



Backgrounder – Electric Vehicle (EV) charging infrastructure investment in the NWT

Why is the GNWT investing in EV charging infrastructure when there are so few Northerners driving EVs?

Reducing emissions from transportation by 10% on a per person basis is one of the six strategic objectives of the [2030 Energy Strategy](#). Transportation accounts for approximately 58% of greenhouse gas (GHG) emissions in the NWT and more EVs in use in the territory could make a big impact on the NWT meeting combined emission reduction goals.

EV adoption in Canada is also accelerating and is expected to increase as the federal government recently committed to ensuring that all new light duty cars and passenger trucks must be zero emission by 2035. The GNWT recognizes that the current lack of EV charging infrastructure in the NWT places the territory at a significant disadvantage and discourages EV adoption in the NWT.

Increasing EV use is a reality here and in the rest of Canada. That's why the GNWT must act now to ensure critical infrastructure is in place to meet public demand. If we don't invest now, we may find ourselves unable to adapt quickly enough to these changes in the future.

Do EVs work during our cold NWT winters?

NWT residents who have EVs now use them year-round. While it is true that cold decreases battery range, it will not prevent you from using your EV for day-to-day tasks—especially since our communities are not as big as the ones these cars were designed for. What is not as well-known is car and truck engines that use gasoline also experience a decrease in performance in extreme cold, greatly reducing their fuel efficiency. EVs also cost approximately one quarter of what it costs to operate a gas car.

Why did the GNWT and Northland Utilities decide to locate the two charging stations at the Northland Utilities office and the Prince of Wales Northern Heritage Centre?

The decision on the location for the two charging stations was made in consultation with Northland Utilities. The key criteria the GNWT and Northland Utilities looked at when considering locations in Yellowknife were proximity to existing electrical infrastructure (such as a transformer), land ownership considerations, as well as how close they were to amenities like grocery stores, restaurants, other local businesses and recreation facilities.

Having the chargers in these locations met this criteria, ensuring the stations will be accessible and well used while also keeping installation costs as low as possible.



Why do these two charging stations cost less than the one charging station that Northwest Territories Power Corporation is building in Behchokò?

It is not unusual for the introduction of new technology to come with high initial costs with subsequent projects coming at a lower cost. The EV charging station in Behchokò also costs more because it will be in a less developed site than the two stations in Yellowknife. It will require additional design and engineering, property preparation and distribution line upgrades compared to the Yellowknife sites and a significantly higher contingency amount has been added for the Behchokò charging station because there may be unknown or unexpected costs associated with installation given it will be the first Level 3 charging station built outside Yellowknife.

Does the GNWT plan to invest in EV charging infrastructure in communities that get their power from diesel and natural gas?

Reducing emissions from transportation by 10% on a per person basis is one of the six strategic objectives of the [2030 Energy Strategy](#). The more EVs that are used in all NWT communities, the more that will help us achieve that objective.

The GNWT will continue to work with partners and look for opportunities to invest in EV charging infrastructure throughout the NWT. It's important to note that EV charging infrastructure projects are eligible under the GNWT's [GHG Grant Program for Government](#) and [GHG Grant Program for Buildings and Industry](#).

These two programs are application based non-repayable grant programs designed to support greenhouse gas (GHG) emissions reduction projects and initiatives for NWT community governments, municipalities, GNWT departments, and Indigenous governments and organizations (which includes band or tribal councils, land claim organizations, development corporations and self-governments), as well as businesses, industry and non-profit organizations.

The GNWT is also in the process of launching another application-based program that will provide funding to NWT businesses, non-government organizations, governments, agencies and industry to install up to 72 Level 2 and Level 3 EV chargers in the NWT.

Does the GNWT have plans to install EV charging infrastructure at other spots on highways from Yellowknife to the NWT-Alberta border?

The GNWT has committed to the development of an EV charging corridor from Yellowknife to the Alberta border. The installation of EV charging stations in Yellowknife and Behchokò is the first step in the development of this corridor. The GNWT will be working to install more stations along the route over the coming years. The GNWT anticipates that these EV charging stations and increased EV adoption will enable our power utilities to make use of current hydroelectric generation surpluses and sell more power, which will have the added



benefit of helping to stabilize the cost of electricity for all users in the NWT over the long-term.

More information on the EV charging corridor can be found in this study commissioned by the GNWT - “Electric Vehicle Infrastructure Needs Assessment and Forecast”: https://www.inf.gov.nt.ca/sites/inf/files/resources/gnwt_ev_assessment_final_30.10.20.pdf.