



**Electric Vehicle Association of Atlantic Canada**

*Accelerating electric transportation in Atlantic Canada*



Good afternoon,

We are Kurt Sampson and Kelsey Lane. We are here today speaking on behalf of EVAAC, the Electric Vehicle Association of Atlantic Canada. We are a member-based organization of over 1.3 thousand electric vehicle owners and enthusiasts from across Atlantic Canada. EVAAC was formed to share knowledge, advocate for EV ( electric vehicle ) policies, and build a community for those that share our passion and mission of accelerating the transition to clean electric transportation.

EVAAC welcomes the introduction of the Environmental Goals and Climate Change Reduction Act. Though it has been stated in the Act and by others here today, it is worth repeating; we are in a climate emergency. Everywhere, we must act with an urgency that is proportional to the scale and pace of the climate crisis unfolding before us.

Transportation accounts for approximately 30% of our greenhouse gas emissions in Nova Scotia. Electric vehicle adoption is critical to ensuring that Nova Scotia is rapidly reducing GHG emissions.

I grew up in Antigonish county on a used car dealership. I've owned, operated, and serviced many vehicles over my lifetime. I work in I.T.; so am comfortable around technology. I have two young children, and I have supported & volunteered for many environmental organizations. So you can see that I am practically a textbook early EV adopter. My children have never know us to have a vehicle that runs solely on fossil fuels since our family has had three hybrids and three fully electric vehicles, all purchased used, over the past 10 years. All of our EVs have been great to drive, easy to own and maintain, and they save us hundreds of dollars each month on fuel & maintenance while significantly reducing the negative impact that our lifestyle has on our children's future environment, health, and safety.

Driving an EV in NS is not only possible, it's more convenient most of the time. Because we live in a detached rural home it's easy for us to charge our EV every day. At about 100km, our daily commute has always been within the range of our EVs, and our current EV has about 400km of range so we now do long trips in our EV also, though long trips do require more planning in an EV than with a fossil-fueled vehicle at the moment due to the availability of charging infrastructure.

Families who own an EV save an average \$1400 per year in fuel and maintenance costs. This has huge benefits to our economy. A study conducted by Garner Pinfold in 2019 estimates that \$112

million dollars would be saved by households in Nova Scotia every year if we hit the current 2030 ZEV target.

According to Health Canada, approximately 14,600 premature deaths per year can be attributed to air pollution. A recent study conducted in partnership with the University of Toronto, Environmental Defense and the Ontario Ministry of Health demonstrated \$10K of social benefit for every gas-powered vehicle that is replaced with an electric one. Those benefits are shared by everyone, not just the people buying the cars.

### **Benefits of EVS**

From strictly an environmental perspective, we will not be able to achieve our 2030 and 2050 climate targets without rapidly electrifying the light-duty transportation sector. If we meet the 2030 target, every year EVs will allow us to avoid 380 thousand tonnes of GHG emissions compared to the baseline scenario. Even with the current energy mix in Nova Scotia, EVs are 50% cleaner than gas powered vehicles. As our province transitions to renewable energy sources electric vehicles will become even more efficient and technology is rapidly evolving to make driving an EV even more sustainable. For instance Nova Scotia Power is currently piloting new charging technology that allows for EVs to charge at times and rates that will help level grid demand and maximize renewable energy production. The Tesla lab at Dalhousie University is currently exploring the ways in which EV batteries can be used as energy storage solutions to further optimize our renewable grid.

### **Target**

For these reasons, we are very pleased that a ZEV or “zero emission vehicle” target has been included in this Act. It is in-line with Canada’s previous electric vehicle sales target. However, the landscape is shifting quickly. Recent policy developments have shown us that we can go much further than the ZEV target tabled in this Act of 30% of new vehicle sales by 2030, and the science is telling us we must.

Last year, Quebec introduced their updated climate plan which aims to have 1.5 million electric vehicles on the road in Québec by 2030 and to ban sales of new gasoline-powered cars and passenger trucks as of 2035. In June, our federal government increased their ZEV sales target from 100% of new vehicles by 2040 to 100% by 2035. In October, British Columbia released their climate plan committing to 100% ZEV adoption by 2035. And right here in Nova Scotia, the Halifax Regional Municipality’s HalifACT 2030 climate plan has one of the most ambitious commitments of 100% ZEV adoption by 2030.

