

1 **Q. (2021 Electrification, Conservation and Demand Management Application, Volume**  
2 **1, page 23) Please provide details of the \$550,000 in federal funding and if approved,**  
3 **how it is likely to impact the assessment of costs estimated in the first year of the**  
4 **deferral account. Please file a copy of the federal program for the record.**

5  
6 A. Newfoundland Power has applied for \$550,000 in funding under the Federal  
7 Government's *Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative*  
8 (the "Federal Initiative") for the construction of 10 electric vehicle ("EV") charging  
9 stations in 2021.

10  
11 The Federal Initiative supports the construction of a coast-to-coast EV fast charging  
12 network in Canada. The Federal Initiative will pay up to 50% of the total project costs to  
13 a maximum of \$50,000 per fast charger and a maximum of \$5,000 per Level 2 charger.

14  
15 If approved, the funding will reduce the overall capital costs as described in *Exhibit 2,*  
16 *Electric Vehicle Charging Network.*<sup>1</sup> It will not impact the assessment of costs estimated  
17 in the first year of the deferral account. This is because the deferral account excludes any  
18 expenditure properly chargeable to plant accounts.<sup>2</sup>

19  
20 For information on the impact that the approval of the \$550,000 in government funding  
21 would have on the net present value analysis associated with the Company's  
22 electrification initiatives, see the response to Request for Information PUB-NP-020.<sup>3</sup>

23  
24 See Attachment A for a copy of the Federal Initiative, which is publicly available on the  
25 Federal Government's website.<sup>4</sup>

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<sup>1</sup> See the *2021 Electrification, Conservation and Demand Management Application*, Volume 1, Exhibit 2.

<sup>2</sup> See the *2021 Electrification, Conservation and Demand Management Application*, Volume 1, Exhibit 1 for the proposed definition of the Electrification Cost Deferral Account.

<sup>3</sup> See, for example, the response to Request for Information PUB-NP-020, Attachment A, Note A which shows the assumed approved federal funding of \$550,000 offsetting the 2021 electric vehicle charging infrastructure capital costs of \$1,538,000 ( $\$1,538,000 - \$550,000 = \$988,000$ ).

<sup>4</sup> For full details on the Federal Initiative, see the following link: <https://www.nrcan.gc.ca/energy-efficiency/energy-efficiency-transportation/electric-alternative-fuel-infras/electric-vehicle-alternative-fuels-infrastructure-deployment-initiative/18352>.

**Federal Government's Electric Vehicle and Alternative  
Fuel Infrastructure Deployment Initiative**



Government  
of Canada

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du Canada

[Canada.ca](#) > [Natural Resources Canada](#) > [Energy Efficiency](#)

> [Energy efficiency for transportation and alternative fuels](#)

> [Electric and Alternative Fuel Infrastructure](#)

# Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative

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Budgets 2016 and 2017 provided \$96.4M over six years (April 2016 to March 2022) to the Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (“the Program”) to establish a coast-to-coast network of fast-charging stations along the national highway systems, natural gas refuelling stations along key freight corridors and hydrogen refuelling stations in major metropolitan areas.

As of March 2020, the Program has selected 837 EV fast chargers, 23 natural gas refuelling stations and 8 hydrogen refuelling stations for funding.

Building on this investment, Budget 2019 provided an additional \$130M over five years (April 2019 to March 2024) to support Canada’s ambitious zero emission vehicle (ZEV) penetration targets of 100% new vehicle sales by 2040, which required incremental funding to the Electric Vehicle and Alternative Fuel Infrastructure funding, to accelerate and densify infrastructure deployment. The investments go beyond the national highway system, and focus on

EV level 2 charging at workplaces, commercial and multi-unit residential buildings, public places, on-street and projects for fleets (e.g. taxis, car sharing), mass transit and inner city delivery.

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## NOTICE:

The 2020 Request for Proposals of the Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative is now closed. NRCan will target having **funding decisions by October 2020.**

**Please note that for this RFP, priority will be given to proposals that:**

- **Increase the EV fast-charging infrastructure in under-served areas along Canada’s National Highway System.**
- **Increase the natural gas refuelling infrastructure that extends freight corridors or creates new freight corridors.**

## 1. What this Program offers

The Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (the Program) offers repayable contributions to support the construction of an electric vehicle (EV) fast charging, coast-to-coast network. For projects that include level 2 EV connectors or lower powered fast-chargers as a supplementary charging option at the same site, funding may also be available through the [Zero-Emission Vehicle Infrastructure Program](#). The Program funding also supports natural gas infrastructure along key freight corridors and hydrogen infrastructure in metropolitan centres.

### How much can you receive?

NRCan’s repayable contribution through this Program will be limited to a maximum of five million dollars (\$5,000,000) per project.

For EV fast chargers (from 50 kW power output and above), the Program will pay up to 50% of the total project costs to a maximum of fifty thousand dollars (\$50,000) per fast charger.

The following EV chargers are also eligible for funding if placed with a level 3 fast charger as a supplementary charging option at the same site:

For EV fast chargers (from 20 kW to 49 kW power output), the Program will pay up to 50% of the total project costs to a maximum of \$15,000 per fast charger.

For Level 2 (208 / 240 V from 3.2 kW to 19.2 kW power output) EV chargers, the Program will pay up to 50% of the total project costs to a maximum of \$5,000 per connector. In order to be eligible for the maximum funding per connector, each connector must be able to charge a vehicle at the same time.

For natural gas and hydrogen refuelling stations, the Program will pay up to 50% of the total project costs to a maximum of one million dollars (\$1,000,000) per refuelling station.



### [Investing in Canada: Canada's Long-Term Infrastructure Plan](#)

Through the Investing in Canada infrastructure plan, the Government of Canada is investing more than \$180 billion over 12 years in public transit projects, green infrastructure, social infrastructure, trade and transportation routes, and Canada's rural and northern communities.

**Date modified:**