



Fleet Green Solutions Team Update (NRCan, PSPC, TBS)

CIPMM 2024 – Fleet Management Workshop

October 29th, 2024

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TBS – Centre for Greening Government

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Presentation Outline

1. Conventional Fleet Greening Targets and 2023-24 Performance
2. NRCan GGO Updates
 - Green Fleet Optimization Assessments
 - Electric Vehicle Readiness Assessments
 - Best Practices Guide
3. PSPC FMSL – EVCS implementation Strategy
4. Strategic Fleet Greening Plans and Consultations – What We Heard
5. Proposed Approach to extensions to the 2030 target
6. Other Updates from Accelerating Fleet Working group

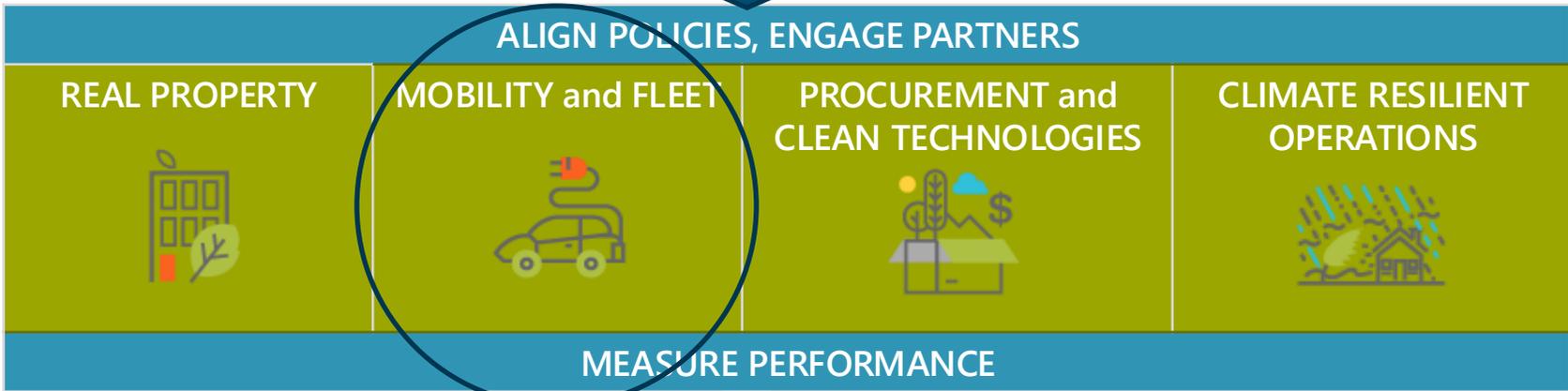
Greening Government Strategy (GGS) overview

Objective:



- ❖ 40% reduction of real property and conventional fleet emissions by 2025
- ❖ Net-zero emissions overall by 2050
- ❖ Overall green & climate resilient government operations

Strategy (GGS) developed to get there:



Implementation:

- TBS providing direction, guidance, Greening Government & Low-Carbon Fuels Funds
- Expert depts. providing support (TBS/NRCan/PSPC/NRC/ECCC)
- **DEPARTMENTS TAKING ACTION**

Performance:

44% reduction in GHG emissions in FY 23-24 for conventional fleet

Policy context for greening fleet

▪ Key fleet greening policy context:

- Greening Government Strategy (GGS) – updated in March 2024 including fleet commitments
- Policy on Green Procurement (PoGP) - updated in 2018
- TBS Directive on the Management of Materiel – updated in July 2023
- Federal sustainable development strategy (Reflects commitments in GGS)
- Departmental sustainable development strategies

▪ Light-duty fleet procurement via Government Motor Vehicle Ordering Guide (GMVOG) & Executive listing **TBS, NRCan and PSPC meet regularly to collaborate on fleet greening activities**

TBS
<ul style="list-style-type: none">• Centre for Greening Government<ul style="list-style-type: none">• Lead and coordinate federal GGS activities• Lead for GGS and PoGP and related guidance and purchase requirements, including strategic fleet greening plans• Annual GGS reporting• Greening government fund (GGF)• Office of the Comptroller General<ul style="list-style-type: none">• Directive on the Management of Materiel (Mandatory procedures for land vehicles). Balancing program and service delivery with best value• Requirements for governance, planning, acquisition, operation and divestiture• Develops executive vehicle price limits

NRCan
<ul style="list-style-type: none">• Greening Government Fleets program<ul style="list-style-type: none">• Technical analysis and support• Fleet telematics and analysis services• Charging infrastructure readiness assessments• Greening Government Fleets best practices• National Safety and Security fleet ZEV deployment and evaluation• Forward-looking market analysis and projections

PSPC
<ul style="list-style-type: none">• Industrial products and vehicles procurement directorate (IPVPD)<ul style="list-style-type: none">• Light-duty and commercial vehicles procurement• Electric vehicle charging station (EVCS) procurement• Real property services – Greening Government<ul style="list-style-type: none">• EVCS for PSPC custodial properties• Green and Clean Technology Procurement

