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[Anita Balakrishnan](#)

Electric- and Autonomous-Vehicles Reporter

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Welcome back.

Canada can meet EV charging demand through at least 2027, according to internal government documents.

The private sector has pledged to build 74,000 Level 2 chargers and almost 3,000 faster Level 3 chargers by 2030, according to a briefing document provided to Natural Resources Minister **Jonathan Wilkinson** on March 7 from officials in his department, which my Ottawa-based colleague David R. obtained via access-to-information law.

That, on top of the federal government's planned 84,500 chargers, puts the country on target to meet or surpass Ottawa's charging-infrastructure goals until 2027—about 95,000 slow chargers and 5,600 fast chargers—the memo says.

“I think it is a pretty fair analysis,” said **Adam Thorn**, director of the transportation program at the clean-energy think tank Pembina Institute. “There are some pretty big reasons to be optimistic.”

The new tally could be welcome news to the [growing](#) share of Canadian

consumers skeptical about the EV transition because they're concerned about charging infrastructure.



A ChargePoint electric vehicle charger is seen in Ottawa in June 2023.

However, **David Adams**, CEO of Global Automakers of Canada, which represents companies like **Honda**, **Toyota** and **Volkswagen**, said the government's projections likely underestimate the country's true charging needs. For one, he said, Canada may need more chargers for its cold climate, which can mess with an EV's range.

He pointed to the government's proposal to [mandate](#) that at least 20 per cent of new light-duty vehicles offered for sale be ZEVs by 2026; if the feds follow through, he said, they should also mandate a certain level of charging infrastructure—and execute faster.

While most EV charging happens at home, Adams noted, consumer anxiety often centres on the highway range for long trips. Being able to see chargers and knowing where they are could “tip the scales” in favour of EV purchases, he said.

Whether Canada will be able to meet its charging needs after 2027 is

less clear, according to the memo. One estimate shows Canada remaining on track to 2030, while another shows a 32,000-count shortfall in Level 2 chargers. The document also says its estimates are conservative, noting that some EV charging companies didn't disclose their exact plans, and some provincial policies are in flux.

Slow chargers are important because they don't draw as much power at once from utility grids, while constant fast-charging [can degrade](#) EV batteries, noted **Meena Bibra**, senior policy advisor on clean transport at Clean Energy Canada. A key challenge for Canada will be finding charging solutions for drivers who park on the street or live in apartment buildings with shared parking.

Sunil Johal, vice-president of public policy at the CSA Group think tank, said policies like commercial tax abatements for workplaces or movie theatres could incentivize Level 2 charger installations.

That way, he said, Canadians can avoid finding themselves in a "charging desert."

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Canaries in the cobalt mines:

- The U.S. auto workers' union [begins](#) its negotiations with **Ford, Stellantis**

- and **General Motors** this week.
- Stellantis and **Toyota** [said](#) the U.S. Environmental Protection Agency's new emissions rules would require an unrealistic transition to EVs amid a shortage of critical battery minerals.
 - The International Energy Agency [said](#) global critical-mineral exploration spending rose by 20 per cent in 2022. Canada and Australia had the highest growth, at over 40 per cent year over year, and Canada also led spending for nickel exploration.
 - **Volkswagen** plans to [sell](#) and buy electricity on a European exchange backed by an energy-storage system built from older EV batteries.
 - **BC Hydro** is the latest company to say it's considering [converting](#) its EV chargers to **Tesla's** NACS [connector](#).
 - Toronto's Pearson Airport will [host](#) Ontario's first public hydrogen-refuelling station.
 - **Suncor Energy** [said](#) hackers obtained the "basic contact information" of Petro Points members and accessed its IT system.
 - U.S. wholesale used-vehicle prices saw their most dramatic [decline](#) since the start of the COVID-19 pandemic, falling 4.2 per cent from May to June.
 - **Lamborghini** [sold](#) its last gasoline-only car.
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Postcard from a future lithium mine



A container of lithium carbonate sits in a shipping warehouse at a lithium facility, in Silver Peak, Nev., in October 2022.

It was a hot week for dealmakers looking to capitalize on the rush to secure lithium, as Canada tries to stake its place in the EV battery supply chain.

On the processing front, Ford and battery manufacturer **SK On** are reportedly the [buyers](#) of land in Bécancour, Que., that's expected to become the site of a plant that uses lithium hydroxide from **Nemaska Lithium**. Meanwhile, Toronto's **Avalon Advanced Materials** said it will [work](#) with Helsinki-based **Metso** to build a lithium hydroxide plant in Thunder Bay, Ont.

On the mining side, **Rio Tinto** [announced](#) a \$115.7-million deal with **Azimut Exploration** to explore for and potentially mine the mineral in Quebec. And **Patriot Battery Metals**, which is already developing a Quebec lithium deposit, [said](#) it's getting "strong inbound interest," but not any formal takeover proposals. A report previously [said](#) Australia's **Pilbara Minerals** had hired **RBC** to consider a potential deal.

Mining the internet:

- My colleague Martin [profiled](#) Quebec Economic Minister **Pierre Fitzgibbon**, describing how he became arguably the province's most powerful minister in generations—and how he “willed into being Quebec's suddenly booming EV battery sector in the town of Bécancour.”
- Canada's [plan](#) to grant up to \$28 billion in subsidies to Volkswagen, Stellantis and **LG** for gigafactories are just the beginning if it wants to compete in a massive industry.
- Stellantis CEO **Carlos Tavares** is [unimpressed](#) with the French government's calls for “economic patriotism” even as it meets with foreign-owned Tesla, arguing newcomers are given more favorable treatment in the “high-cost” country.
- An audit [found](#) that Tesla's plant near Buffalo, N.Y., created only 54 cents of economic benefit for every subsidy dollar spent. (The only new business in the area is a Timmiee \

business in the area is a timeline.)

- Canada [joined](#) calls for a moratorium on seabed mining at the International Seabed Authority meeting in Kingston, Jamaica, this week, raising stakes for Vancouver-based **The Metals Company**, which [says](#) it hopes to eventually “collect these rocks off the sea floor and turn them into battery metals.”
- E-bikes, small and big scooters, and other micromobility devices are [creating](#) confusion in Vancouver’s crowded bike lanes, where vehicle speeds now vary widely.

It’s a bird, it’s a frog, it’s a self-driving plane?: The cargo airline **Ribbit** is [testing](#) autonomous flights for next- or two-day shipping in northern Canada, especially for time-sensitive goods in rural areas that are infrequently serviced by larger planes. It has more than 200 hours of hands-free flight-testing on a two-seat aircraft, and said Transport Canada is collecting data on the trips to inform future regulations.

Photo credits: First image—The Canadian Press/Justin Tang; Second image—The Canadian Press/AP-John Locher

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About Anita Balakrishnan

[Anita Balakrishnan](#) is a reporter for *The Logic*, covering electric and autonomous vehicles. Her beat encompasses the transformation of legacy automakers and auto-parts manufacturers as well as labour, EV infrastructure, IP and the supply chain. She has been a business reporter and editor at The Canadian Press and at Thomson Reuters’s Law Times, and was a tech and business reporter for CNBC.com. She is based in Toronto and can be found on Twitter [@MsABalakrishnan](#).

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