

EV Market Update





CANADA

Two Maritime Provinces ending EV incentives

- The Government of New Brunswick announced it will end its EV Incentive Program, including home charger rebates on July 1, 2025.
- The Government of Nova Scotia announced its Electrify Rebate program has ended rebates for light-duty EVs and e-bikes as of April 4, 2025.

To learn more, check out the **News Releases:** [New Brunswick](#) and [Nova Scotia](#).

Three provinces introduce or increase taxes on EVs

- **Alberta** - As of February 13, 2025, Albertans will be charged a \$200 tax when they register their EVs. The Province stated that this amount is comparable to what drivers of a typical internal combustion engine vehicles pay each year in fuel tax.
- **Saskatchewan** - In the Province's 2025-26 budget, the fee charged to EV owners originally introduced under the Fuel Tax Accountability Act in 2021 will be increased from \$150 to \$300, coming into effect on June 1, 2025.
- **Québec** - At the end of 2026, EVs will become subject to the Province's existing taxe de luxe on gas vehicles, resulting in a \$125 registration fee (half as much for a PHEV).

To learn more, check out the **News Releases:** [Alberta](#), [Saskatchewan](#) and [Québec](#).



BRITISH COLUMBIA

BC Hydro 2024 Rate Design

- The BCUC has approved BC Hydro's proposal to expand the availability of its Flat Rate as an optional rate to all residential customers. Under this flat rate customers would be charged the same amount for electricity even as they use more, as opposed to the current residential rate which is tiered.
- This change should benefit customers that have higher average usage due to having electric heating, charge electric vehicles at home, have larger households, live in colder areas or have no access to natural gas.

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



BC Hydro Requests Extension on Long Term Resource Plan (LTRP)

- The BCUC denied BC Hydro's request for an extension to the deadline to file its LTRP. Its reasons for requesting the extension are that developments in three areas mean that its load forecast scenarios no longer reflect the current uncertainty, and that the load forecasts would need to be lowered. These areas are tariffs and competition for resource project investments, lower population growth, and shifts in approaches to greenhouse gas emission reduction.
- The panel determined that, based on the information provided by BC Hydro, it does not believe that the impact of these developments would result in a materially lower load forecast, and so the extension request was denied.

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

BC Hydro adds fast charging at multiple new locations

- BC Hydro announced it is adding fast-charging hubs at ICBC Claim Centres in Surrey, Abbotsford, and Courtenay.
- Recently, BC Hydro also opened its first EV fast-charging hubs on Vancouver Island and northern BC, with new locations in Colwood (8 charging ports) and Prince George (16 charging ports).
- Additionally, BC Hydro and TransLink partnered to unveil two EV fast-charging hubs at TransLink Park and Ride locations in Port Coquitlam and South Surrey, with space for up to 38 EVs.

To learn more, check out the **News Releases:** [ICBC](#), [Vancouver Island](#), [Prince George](#), and [TransLink](#).



ALBERTA

[no updates in the May 2025 issue]



SASKATCHEWAN

[no updates in the May 2025 issue]



MANITOBA

Manitoba Hydro to explore fast-charging network ownership

- In March, Manitoba Hydro (MH) submitted its fiscal 2026-2028 General Rate Application. MH indicated it is exploring ownership of a public EV fast charging network as an effort to support Action 6.2 of Manitoba's Affordable Energy Plan to *Increase Availability and Reliability of Public EV Chargers through Manitoba Hydro and their Partners*.
- The exact scope and operational aspects of the network have not yet been determined, however, activities are underway including considerations for the regulatory framework and rate-setting process.
- The proposed initial network will be designed to reach underserved charging areas and include fast-charging on major highway corridors.
- Due to the low likelihood of recovering costs in the short-term (based on market rates), MH indicated that the proposed initial network would be limited in scope to minimize impacts on rates.