2023-24 Fleet Greening Performance





Natural Resources
Canada

Ressources naturelles
Canada

Greening Government Operations – Fleets

Canadian Institute for Procurement and Materiel Management

October 29th, 2024

Criag Miller, Sr. Program Officer
On-Road Transportation Programs

Canada

Greening Government Operations Fleets

Recapitalized in budget 2022, Greening Government Operations (GGO) Fleets assists federal organizations in meeting the targets set forth in the Greening Government Strategy by providing an expanded suite of services and technical support for the planning and deployment of zero-emission vehicles (ZEV) and charging infrastructure in Government of Canada facilities. The team works with fleet managers to find strategic and sustainable mobility solutions tailored to their operational needs.

Greening Government Strategy On-Road Fleet Targets

Conventional Fleet

- Starting in 2025, 100% of new light-duty fleet vehicle purchases will be zero-emission vehicles (ZEVs), with the objective that the government's light-duty fleet comprises 100% ZEVs by 2030
- By 2030, at least 40% of new commercial medium- and heavy-duty vehicle purchases will be ZEVs
- Fleet management will be optimized to achieve the targets, including by maintaining a long-term strategic fleet greening plan, establishing internal policies and controls to prioritize ZEVs, right-sizing fleets and vehicles, promoting energy-efficient operating practices, and applying telematics to analyze vehicle usage data and inform EV charging needs

National safety and security (NSS) fleet

- By 2030, the RCMP's NSS light-duty fleet will comprise 50% ZEVs, increasing to 100% ZEVs by 2035



Green Fleet Optimization Assessments (GFOA)

This analytical service leverages fleet vehicle telematics data to;

- 1) Determine the real-world suitability of ZEVs available to federal fleets,
- 2) Benchmark utilization data to identify underutilized assets,
- 3) Provide anticipated total cost of ownership and emissions savings, and
- 4) Identify operational redundancies through route and duty cycle optimization.

Results to date for FY24-25:

- Contract recently awarded, with first assessments slated to begin early November.



Electric Vehicle Readiness Assessments (EVRA)

These pre-design feasibility studies assess a facility's potential to accommodate electric vehicle chargers by determining the theoretical number of plug-in electric vehicles that can be supported on existing building electrical systems, and the number of charge points and charger level(s) (i.e., power output) required to accommodate a 100% ZEV scenario based on fleet composition and utilization profiles.

Results to date for FY24-25:

- 11 Assessments to be completed in FY24-25
- 4 Fleet-owning departments AAFC, DFO, DND and PC
- 490 Vehicles, 45 buildings located in Alberta, Quebec, Manitoba and Saskatchewan
- Draft reports to be delivered end October to mid-November 2024



Green Fleet Best Practices Guide

A guide to support GGO – Fleets stakeholders by providing

- 1) Guidance for decarbonizing existing internal combustion engine vehicle fleets, and
- 2) Methods for effectively managing fleets composed in part or entirely of ZEVs.

Results to date for FY24-25:

- Work underway with completed guide scheduled for delivery early January 2025.



Thank you

More information can be seen on our Federal Vehicles and Fleets webpage: <https://natural-resources.canada.ca/energy-efficiency/buildings/nrcans-greening-government-services/federal-vehicles-fleets/20053>

Email us directly:

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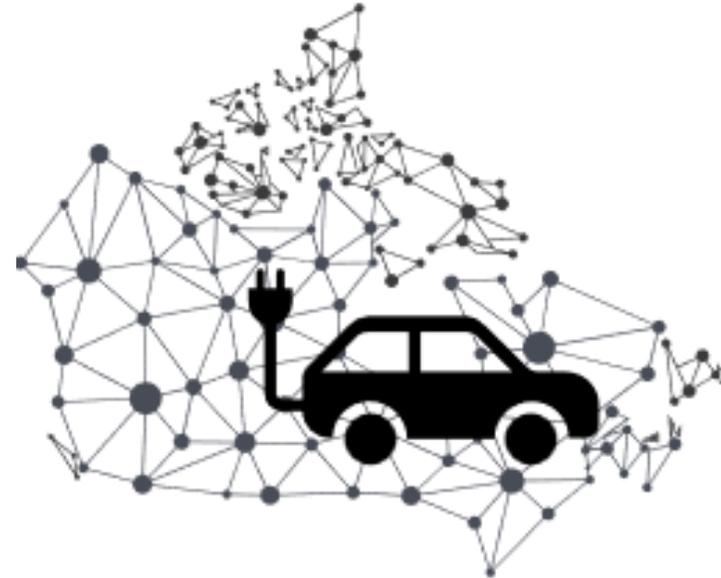
REAL PROPERTY SERVICES

Property and Facility Management Service Line

National EVCS Implementation Update

Presented by Gian Marco Iannone
Presented to CIPMM

October 29, 2024



Public Services and
Procurement Canada

Services publics et
Approvisionnement Canada

Canada

Context and Program Overview



PSPC is supporting clients with their emerging electrical fleet requirements and to accelerate their purchase of ZEVs to 100%, instead of 75% starting April 1st, 2025



Earlier this fiscal PSPC solicited all our clients for their latest fleet conversion data. These requirements were then vetted against our existing ports inventory and gathered into a National Regional Overview data table. From this fulsome report, client port demands were reviewed, revalidated and an Enterprise Solution was enabled to initiate projects.



