

**Proposal:****Public Urban Charging infrastructure****Submission Relevant To:**

Rachel Anne Notley, Premier of Alberta

Sara Marjorie Hoffman, Deputy Premier, Minister of Health

Brian Mason, Minister of Transportation / Minister of Infrastructure

David Manson Eggen, Minister of Education

Deron Bilous, Minister of Economic Development and Trade

Joseph Anthony Ceci, President of Treasury Board and Minister of Finance

Danielle Marie Larivee, Minister of Municipal Affairs

Margaret Ellen McCuaig-Boyd, Minister of Energy

Christina Gray, Minister of Labour

Marlin Robert Schmidt, Minister of Advanced Education

Brandy Lynn Payne, Associate Minister of Health

David Wheeler, Chair of Alberta Energy Efficiency Panel

**Situation:**

Urban dwellers are the largest potential group of electric vehicle adopters, however they have limitations in the ability to charge the electric vehicles during a daily commute. Charging stations are sparse even in major centers.

Few businesses are willing to pay to install a charging system for which they have no means to recoup the cost. In that power cannot be resold, the infrastructures in place for ICE vehicles (gas stations) have little reason to accommodate electric vehicles.

Businesses where offering charging for vehicles makes sense for bringing in customers, such as coffee shops and malls, are met with land use, electrical use and zoning issues on top of high implementation costs.

Alberta is well behind this curve on implementation and already faces a demand and requirement for the charging stations in urban areas.

**Problem:**

Until the infrastructure to support electric vehicles offers the same experience of that of internal combustion engines, adoption will be restricted.

A minimum of a 1 to 1 DC fast-charging station to gas station needs to be established in all cities

and towns across Alberta.

**Key Analysis:**

The British Columbia Government established a Community Charging Infrastructure Fund to implement 570 level 2 charging stations throughout the province in urban areas, provided funding to businesses and municipalities for implementation.

This has led to a better infrastructure overall and opened the doors to stimulating electric vehicle sales in the province.

**Recommendation:**

Incentives and rebates should be offered to stores, gas stations, malls, parking lots and other facilities for the purchase and implementation of DC fast-charging stations in urban areas.

A minimum of a 1 to 1 DC fast-charging station to gas station needs to be established in all cities and towns across Alberta

**Justification:**

By offering incentives and rebates for infrastructure implementation, more businesses would be willing to install the charging stations, which will increase the adoption of electric vehicle ownership.

By establishing the infrastructure equal to that of internal combustion engine vehicles, EV adoption will increase.

EV ownership and use will lower greenhouse gas emissions (by potentially 23% using 2015 statistics) and cut noise pollution which will reduce healthcare costs.

Infrastructure development will create jobs for skilled Alberta workers stimulating the economy.

The demand for skilled labour will stimulate post-secondary education within the province.

**Potential Funding:**

The Alberta Energy Efficiency Panel is currently taking suggestions on how best to use the \$645 Million in funding earmarked for the agency. Using some of the funds available for these initiatives is perceived to be a perfect fit for the agency and the resources available.

There also seems to be an opportunity for funding from the Federal Government and Infrastructure Canada's \$120 Billion investment over the next 10 years through Infraconsults, located at <http://www.infraconsults.ca/>.

**Reference:**

Electric Vehicle Adoption Proposal In Alberta – Terms of Reference – Version C1.0