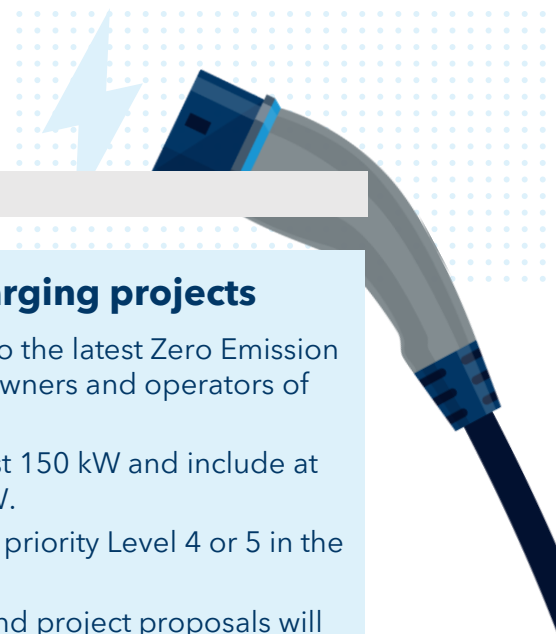


# EV Market Update





## CANADA



### Canada opens call for proposals for corridor charging projects

- Natural Resources Canada (NRCan) has allocated \$9 million to the latest Zero Emission Vehicle Infrastructure Program (ZEVIP) call for proposals for owners and operators of charging infrastructure.
- To be eligible, projects must have a total site output of at least 150 kW and include at least one public EV charger with a minimum output of 100 kW.
- Projects must be located within 1.6 km of a road identified as priority Level 4 or 5 in the [EV Charging Planning Map](#).
- The call for proposals was initiated on November 25, 2025, and project proposals will be continually accepted until funds are fully committed.

To learn more, visit the [ZEVIP webpage](#).

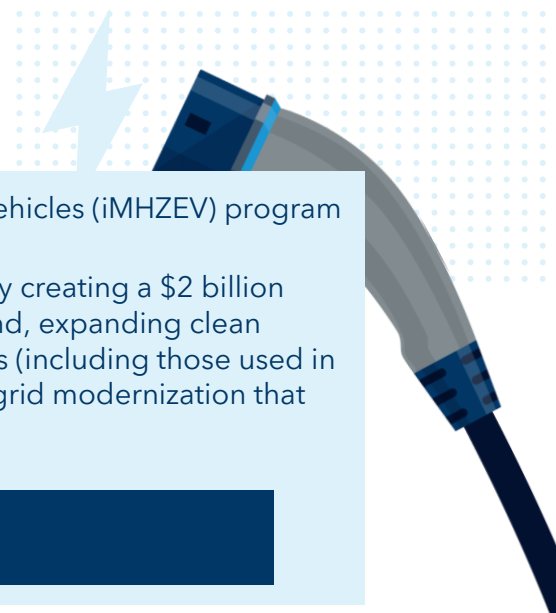
### Canada invests in EV infrastructure in Atlantic Canada

- The federal government is investing \$5 million through NRCan's ZEVIP program to expand EV charging across Atlantic Canada.
- Funding will support 57 new Level 2 chargers and 100 new fast chargers.
- The chargers will be installed at public sites across Nova Scotia, auto dealerships across the Atlantic provinces, near Halifax International Airport, at a highway retail centre owned by Glooscap First Nation and at multi-unit residential buildings in Halifax.

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

### Federal Budget 2025 light on support for EVs

- Budget 2025 does not include details on the future of the iZEV or ZEVIP programs. Instead, the government has signalled that "next steps" on EV policy and regulations will be announced separately, following the 60-day review of the EV Availability Standard.
- The Government will proceed with previously announced "Productivity Super-Deduction" measures, including immediate expensing (100% first-year write-off) for zero-emission vehicles, which can indirectly support fleet electrification and some charging investments on corporate balance sheets.

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- The Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) program will conclude at the end of 2025-26.
  - The Budget provides indirect support for EVs and charging by creating a \$2 billion Critical Minerals Sovereign Fund and a First and Last Mile Fund, expanding clean technology manufacturing tax credits to more critical minerals (including those used in EV batteries), and advancing clean electricity tax credits and grid modernization that will enable large-scale charging deployment.

To learn more, read the [news release](#) or the [full budget](#).



