



An Open Letter to the Prime Minister of Canada, the Minister of the Environment, Climate Change and Nature, the Minister of Industry, and the Minister of Housing and Infrastructure

October 21, 2026

The Rt. Hon. Mark Carney, PC, MP
Prime Minister of Canada

The Hon. Julie Dabrusin, PC, MP
Minister of the Environment, Climate Change and Nature

The Hon. Mélanie Joly, PC, MP
Minister of Industry

The Hon. Gregor Robertson, PC, MP
Minister of Housing and Infrastructure

Dear Prime Minister Carney, Minister Dabrusin, Minister Joly, and Minister Robertson:

The Canadian Charging Infrastructure Council (CCIC) and Electric Mobility Canada (EMC) respectfully call on the Government of Canada to support a tripling of condo, apartment, and strata (multi-unit building)-ready electric vehicle (EV) charging in Canada. The objective of this call is to ensure residents of multi-unit buildings, who represent one-third of Canadian households,¹ have equal access to the savings of home charging where they live and to support Canada's goal of 75% EV sales by 2035.²

Savings from home charging

Home charging is the primary way EV owners charge their vehicles, according to the International Energy Agency (IEA), with about 80% of EV charging in Canada happening at home. This is because home charging is typically the most convenient and cost-effective way to charge an electric car. Recent estimates from Clean Energy Canada put the savings of driving an EV at between \$23,000 and \$32,000 over 10 years of ownership for a typical Canadian driver³ but, critically, full realization of these savings depends in almost all cases on having predictable access to home charging.

¹ Clean Energy Canada. (2025). Make Your Condo EV Ready: The 2025 Guide for Condo Owners, Boards and Managers. Simon Fraser University, 9 December 2025. <https://cleanenergycanada.org/report/make-your-condo-ev-ready/>

² Prime Minister of Canada. (2026). Prime Minister Carney launches new strategy to transform Canada's auto industry. News release, 5 February 2026.

<https://www.pm.gc.ca/en/news/news-releases/2026/02/05/prime-minister-carney-launches-new-strategy-transform-canadas-auto>

³ Clean Energy Canada. (2026). Back in the Race: In a Comeback Year for EVs in Canada, Electric Cars Remain Significant Cost-Savers, While Electrified Households Enjoy a Range of Other Benefits. Simon Fraser University, 9 April 2026. <https://cleanenergycanada.org/report/back-in-the-race/>

A Canada-specific solution

Installing chargers in multi-unit buildings one at a time can be costly and inefficient, and a whole-building approach has consistently been found to be most cost-effective.⁴ Recent analysis of net present cost per stall puts an energy-managed, EV-ready design at about \$4,240, roughly a third below the \$6,290 for piecemeal installation.⁵ British Columbia and Quebec are both currently leaders on this issue. These provinces provide incentives for EV-ready planning, key infrastructure upgrades that allow for efficient, energy-managed charging, and charging incentives that can, in most cases, allow residents to install charging at a cost that is much closer to those faced by detached homeowners, all while supporting national objectives regarding the efficient use of electricity through the use of power sharing.⁶

Considering the outlined concerns, CCIC and EMC respectfully recommends that the Government of Canada:

1. Commit to a national target to triple EV-ready or EV-charging installed parking spaces in multi-unit buildings.
2. Establish a coordinated program to fund make-ready work in existing buildings, including feasibility studies and EV-ready plans, infrastructure upgrades to allow power sharing and reduce cost to install, and per-station incentives built on the important programs already established in British Columbia and Quebec, including working directly with those provinces to support the enhancement of those programs, and provide new programs for Canadians who live in other provinces.
3. Include EV-ready requirements in the national model building codes to optionally and efficiently allow provinces to easily adopt best practices to stop this problem from getting worse.

CCIC and EMC stand ready to work with you, your colleagues in Cabinet, and provincial and territorial governments to advance this objective. We would welcome the opportunity to meet with your offices to discuss these recommendations.

Thank you for your consideration. We look forward to your response.

Respectfully submitted,



Travis Allan
President and CEO
Canadian Charging Infrastructure
Council



Daniel Breton
President and CEO
Electric Mobility Canada

⁴ Dunskey Energy + Climate Advisors, *Briefing: Futureproofing Multifamily Buildings for EV Charging: What Decision-Makers Need to Know*, prepared for the Federation of Canadian Municipalities' Green Municipal Fund and Low Carbon Cities Canada (LC3), pp. 3 and 5. <https://media.fcm.ca/sites/GMF/resources/Report/briefing-futureproofing-multifamily-buildings-for-ev-charging.pdf>

⁵ Dunskey Energy + Climate Advisors, *Futureproofing Multifamily Buildings for EV Charging*, prepared for the Federation of Canadian Municipalities and LC3, <https://media.fcm.ca/sites/GMF/resources/Report/futureproofing-multifamily-buildings-for-ev-charging.pdf>. Figure ES-2 (net present cost, 7% discount rate on future cashflows). Totals are the sum of the four cost components in the figure: EV-ready Level 2, networked, \$1,450 + \$1,170 + \$700 + \$920; piecemeal, \$3,500 + \$1,170 + \$700 + \$920.

⁶ See BC Hydro "Electric vehicle charger rebate program for multi-unit residential buildings" <https://www.bchydro.com/powersmart/electric-vehicles/rebates-incentives/rebates-apartment-chargers.html>