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Zero Emission Vehicle Infrastructure Program

The Government of Canada is steadfast in its belief that electrification is key to decarbonizing our transportation sector and transitioning to a low-carbon future. That is why, the Government of Canada has set ambitious federal targets for zero-emission vehicles (ZEV) reaching 10% of light-duty vehicles (LDV) sales per year by 2025, 30% by 2030 and 100% by 2040.

According to experts, access to localized and visible charging infrastructure is key to alleviate consumer concerns about where to charge their vehicle. To that end, the Government of Canada announced, through Budget 2019, \$130 million over five years (2019-2024) to deploy a network of zero-emission vehicle charging (level 2 and higher) and refuelling stations in more localized areas where Canadians live, work and play. Support is also available for strategic projects for electric vehicle and/or hydrogen infrastructure for corporate fleets, last-mile delivery fleets, and mass transit.

This funding will be delivered through cost-sharing contribution agreements for eligible projects that will help meet the growing charging and refuelling demand.

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NOTICE

This Request for Proposals (RFP) targets projects in multi-unit residential buildings, workplaces and for light-duty vehicle fleets only and is now open for applicants until **May 12, 2020 (23:59 Eastern Daylight Time)**. All applicants will be informed of NRCan's funding decisions by June 2020.

The program targets multiple infrastructure streams as described below.

Public Places and On-Street

The program will support electric vehicle charging infrastructure deployment in parking areas intended for public use. Parking areas can be privately or publicly owned and operated.

Examples of public places include, but are not limited to: service stations; restaurants; arenas; libraries; medical offices; park and ride; etc.

On-street and curbside charging infrastructure are considered a public place.

Workplaces

The program will support zero-emission infrastructure deployment at workplaces. Workplaces are defined as a location where employees perform duties related to a job. For the purpose of the program, the charging or hydrogen refuelling infrastructure must be primarily used by the employees.

Charging or hydrogen refueling infrastructure installations at a private residence even if a business is registered at the same address, are not included in this category.

Fleets

The program will support zero-emission infrastructure for fleets. Fleet vehicles are owned or leased by an organization and used in support of organizational or business operations and activities. Fleets are composed of multiple vehicles and are managed by common ownership.

Fleets can be composed of light-duty vehicles such as taxis or medium and heavy-duty such as last-mile delivery, or a combination of both.

Multi-Unit Residential Buildings (MURBs)

The program will support electric vehicle charging infrastructure deployment in multi-unit residential buildings (MURBs). For the purpose of the program, to be designated as a MURB the building must include a minimum of three (3) dwelling units.

Mass Transit

The program will support zero-emission infrastructure for public transit. Mass transit (or public transportation) is the transportation of passengers by group travel systems available for use by the general public, typically managed on a schedule, operated on established routes, and that charge a posted fee for each trip.

Note: The program expects to launch multiple request for proposals each year focusing on one or several infrastructure streams at a time.

How much can you receive?

NRCan’s contribution through this Program will be limited to fifty percent (50%) of Total Project Costs up to a maximum of five million dollars (\$5,000,000) per Project.

The maximum funding per type of infrastructure is as follows:

Type of Infrastructure	Output	Maximum Funding
Level 2 (208 / 240 V) connectors*	3.3kW to 19.2kW	Up to 50% of total project costs, to a maximum of \$5,000 per connector*
Fast charger	20kW to 49kW	Up to 50% of total project costs, to a maximum of \$15,000 per fast-charger
Fast charger	50kW and above	Up to 50% of total project costs, to a maximum of \$50,000 per fast-charger
Hydrogen refuelling station	Dispensing at 700 bar minimum	Up to 50% of total project costs, to a maximum of \$1,000,000 per site

*To calculate the funding for level 2 chargers, each connector can count as a unit towards the minimum of 20 chargers if each connector can charge a vehicle at the same time.

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