## BRITISH COLUMBIA

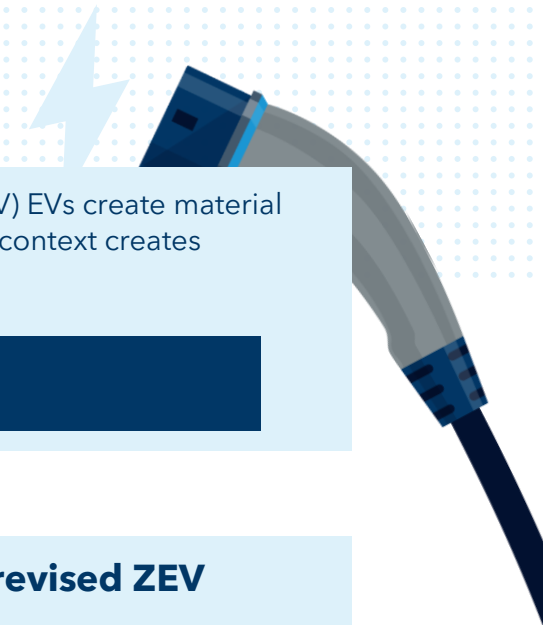
### BC Government announces intention to revise ZEV Mandate

- The Province announced that it will bring a legislative update in the spring to revise the ZEV mandate to align with the federal targets.
- Automakers are on track to meet provincial 2026 ZEV targets, but the Province noted that some may face challenges due to factors such as slowing consumer adoption driven by high purchase costs, supply chain disruptions, U.S. tariffs, and unclear federal target.
- Two new regulatory changes also came into effect: an expansion of eligibility for ZEV credits and by offering ZEV credits for increasing EV affordability or access (via lower vehicle prices, zero or low-interest financing, charging support or charging investment).

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

### BC Hydro submits its 2025 Integrated Resource Plan (IRP)

- BC Hydro submitted its 2025 IRP, which identifies EVs as a key load driver. Vehicle electrification is forecast to contribute 6,500 GWh of load growth by 2050, and 5.1 MT CO<sub>2</sub>e/year in avoided emissions.
- EVs play a major role in the utility's demand respond (DR) strategy. The forecast DR savings assume the managed charging program achieved 0.4-0.6 kW per participant and 30-50% of eligible customers participating.
- The utility conducted EV load analysis, creating load shapes for home, public and workplace charging. Home fast charging (Level 2) had the highest peak demand and most charging was happening overnight, after 9 PM.

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- BC Hydro acknowledged that medium- and heavy-duty (MHDV) EVs create material uncertainty. MHDVs are a potentially large load but the policy context creates uncertainty on the scale and timing.

To learn more, read the [proceeding](#) or the [application](#).

## CleanBC Review includes recommendations for revised ZEV mandate

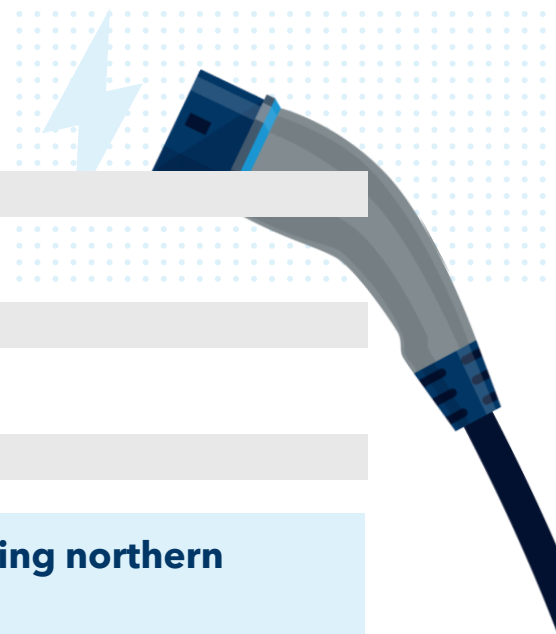
- The review of the provincial climate plan provided recommended actions to enable EV action, including to revise the 2030 target to 50-60% and the 2035 target to 90% (from 100%).
- The review engagement summary noted that “most transportation-sector stakeholders remain bullish on continued EV adoption. However, they generally agree that the province will not achieve its target of 90% EV sales by 2030.”
- Additional recommendations include directing 100% of BC Hydro LCFS credits to e-mobility incentive programs, phasing in MHDV sales requirements, and developing 100% EV-ready requirements for new and upgrade buildings, and at MHDV loading bays.

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

## BC Hydro opens its first portable EV charging station

- BC Hydro has energized its first-ever portable skid-mounted fast charging station in Lumby.
- The fully self-contained 180 kW fast-charger is built on a metal frame and is designed for rapid deployment with minimal civil construction. Power is delivered via overhead service from a nearby transformer pole - eliminating the need for underground excavation.
- This design is intended for sites with complex permitting, northern regions with short construction windows due to winter weather conditions, or temporary installations for events and emergencies. The site was fully operational within days.

To learn more, check out the [news release](#).



