Proposal to Transition the Vehicle-for-Hire Industry to Net Zero Emissions by 2030

Economic and Community Development Committee Report EC6.6

Toronto City Council
October 11, 2023

ENVIRONMENTAL & SOCIAL IMPACTS

SULFUR HEXAFLUORIDE (SF6)

Man-made GHG used for electrical insulation

- Expansion of electricity grid
- Increased electricity use
- Electric charging stations
- More electrical components

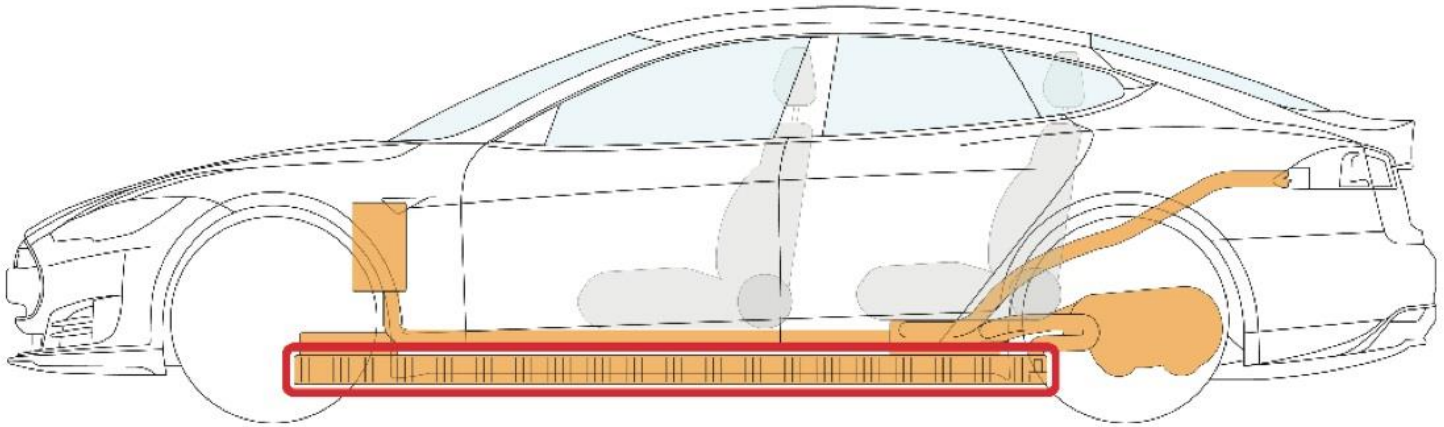
- Toxic byproducts of SF6 during electrical discharges pose a threat to human health and occupational safety.
- SF6 is a GHG thousands of times more potent than CO2.
- SF6 is not absorbed by any plant /animal /mineral.
- SF6 accumulates in the atmosphere.

POLLUTION AND CO2 EMMISSIONS

- Manufacture of EV batteries
- Mining lithium, cobalt, nickel, etc.

- Poor working conditions;
- Child labour;

EVs NOT FOR TORONTO'S BAD ROADS



High voltage battery is located below the floor

PUBLIC SAFETY ISSUES

- Fire & Rescue NSW said an EV caught fire after it hit debris on a road.
- Over-heating, including that caused by software issues, can cause a battery fire.
- Five cars were destroyed after a lithium-ion battery exploded at Sydney Airport.
- An EV that has been involved in a collision should be treated with caution, as damaged batteries may ignite days or weeks after the incident. It must be kept in an open area and at least 15 metres from other vehicles and buildings.
- An EV fire produces toxic chemicals, including toxic gases such as carbon monoxide and hydrogen cyanide, which are fatal to humans.

MUNICIPAL LIABILITY

- If the City of Toronto required the use of electric vehicles by the vehicle-for-hire industry or any other vehicle operator/s without ensuring that the public roads upon which such EVs travel are in a state of good repair and maintained to the standard needed by EVs, then the City would be liable for loss of life, personal injury, and/or property damage resulting from vehicle battery damage by bad roads.

- No staff report or committee report has considered the **financial impact to the taxpayers of Toronto** of such premature, half-baked, proposals or any financial incentives for EVs the City may dream up.

HIGHER PRICES FOR TORONTO TAXI USERS & ELECTRICITY CUSTOMERS

- The price of an EV is over 40% more expensive than a similar ICE car. (i.e., Nissan LEAF v. Versa; Chevy Bolt v. Malibu)
- Fuel: long-term monopoly pricing by Toronto Hydro can be expected to match and eventually exceed gasoline or diesel costs.
- Expansion of electricity grid to enable Net Zero will result in ***"significant increases to distribution rates paid for by customers"***

(Toronto Hydro, Climate Action Plan)

FULL DISCLOSURE REQUIRED

- The City of Toronto is the sole shareholder of Toronto Hydro.
- Toronto Hydro has a monopoly in the supply and delivery of electricity in the City of Toronto.
- Toronto Hydro pays a dividend of approximately $100-million per year to the City of Toronto.
- Net Zero initiatives will not benefit the environment. The expansion of the electricity grid will increase the potent GHG, sulfur hexafluoride (SF6); and EV battery production results in pollution and CO2 emissions.
- Net Zero is a revenue tool for the City – effectively a TAX – which will make Toronto more expensive for residents, businesses, and visitors.