EVAAC recommends Nova Scotia amend the Goal 7(j) of the Act to read that by 2035 **100% of new vehicle sales will be Zero Emission Vehicle, and at a minimum aligns with the national ZEV target.** We also ask for interim targets to be set for 2025 and 2030 to ensure that we are on track to achieving our goal and send a strong signal that we are committed to this transition. These interim targets are especially important, because until the federal government reaches its

100% new vehicle sales target, provinces can expect a discrepancy in the supply of EVs, where the majority will be funneled to the jurisdictions with the most competitive targets and policies.

Jurisdictions are increasing their ZEV targets not only because of the impact this will have on emissions, but because positioning a region as a leader in the electric vehicles market is a strategic economic move in a competitive market. And Nova Scotia has an opportunity to do the same.

### **Policy Tools**

Provincial incentives and a ZEV mandate (like the one referenced in this Act) are policy levers needed to alleviate two key barriers that face EV adoption in Nova Scotia; high incremental up front cost and limited vehicle supply. Incentives help drive interest and demand for electric vehicles. A zero-emission vehicle mandate helps increase supply of electric vehicles in Nova Scotia.

In 2019, a report conducted by Dunskey Energy Consulting demonstrated that, while many Nova Scotians want their next vehicle to be electric vehicles, 90% of dealerships did not have an electric vehicle on the lot. This is partially due to the absence of a ZEV mandate.

Nova Scotia is competing with other jurisdictions that have a ZEV mandate which guarantees a percentage of EV sales. It is therefore attractive for manufacturers to allocate and prioritize EV distribution to those regions. There are currently two provinces and twelve states that have adopted a ZEV mandate for that very reason. We are very pleased that a ZEV mandate has been included in the Act. Up until now, it has been a missing piece of an EV policy package that will not only boost provincial sales but also make buying an electric vehicle easier for Nova Scotians.

### **Comprehensive Plan**

EVAAC is supportive of the additional measure section 7 (k) *“to develop and implement supporting initiatives for the goal in clause (j)”*. In addition to the ZEV mandate and incentives, there are two other pillars needed to meet our potential for electric vehicle adoption; incentives, charging infrastructure and education. We hope that section 7 (k) of the Act will be used to develop an Electric Vehicle Strategy for Nova Scotia, that includes the following elements:

- Expand the public electric vehicle charging network in Nova Scotia proportional to the ZEV sales targets; amend the Nova Scotia Municipal Act to allow municipalities to create charging requirements for multi-unit residential buildings; and direct the UARB to permit Nova Scotia Power to make significant investments in EV charging infrastructure & complimentary services.
- Support education programs such as Next Ride, that allow members of the public to receive information about owning an EV and test drive a variety of models.
- Transition publically owned fleets to zero emission vehicles by a set date.

- Further develop training and transition programs for green jobs related to the growing ZEV industry including careers related to maintenance, installation, operations and technology.

### **Contextualizing the ZEV Goal in other priorities**

Though the benefits of transitioning to electric vehicles on their own are numerous, these benefits are amplified when we achieve the other goals in the act such as switching our to renewable electricity generation.

EVAAC also recognizes that creating a sustainable transportation system is not just about electrifying cars. In addition to making EVs more accessible, we must also improve the conditions for people walking, using a mobility device, cycling, taking transit, car-pooling and car-sharing. We need to elevate all sustainable modes in order to achieve an equitable, clean and affordable transportation system where all Nova Scotians have convenient options to get around.

We encourage the province to explore and set additional targets for electrifying fleet vehicles, transit, micro-mobility programs such as bike share, and decarbonizing the heavy-duty vehicle sector.

EVAAC members are eager to accelerate electric vehicle adoption in our province. Together, let's drive down emissions and get Nova Scotia plugged in to a new transportation system that allows everyone to prosper. Thank you for inviting EVAAC to participate today, and we look forward to answering any questions.

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