



Eco-West Canada ZEVIP Electric Vehicle Charging Stations Program

Greetings,

As you may already know, Eco-West Canada (EWC) is currently leading a project with the support of Natural Resources Canada (NRCan) and working with Manitoba municipalities and the City of Winnipeg, which includes the purchase and installation 31 level 2 chargers in publicly accessible locations in the province. The name of the program is ZEVIP – Zero Emissions Vehicle Infrastructure Program.

In order to capitalize and build on the success of this first initiative, EWC is now recruiting new municipalities/clients from the private sector for a new round of ZEVIP funding that has been announced by NRCan, with funding recipients to be announced in the fall of 2021. For EWC to complete the application process, interested parties will need to confirm their participation (there is no limit on the number of chargers you can order and purchase) by the dates specified in the 'Important Dates' section that follows. The application must be submitted to NRCan no later than June 22, 2021, and so it will be important to act swiftly in order to be included in this round of funding.

ZEVIP is a partial reimbursement program, where the municipality will be reimbursed 50% of the cost up to \$5,000 per level 2 charger, and a progressive scale for level 3 fast chargers (See the cost structure below). We estimate the cost of the total project to be around \$15,000 per level 2 charger, which means that the out-of-pocket cost to program participants will be approximately \$10,000 per level 2 charger. For fast chargers, the total cost is estimated to be anywhere from approximately \$30,000 to \$150,000, depending on the power level of the charger. Please also note that the costs for installation will vary somewhat per location depending on existing infrastructure and access to a nearby power source.

As it did for the first round of ZEVIP funding, Eco-West Canada will once again be managing the quoting process and contract distribution process for the chargers and their installation within this project. We will of course seek input from all municipalities and other prospective clients as we move through the steps.

There is, however, some flexibility to how this process can be managed if some of the participants have certain reservations or preferences. For example, a municipality or private sector stakeholder may wish to proceed beyond the purchase of the charger through Eco-West Canada and do the installation of the charger on their own rather than rely on the contractor whose services we have retained for this purpose. These modalities can be discussed upon confirmation of intent to participate in the program.

N.B.: It is important to note that funding recipients will not be announced by NRCan until the fall of 2021 (October), with the signing of contribution agreement between Eco-West Canada and NRCan sometime between then and April of 2022. This means that the purchase and installation of the chargers will not begin until sometime in the second quarter of 2022.

NRCan Reimbursement Program

Type of Infrastructure	Output	Maximum Funding
Level 2 (208 / 240 V) connector	3.3 kW to 19.2 kW	Up to 50% of total project costs, to a maximum of \$5,000 per connector
Fast charger	20 kW to 49 kW	Up to 50% of total project costs, to a maximum of \$15,000 per charger
Fast charger	50 kW to 99 kW	Up to 50% of total project costs, to a maximum of \$50,000 per charger
Fast charger	100 kW and above	Up to 50% of total project costs, to a maximum of \$75,000 per charger

Installation Locations/Categories

The current NRCan Request for Proposals (RFP) targets ZEV infrastructure projects in public places, on-street, multi-unit residential buildings, workplaces and light-duty vehicle fleets, as described below.

Public Places and On-street

Public Places are defined as 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.

Multi-Unit Residential Buildings (MURB)

MURB residents face significant barriers to accessing charging in their homes and, as a result, becoming EV owners. This is due to the added administrative layers associated with buildings containing multiple residences, more complex technical requirements and associated higher costs. The ZEVIP is designed to help address these barriers.

For the purpose of the ZEVIP, to be designated as a MURB the building must include a minimum of three (3) dwelling units.

Workplaces

Workplaces are defined as a location where employees perform duties related to a job. Charging infrastructure is installed in parking locations primarily used by the employees during working hours (may be open to public outside of working hours). Charging infrastructure installations in a private residence, even if a business is registered at the same address, are not included in this category.

Light-Duty Vehicle 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. An example of a light-duty vehicle fleet is a fleet composed of taxis.

N.B. Medium and Heavy-Duty Vehicle Fleets to be included in a future call for proposals.

Important Dates

Early April – Information package sent out by Eco-West Canada.

Mid-April – Queries and clarifications - It is the responsibility of the interested party to obtain clarification of any terms, conditions or technical requirements for participation in the program.

Any questions or requests for clarification during the solicitation period must be submitted in writing (e-mail) by the primary contact of the proponent to the project authority, Dany Robidoux, at drobidoux@eco-ouest.com.

Questions and requests for clarifications will be answered if received in writing by the project authority **no later than April 30, 2021**.

May 14 - Deadline for confirmation of participation in the program, including the number and type (level 2 or fast charger) of chargers for purchase and installation, as well as the location of the installation.

Mid-May - EWC to work with confirmed project partners to scope out the installation sites
Early June (including infrastructure and access to local power source)

June 22 - Submission of the application to NRCan
