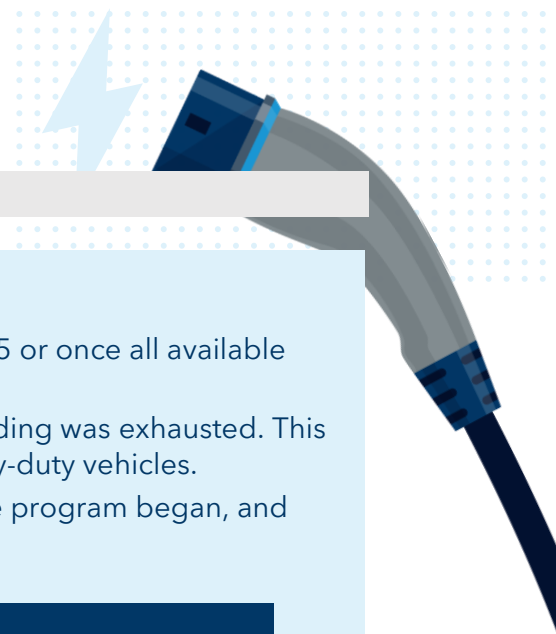


EV Market Update





CANADA



Incentives for Zero-Emission Vehicles Paused

- The iZEV program was scheduled to pause on March 31, 2025 or once all available funding has been utilized, after being available for five years.
- The program officially paused on January 12, 2025 when funding was exhausted. This does not impact the iMHZEV program for medium- and heavy-duty vehicles.
- Over 546,000 vehicle purchases received incentives since the program began, and ZEV market share in Canada is now at 16.5%.

To learn more, review the [News Release](#) and [FAQ](#).

Federal Government investment in ZEV transit planning projects

- The federal government has made an investment of almost \$850,000 in eight Ontario communities to develop ZEV transition plans for their transit fleets through the Zero Emission Transit Fund (ZETF).
- The towns of Collingwood, Cobourg, Halton Hills, Milton, the Municipality of Chatham-Kent, and the cities of Kingston, Thunder Bay, and Windsor have received funding for their projects.

To learn more, read the [News Release](#).

\$18.6M allocated to charger installations through ZEVIP

- Natural Resources Canada announced an investment of \$18.6 million in 14 different organizations to install over 1,600 Level 2 and DCFC chargers across Canada through the Zero-emission Vehicle Infrastructure Program (ZEVIP).
- Several of the projects have already been completed, with the remainder set to be completed by the end of 2025.

To learn more, read the [News Release](#) and [Backgrounder](#).



QC, BC, and PE lead in Canadian Energy Efficiency Scorecard's transportation ranking

- Efficiency Canada tracks 45 metrics across energy efficiency policies and programs, buildings, transportation and industry. Transportation is scored on ZEV metrics, charging infrastructure, active and public transportation.
- QC, BC and PE lead transportation scoring primarily due to ZEV policies and incentives, including MHDV and micromobility incentives.
- In the overall scoring, BC ranked #1, with QC and PE tied for #2.

To learn more, read the [Scorecard](#).



BRITISH COLUMBIA

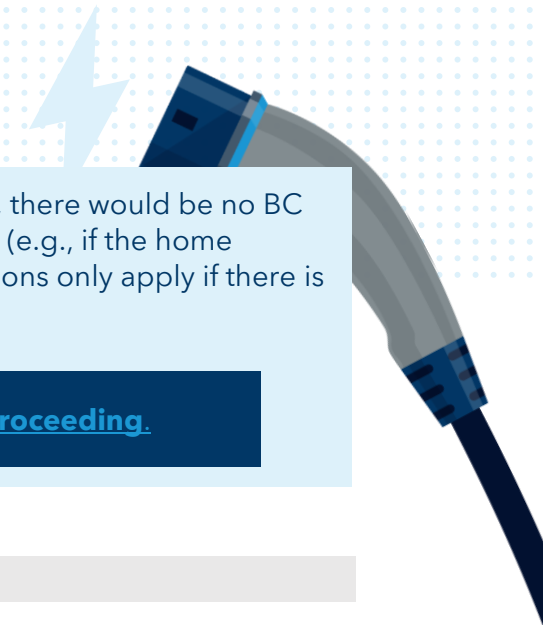
BCUC Approves BC Hydro Rapid Application for User Fee Alternative Testing

- BCUC approved BC Hydro's proposed process for piloting new user fee structures (covered in detail in our [November 2024 issue](#)), paving the road for BC Hydro's first application.
- The application and evaluation forms were amended slightly to include select pilot cost information as public (unredacted) content.

To learn more, check out the [Proceeding](#) or the [Order](#).

Decisions Pending on Two BC Hydro Proceedings

- Two important applications are nearing decision points. The 2024 Rates Application, which includes a shift to a flat residential rate (covered in detail in our [August 2024 issue](#)), had final arguments for all content excluding net-metering. In the Distribution Extension Policy application, the BCUC's decision is pending.
- The intervenor responses from BC Hydro provided two points of interest related to EVs. BC Hydro confirmed that any changes in the Resale of Electricity would not impact the ability of a multi-family building operator to offer and charge residents for common (shared) EV charging ports.
- BC Hydro also provided clarity on its contributions as it relates to new or upgraded service for EV charging. If a strata (condo) upgrades its service to add new EV charging, the BC Hydro contribution for General Service accounts would apply -



\$501/kW of net new billing demand. For a single-family home, there would be no BC Hydro contribution for an upgrade of existing dwelling service (e.g., if the home upgrades from 100A to 200A). Residential customer contributions only apply if there is a new dwelling added to the property.

