif**ACT** Acting on Climate Together

Feel the thrill of driving electric!

Tuesday, November 9

Sackville Sports Stadium

409 Glendale Drive, Lower Sackville

10 a.m. – 4 p.m.



Limited spots available!

Pre-book your test drive at

 www.NextRideNS.com

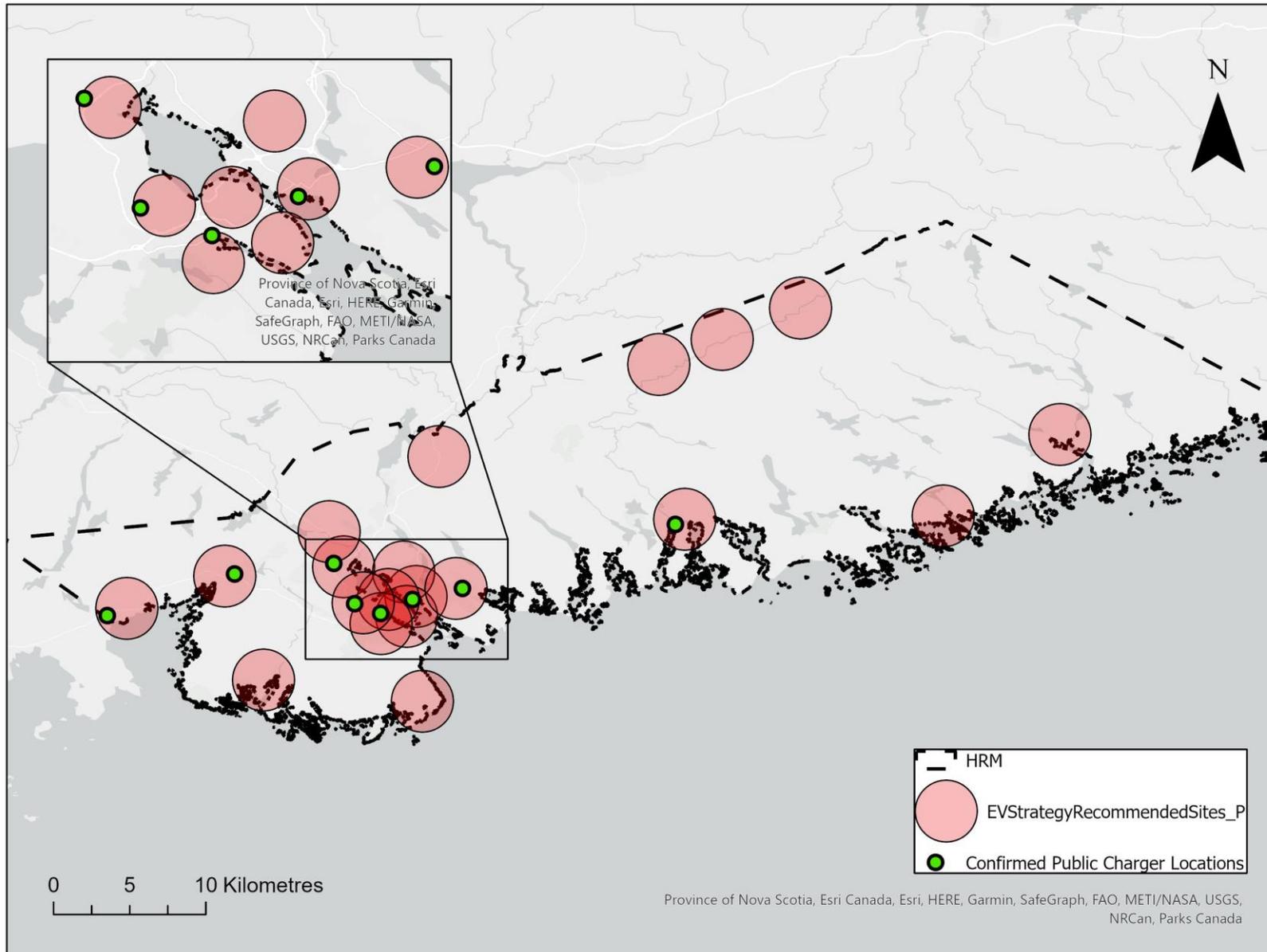
Fleet Electrification

- Electrification of the light duty fleet will reduce the related emissions by more than 60%.
- ~50 electric or plug in hybrid vehicles on order.
- Developing engagement and education strategy for HRM fleet users.
- Design underway for initial fleet charging locations.



Public Charging Infrastructure

- 8 confirmed locations.
- Targeting 18 sites over 2 years.
- Infrastructure will include 175kW level 3 fast chargers and 7.2kW level 2 chargers.



HALIFAX

Public Charging User Fees

Fees are designed to offset the operating costs of public charging infrastructure.

Operating costs include:

- Electricity costs (including demand charges)
- Snow clearing
- Inspections/maintenance
- Service agreement and transaction fees



Public Charging User Fees

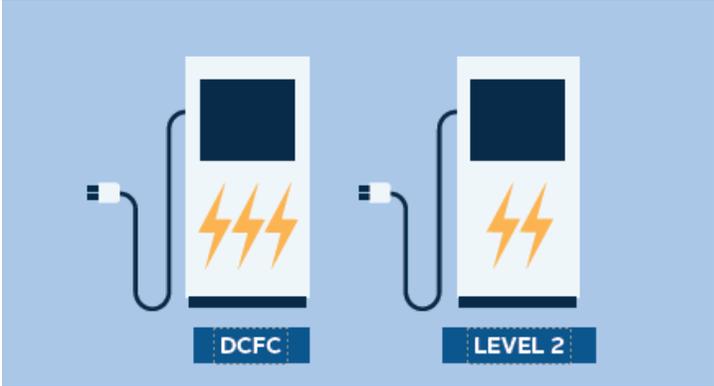
Recommended fees were determined after consultation with experts in the industry, Nova Scotia Power, and academia.

On average, drivers using HRM level 3 chargers can expect to gain an 80% charge (or 290 kilometers of range) in about 20 minutes at a cost of \$15.

Charger Type	User Charge
3.3kW to 19.2kW charger	\$0.03/min
100 kW to 199 kW charger	\$0.75/min



Public Charging Operating Costs

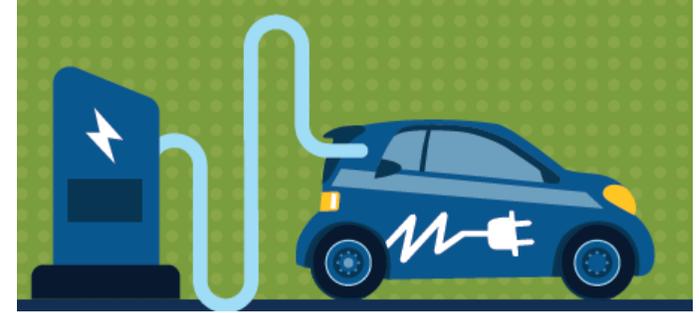


All estimated operating costs will be covered if the average utilization across all sites is more than 2% (0.5 hours per day at each site).

Utilization Rate	Operating Cost	Annual Revenue	Net Surplus/ (Deficit)
0%	\$26,100	\$0	\$(26,100)
10%	\$166,100	\$185,800	\$19,700

Estimated net annual operating costs for fiscal 2023/24.

Recommendation



It is recommended that the Environment and Sustainability Standing Committee recommend that Halifax Regional Council adopt By-law U-113, amending By-law U-100, the User Charges By-law, as set out in Attachment 1 to this report.



HALIFAX