

From: McKearnan, Sarah [Sarah.McKearnan@vermont.gov]
Sent: Saturday, December 05, 2015 5:45 PM
To: Gray, Laura
Subject: Fwd: RE : Dec. 8th ZEV event panel--potential questions
Attachments: ATT00001.htm; AN_Q&A_ZEV Event.docx; ATT00002.htm

I'll send you some more information on my call with representatives of Quebec and California about the governors ZEV panel tomorrow. Please see below.

Sent from my iPhone

Begin forwarded message:

From: "Gagnon, Frederic" <Frederic.Gagnon@mri.gouv.qc.ca>
Date: December 5, 2015 at 6:57:00 AM EST
To: "Wenzel, Mark@EPA" <Mark.Wenzel@calepa.ca.gov>, Jamie Callahan <Jamie.Callahan@GOV.CA.GOV>, "Pierpaolo.CAZZOLA@iea.org" <Pierpaolo.CAZZOLA@iea.org>, Drew Kodjak <drew@theicct.org>, Oliver Lah <oliver.lah@wupperinst.org>, "Debashish Bhattacharjee (Debashish.Bhattacharjee@unhabitat.org)" <Debashish.Bhattacharjee@unhabitat.org>, Stefanie Holzwarth <Stefanie.Holzwarth@unhabitat.org>, "McKearnan, Sarah (Sarah.McKearnan@vermont.gov)" <Sarah.McKearnan@vermont.gov>, Andre Dzikus <Andre.Dzikus@unhabitat.org>
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Subject: RE : Dec. 8th ZEV event panel--potential questions

Dear Mark,

Please find enclosed our suggested Q&A, prepared by Étienne's team, for the attention of the moderator. Suggested questions and potential answers are presented.

Yours truly,

Frédéric

De : Wenzel, Mark@EPA [Mark.Wenzel@calepa.ca.gov]

Envoyé : 3 décembre 2015 14:09

À : Jamie Callahan; Gagnon, Frederic; Pierpaolo.CAZZOLA@iea.org; Drew Kodjak; Oliver Lah; Debashish Bhattacharjee (Debashish.Bhattacharjee@unhabitat.org); Stefanie Holzwarth; Drew Kodjak; McKearnan, Sarah (Sarah.McKearnan@vermont.gov); Andre Dzikus

Objet : Dec. 8th ZEV event panel--potential questions

Dear All,

I'm looking forward to our call tomorrow (Friday) at 3:30 p.m. Paris time with the Sherpas for the participants in the final panel of the high-level ZEV event on Tuesday. I've attached a draft list of questions and format for the panel. Please DO feel free to suggest any changes. This is only intended to be a helpful prompt. Sherpas for both the moderator and the other participants are seeing this for the first time, so if something does not work for you then it is my responsibility. Please feel free to let me know by e-mail if you have edits, and we will also discuss on the call.

One note on timing: the agenda is attached for your reference. You will see that the program is very full, and we are emphasizing to every moderator and speaker that we will have to be strict about the limits on time. Please let your principal know about this constraint. This panel is scheduled to take 25 minutes, which should work out to 7 – 8 minutes per speaker.

Please let me know if you have questions.

Best regards,

Mark

Mark J. Wenzel, Ph.D.

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Question 1 : In order to contribute to the fight against climate change, what role can subnational jurisdictions play to deploy ZEVs as part of the solutions?

- **Subnational governments** are key players when it comes to ZEV deployment as they **shoulder responsibilities in directly related areas**: the most obvious being energy, environment, transportation and land management.
- Given this, subnational governments are capable of setting **clear and ambitious targets accompanied by credible action plans** to ensure that ZEV deployment becomes part of the solution when it comes to reducing our carbon footprint. This is precisely what the Québec government is doing.
- The transportation sector accounts for nearly 45% of Québec's GHG emissions. It is thus a crucial aspect of our actions to mitigate GHG emissions.
- Transportation electrification also has an impact on the entire population since the decrease in air pollution associated with it will have a beneficial effect on public health and our citizens' quality of life.
- It also helps reduce our petroleum product imports. For Québec, these imports represent an average annual capital flight estimated at 12 billion Canadian dollars (\$9B US; 8.5B euros) in recent years.
- Québec has many assets that enable it to provide a promising environment to investors and innovators for developing this future-oriented industry. These assets include:
 - **abundant natural resources** used for producing electric vehicles components;
 - **a strong industrial base** in ground transportation and globally recognized expertise in technologies used for electric motors, batteries and charging stations
 - not to forget the major asset: **access to abundant affordable, and clean electricity**;
- With so many reasons for taking action, you can easily understand why transportation electrification constitutes a strategic thrust in the current transition to a low-carbon, strong and sustainable economy in Québec. Our track-record in terms of initiatives and results speaks for itself:
 - 2011: first **Electric Vehicle Action Plan**, followed by a **Transportation Electrification Strategy** in 2013.
 - As a result, since 2012, citizens have been able to benefit from up to **\$8,000 in financial assistance** for the purchase or lease of an electric or hybrid vehicle.