## ALBERTA

[no updates in the December 2025 issue]

## SASKATCHEWAN

[no updates in the December 2025 issue]

## MANITOBA

### MB Hydro announces EV charging network serving northern Manitoba

- MB Hydro recently announced the first locations of its new EV charging network. There will be six locations along Highway 6 serving northern Manitoba from Winnipeg to Thompson.
- This initial phase will “prioritize partnerships with First Nations and Northern communities to unlock new economic and tourism opportunities in the North.”
- MB Hydro will own the charging stations but outsource to a third-party provider for the installation and operations.
- The initial phase begun in November 2025, with the first site due to become energized by November 2026. The entire network is expected to be fully operational by Spring 2027.

To learn more, read the [announcement](#) and [network map](#).

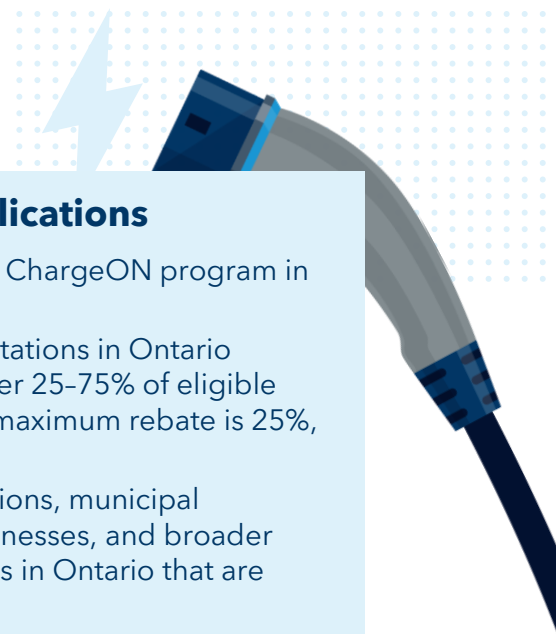


## ONTARIO

### Toronto Parking Authority hits milestones achievement with 500 charging stations across Toronto

- The Toronto Parking Authority’s (TPA) efforts to build out an EV charging network across Green P carparks in the City have reached a major milestone of 500 chargers online within the network.
- Toronto Hydro installed the initial portfolio of EV charging stations in 2020 before transferring ownership to TPA in 2023. TPA subsequently installed its first set of EV chargers in 2023, kickstarting the multi-year initiative to grow the City’s public EV charging network.
- The full list of charging stations can be found of TPA’s [website](#).

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



## Ontario's EV ChargeON program accepting applications

- The Government of Ontario re-opened applications for its EV ChargeON program in November.
- The Program supports the installation of public EV charging stations in Ontario communities by providing post-construction rebates that cover 25-75% of eligible expenses. For sites open less than a full 365 days a year, the maximum rebate is 25%, for all other sites, rebates will vary between 50-75%.
- Eligible applicants include businesses, not-for-profit corporations, municipal governments, Indigenous communities, organizations or businesses, and broader public sector organizations who are developing charging sites in Ontario that are accessible to the general public.
- The application period will close December 15, 2025 and successful applicants will be notified in April 2026.

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



## QUÉBEC

### Écocamionnage program renewed through 2028

- The Government of Québec's Écocamionnage program, which aims to increase the adoption of technologies that reduce GHG emissions within the on-road freight sector, has been reopened and allocated \$145.4 million in funding for fiscal years 2025-26 to 2027-28.
- Financial assistance is divided into three streams:
  - Stream 1: New vehicle purchases (includes MHDVs and electric cargo bikes).
  - Stream 2: Used electric MHDV purchases.
  - Stream 3: Logistics projects.

To learn more, check out the [news release](#). [FR ONLY]



## Québec amends 2035 light-duty EV sales target

- The Quebec government has announced that it will lift the ban on the sale of new gasoline-powered vehicles in 2035.
- The 2035 EV sales target has been revised to 90% and interim EV sales targets will be lowered relative to the previous trajectory.

To learn more, check out the [news release](#). [FR ONLY]



## NEW BRUNSWICK

### NB Power applies for new DCFC rates and updates user fees

- NB Power is proposing a new “Public EV Charging Site Owners” rate class in its 2026/2027 General Rate Application. Effective April 1, 2026. The new rate would be offered to eligible public charging sites and is tailored to their load shape and lower contribution to NB Power’s morning peak.
- The new DCFC site-owner rate will address demand charges, a business case barrier for low-utilization sites. Sites with a load factor at or below 20% will be eligible, with demand charge declining with declining load factor across four tiers. Dunsky developed the rate design in collaboration with NB Power.
- These charges are on response to Board direction in Matter 529. NB Power, with support from Dunsky, assessed revisions to EV rate structures across three segments: public fast charging, fleet charging, and residential charging, with a focus on alleviating barriers to third-party station development.
- NB Power has also revised its user fees on its eCharge Network. NB Power proposes higher per-hour charging rates to reflect increased electricity costs and align with regional benchmarks, in order to maintain incentives for private and municipal partners to host chargers:
  - Level 2: from \$1.50/h to \$2.00/h (≈33% increase).
  - 50 kW DCFC: from \$15/h to \$20/h (≈33% increase).
  - 100 kW DCFC: from \$20/h to \$30/h (50% increase).