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

Manitoba supports installation of 51 new EV charging stations

- The Manitoba government is investing \$500,000 through the Climate Action Fund for the installation of charging stations, including 39 charging stations in Brandon, Morden and other rural, northern and Indigenous communities; as well as 12 charging stations at three multi-unit residential developments.
- The chargers installed will include a combination of both Level 2 and DCFC chargers.

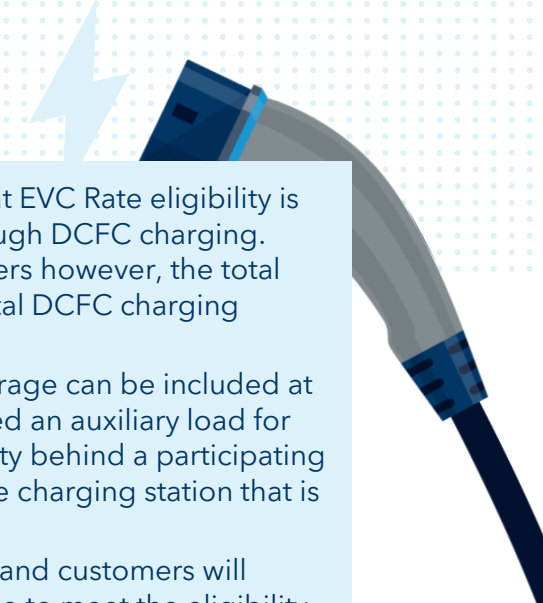
To learn more, check out the [News Release](#).



ONTARIO

Ontario's EV Integration Initiative releases final report

- In March, the OEB published released its final report on the design of the Electric Vehicle Charging Rate (EVC Rate). For additional background, read our February 2025 and August 2024 issues. After another round of consultations, the final report contains slight amendments to the updates made in January, including:
 - A refined load factor calculation for determining eligibility from an annual load factor to a 12-month average load factor.

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- A new limit on lower-power, non-DCFC ports to ensure that EVC Rate eligibility is limited to stations where charging is provided largely through DCFC charging. Participating DCFC stations may include lower-level chargers however, the total capacity of the non-DCFC chargers may not exceed the total DCFC charging capacity at the station.
 - Distributed Energy Resources (DER), like generation or storage can be included at charging stations. However, the load is not to be considered an auxiliary load for the purposes of eligibility. The total DER nameplate capacity behind a participating meter may not exceed the total annual peak demand of the charging station that is participating in the EVC Rate.
 - The annual resubmission requirement has been removed, and customers will remain enrolled in the EVC Rate for as long as they continue to meet the eligibility requirements. Customers will be required to notify their distributor within 30 days if they ever cease to meet the eligibility requirements.
 - The OEB will initiate a review of the EVC Rate within five years.

To learn more, read the [Release](#) or the [Proceeding Documents](#).



QUÉBEC

[no updates in the May 2025 issue]



NEW BRUNSWICK

[no updates in the May 2025 issue]



NOVA SCOTIA

Nova Scotia supporting EVs through Sustainable Communities Challenge Fund

- This is third round of applications to the fund which prioritizes Coastline projects. Coastline protection projects that are eligible for funding include the installation of EV chargers and other help for municipalities and communities to switch to EVs.
- Municipalities, non-profit and community organizations, post-secondary schools and Mi'kmaw communities were all eligible to apply.

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



PRINCE EDWARD ISLAND

[no updates in the May 2025 issue]



NEWFOUNDLAND AND LABRADOR

[no updates in the May 2025 issue]



TERRITORIES

EV Chargers ready for use in Behchokò and Fort Smith

- The Government of the Northwest Territories (GNWT) announced that the EV Charging Stations in Behchokò and Fort Smith have opened. These were funded as part of the as part of the GNWT's 2030 Energy Strategy and 2022-2025 Energy Action Plan
- Both stations include two 100 kW DCFC chargers and two Level 2 chargers.

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

Additional Updates

⚡ **District of Shelburne, NS receives funding for EV chargers**

⚡ **Siemens invests \$150 Million to establish New Technology Centre in Oakville**



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

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