To learn more, read the [Rates Proceeding](#) or the [Distribution Proceeding](#).



ALBERTA

ENMAX Transmission General Tariff Application Considers EV Adoption

- ENMAX Power Corporation (ENMAX) submitted its transmission general tariff application for 2026 to 2028 to the Alberta Utility Commission. EV adoption was considered as an external influence on its revenue requirement and its internal operations.
- ENMAX noted that the revenue requirement is driven by four key factors, including an evolving business environment. One of the factors noted is government policy addressing climate change and therefore electrification. The utility highlighted the City of Calgary's new construction EV-ready requirements and fleet electrification as examples.
- For its own operations, it outlined business cases for facility upgrades, that include EV charging and at one facility "upgrades to 24/7 building emergency power infrastructure to include EV charging". In its vehicle acquisition policy, it outlines efforts to transition to EVs.

To learn more, check out the [Proceeding](#) (29255; login in AUC required).



SASKATCHEWAN

[no updates in the February 2025 issue]



MANITOBA

[no updates in the February 2025 issue]



ONTARIO

Ontario's EV Integration Initiative

- In January, the OEB published a revised proposal for its Electric Vehicle Charging Rate (EVC Rate) with key revisions including:
- Effective January 1, 2026, distributors will be required to offer the EVC Rate customers at the same time their 2026 distribution rates become effective.
- The OEB has increased the maximum load factor for eligibility from 15% to 20% calculated on an annual basis.
- Previously the OEB had proposed three EVC Rate design options: a single-tier reduced demand charge, a stepped multi-tier reduced demand charge, and an energy-based recovery rate. However, the OEB has chosen the single-tier reduced demand charge option.
- The new EVC Rate is a parameter of 0.17, which will result in customers paying 17% of the base Retail Transmission Service Rate (which includes both Network and Connection charges) compared to other customers in the same class.
 - For example, a standard Toronto Hydro General Service (50 - 999 kW) customer incurs Connection and Network charges of \$3.1008 per max. kW and \$4.6087 per peak kW respectively every 30 days. EVC Rate participants will now pay 17% of these costs in comparison.

To learn more, check out the [Proceeding Documents](#).

1,300 new EV charging ports coming to rural Ontario

- The Province announced the funding for the new charging ports through the EV ChargeON Community Sites Stream.
- The 1,300 ports will be installed across 270 projects in communities with less than 170,000 people throughout the Province.

For more information, read the [announcement](#).



QUÉBEC

Roulez vert program temporarily suspended

- A high number of applications to the Roulez vert program caused the need for a temporary suspension from February 1 to March 31, 2025, which applies to both financial assistance for EVs and charging stations.
 - Vehicles registered and charging stations purchased and installed before February 1 or after March 31 will still be eligible.
- The Québec government also announced a gradual reduction in the amounts that will be granted through the program for purchasing EVs starting in January 2025 until the program ends at the end of 2026.
 - BEVs registered in 2025 will be eligible for \$4,000 instead of \$7,000, reducing again to \$2,000 in 2026 until the program ends.

For more information, see the [Program Page](#).

Québec government announces ban on new light-duty ICE sales

- As of 2035, a new regulation will ban the sale of all new light-duty vehicles with combustion engines in Québec.
 - Additionally, as of January 1, 2034 new light-duty ICEs cannot be placed on the market for model years 2035 and later.
- The new regulation does not ban the resell of ICEs already registered before the ban comes into effect. There are also exemptions for emergency vehicles and short-term rentals.

For more information, read the [Press Release](#) (FR only).



NEW BRUNSWICK

New Brunswick Throne Speech Outlines Zero Emission Vehicle Fleet by 2035

- November's speech that outlines government priorities included the intention to ensure that the government's vehicle fleet, including school buses, is all electric by 2035.

For more information, read the [Release](#).



NOVA SCOTIA

[no updates in the February 2025 issue]



PRINCE EDWARD ISLAND

[no updates in the February 2025 issue]



NEWFOUNDLAND AND LABRADOR

[no updates in the February 2025 issue]



TERRITORIES

[no updates in the February 2025 issue]

Additional Updates

 [Plugshare releases Canadian EV Driver survey results](#)

 [CSA Group publishes EV charging infrastructure deployment guidance](#)

 [Oakville Transit to electrify 50% of buses by 2026](#)

 [Toronto Transit Commission implements smart charge management solution for electric bus fleet](#)



Contact Us

We invite you to get in touch with us to discuss any upcoming opportunities or questions, or to provide us with feedback on future issues:

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Notes to the Reader

This newsletter was prepared by Dunsky Energy + Climate Advisors, an independent firm focused on the clean energy transition and committed to quality, integrity and unbiased analysis and counsel. Our findings and recommendations are based on the best information available at the time the work was conducted as well as our experts' professional judgment. Dunsky is proud to stand by our work.