To learn more, review the [NB Energy & Utilities Board](#) Matter EL-003-2025.



## NOVA SCOTIA

### HRM is working with Dalhousie University to develop a new pricing model for its DCFC

- Halifax Regional Municipality (HRM) and Dalhousie University, supported by a provincial grant, have developed a new pricing model for public fast chargers that aims to improve equity while increasing site throughput.
- In an effort to discourage long dwell times, the proposed tariff is state-of-charge (SoC) based, with higher prices once batteries reach roughly 80% SoC, at which point charging speeds slow.
- To improve equity across vehicle types, fees scale with the actual power delivered rather than time, avoiding penalizing drivers of older or slower-charging EVs compared with newer high-power models.
- The pricing model has yet to be brought forward to HRM Council for consideration.

To learn more, check out the [news release](#).



## PRINCE EDWARD ISLAND

### PEI releases Energy Strategy including several EV-supportive actions

- In October, Prince Edward Island released its latest 10-year Energy Strategy, developed by Dunsky, setting high-level priorities through 2035 - including a key action (2.5) to increase investments in transportation.
- Under Action 2.5, the Strategy calls for an expansion of EV charging infrastructure and implementing managed charging solutions and vehicle-to-grid integration technologies,
- Additionally, the Strategy also identifies (under Action 2.4) tightening building requirements for new residential and commercial construction to support EV-readiness, avoiding costly future retrofits.

To learn more, check out the [news release](#) or the [full strategy](#).



## NEWFOUNDLAND AND LABRADOR

[no updates in the December 2025 issue]



## TERRITORIES

### GNWT accepting applications for the EV Infrastructure Program

- The GNWT is once again accepting applications for its EV Infrastructure Program (EVIP) to support the installation of EV charging stations in public places, workplaces, multi-unit residential buildings for light-duty fleet use across the Territory.
- The program provides rebates of up to 50% of the total eligible costs of installing new EV charging infrastructure, with a maximum of \$7,500 or \$99,999 for Level 2 or Level 3 chargers respectively.
- Eligible applicants include businesses and industries, Indigenous governments and Indigenous organizations, Community governments, Not-for-profit and for-profit organizations, utilities, academic institutions, and GNWT agencies or Crown corporations
- The deadline for applications is March 31, 2026.

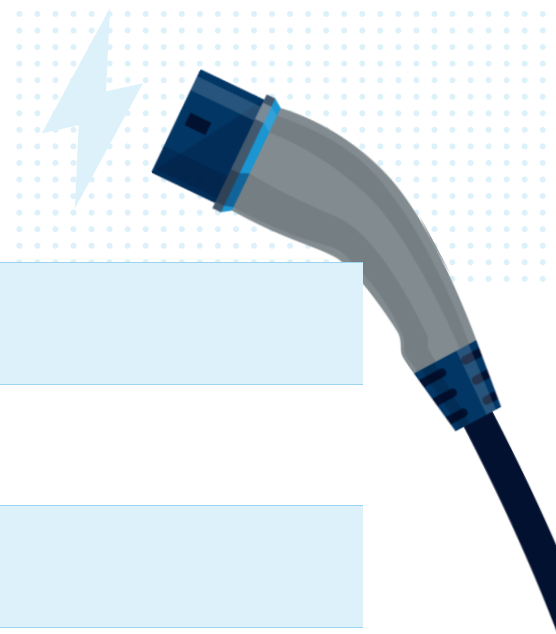
To learn more, check out the [news release](#) or the [program website](#).

### City of Whitehorse publishes 2025-2030 climate action plan

- In September the City of Whitehorse published its 5-year climate action plan which included several EV-related actions:
  - Action 1.4.1: Replace non-emergency light- and medium-duty corporate fleet vehicles at end of life with EVs (including plug-in hybrid and hybrid technologies) and e-bikes.
  - Action 1.4.3: Seek out best practices from other municipalities and commercial operators who may have been early adopters of EVs.
  - Action 1.4.4: Continue to increase the City's EV charging capacity and install EV infrastructure at all relevant City buildings & facilities; for City vehicles.
  - Action 1.4.5: Consider changes to the site design and parking regulations of the Zoning Bylaw to support EVs and charging stations.

To learn more, check out the [Climate Action Plan](#).

# Additional Updates



[Redacted text block]

⚡ [Fredericton receives funding via Zero-Emission Transit Fund to plan](#)

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⚡ [BC Government announces two new school sites with EV charging stalls](#)



## 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.