- Up to **\$1,000 in financial** assistance available for purchasing and installing a 240-volt **home charging station**.
 - since 2014, financial assistance covering **75% of eligible costs** for acquiring and installing a **charging station at workplaces** available for businesses, municipalities and organizations.
- These programs and other actions have allowed Québec to **quadruple its number of electric vehicles in two years**. With almost 7,500 registrations in 2015, Québec is **Canada's largest electric vehicle market**. Furthermore, citizens who choose electric mobility now benefit from the **most extensive charging network in Canada**, with over 800 charging stations in operation, including 300 installed at workplaces.
 - To continue this momentum, the government has just launched a new, ambitious **2015-2020 transportation electrification plan**. By 2020, the plans seeks to:
 - have **100 000** rechargeable electric and hybrid vehicles on Québec's roads **by 2020**, which could mean that sales of these vehicles could account for one tenth of total sales;
 - reduce gasoline consumption by **66 million liters** annually;
 - Its **420 million dollars** budget will support the development of the industrial component of this cutting-edge sector and generate close to **5000 jobs** in a high value-added field.
 - Furthermore, the Québec government has expressed its firm intention to move forward with the implementation of a **ZEV standard** that will lead to increasing the availability of EVs in Québec.

Question 2: What we heard so far clearly shows that subnational government have the capacity to act in this field. But how can they collaborate together to contribute to a larger-scale deployment of ZEVs?

As for most other aspects of the fight against climate change, collaboration between like-minded partners is essential to build momentum in the deployment of ZEVs. Québec is fortunate to be able to count on the partners here present that share its vision.

- In June 2013, **the Electric Circuit** also put the first cross-border Charging Corridor into operation between **Québec and Vermont**. This electrified Corridor is currently composed of 59 stations spread over the entire stretch that links Montréal to Montpelier, the capital of the U.S. state of Vermont.
- In addition to Québec's collaboration with Vermont since 2013, **Québec and California signed a letter of intent** in 2014 to increase their collaboration in

transportation electrification. And we know that California is also busy expanding its networks and collaborations with other States in the US.

- We shall also mention that transportation electrification is a **key topic of Québec's discussions with Ontario**, its neighbouring province and future partner of the Québec-California carbon market. Quebec and Ontario have the lion's share of road transportation in Canada, and there is much to expect from our teaming together to reduce emissions in this most crucial sector. This spirit of collaboration is becoming the norm across the continent.
- The big picture is getting clearer: we are seeing **web of low-carbon transportation tacking shape across North America**, one that will propel us into the low-carbon economy of tomorrow.
- Collaboration on ZEV deployment is yet another example of subnational governments joining hands to tackle the biggest challenge facing us all, for the benefit of future generations.

Question 3: What are the economic motivations for Quebec in expending ZEV market?

- The most obvious economic incentive is that investing in ZEVs unleashes our innovation and creativity, and contributes to the emergence of one of the most promising and future-oriented technology niche.
- For Québec, this means the flourishing of businesses developing and producing components for technologies used in electric motors, batteries and charging stations. It also means exploiting the full potential of our internationally renowned companies in ground transportation and our expertise in renewable electricity production and related technologies.
- To name just one example, thanks to government support, hundreds of children in Québec will soon be able to ride to school in fully electric school buses (E-lion).
- What is more, expanding ZEVs contributes to reducing our petroleum product imports. For Québec, these imports represent an average annual capital flight estimated at 12 billion Canadian dollars (\$9B US; 8.5B euros) in recent years.
- Transportation electrification has an impact on the entire population since the decrease in air pollution associated with it will have a beneficial effect on public health and our citizens' quality of life, which translates in millions saved in public health expenditure.
- Together, we can see to it that our respective states become sustainable mobility zones that will attract investors and innovators from everywhere on the planet.