Currently there are over 382 EVCS (496 ports) installed nationwide. The latest national overview shows that a total of 3,229 ports will be required at approx. 522 sites by 2030, which includes Crown-owned and Leased facilities - 1496 ports in Crown buildings and 1733 are in the leased facilities.

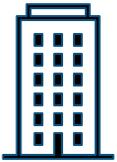


Funding



FY 2023-24 = \$1,039,252
FY 2024-25 = \$6,988,551
FY 2025-26 = \$35,792,367
FY 2026-27 = \$10,000,000

Currently the average budget per port is estimated at \$42,883. Based on existing client demand, and the current per-port estimated cost, the program forecast value per fiscal year:



Currently, only PSPC Crown-Owned assets have received funding endorsement for EVCS implementations, with the priority given to those sites with expected fleet BEV conversions by 25/26 and beyond.



Charge Back: A part of this Program, PSPC will continue to support OGDs in meeting their mandate in PSPC Crown assets. PSPC will monitor the costs associated with the installation and charging of vehicles. Clients will be consulted should alternate funding or charge back mechanisms be required.



Crown Implementation

Due to emerging and accelerated requirements, the Crown program has been divided into two **Waves** to better manage and address pressing requirements.



WAVE 1:

- Addresses the 1st confirmed and validated set of Crown Owned assets requiring EVCS to support BEV conversions. Feasibility studies at 88 Crown Assets are wrapping up and/or have progressed into the design stage.
- All 88 Crown Assets are expected to receive their requested ports installed by March 2026.
- Approx. 750 ports will be added to the inventory across the regions.

WAVE 2:

- Addresses all remaining Crown Owned assets requiring EVCS beyond next fiscal year.
- Projects for the remaining 122 Crown Assets will begin project funding governance submissions this fiscal year.
- Current projections for this wave will see an additional 520 ports to be added to the inventory across the regions by March 2027.



Lease Implementation

PSPC is not currently funded to implement EVCS in Leases.

Funding allotment mechanisms are being finalized and a National Lease Implementation strategy will get underway. Once funded, implementation will be managed in **Waves** to once again better control and address pressing requirements:

WAVE 1 will prioritize confirmed and validated BEV conversions with expected deliveries to their leases in the next fiscal year or two. Once governance approvals are received and funding is in place, negotiations, followed by feasibility Studies will proceed. Progress will ensure into design and implementation.

WAVE 2 will implement the remaining Leased sites requiring fleet EVCS.

While not recommended, OGD clients have the option to fund their EVCS projects to support any urgent needs. PSPC will assist in determining their immediate vs. long-term requirements for EVCS and will ensure prioritization of BEV vs. PHEV.



Lease Implementation

PSPC existing Leases do not currently reflect contractually binding EVCS clauses. A draft of new lease clauses for the standard lease is available for all 2025 new leasing contracts.

PSPC is working to standardize the lease implementation delivery and will share a set of baseline negotiating protocols for approaching individual lessors with Licensing Agreements to include EVCS for existing and future GOC assigned Parking Spaces. A final draft is expected within the next month.

Leased spaces will require case-by-case consideration and will greatly depend on the structure the lessors agree to implement. PSPC is assessing the various execution models and is internally adjusting its occupant framework to be agile in this regard.

PSPC will continue to monitor, explore and study the various models and opportunities. PSPC will keep the client community informed of negotiation status elements.



GC-OPRP, NMSO and Client Engagement



GC-OPRP is actively in play and affects both Crown and Leased sites. Clients and PSPC must remain engaged and continue to validate projects (in both asset types), prior to investment. Client engagement will be paramount when and as these decisions are being finalized. PSPC is analysing its client needs vs space reduction planning efforts to devise an ultimate plan that will meet both the conversion requirements as well as the Client LTAP needs. Client demand data remains PSPC's most powerful instrument.



National Master Standing Offer Request for standing offers (RFSO) for Electric Vehicle Supply Equipment (EVSE) was posted mid-September and closes November 12, 2024.



Client Engagement Client-demands continuously need to be reaffirmed or amended, with prioritization placed on client BEV fleet vehicle arrivals. Close collaboration between PSPC and federal clients is crucial in ensuring requirements are accurately captured, projects are proactively implemented, and any changes are well communicated. Failing to keep the EVCS requirements reflective of all the changes will result in inaccurate data and/or infrastructure readiness may be delayed or mis-alignment with new fleet arrivals.



Questions/Comments



Strategic Fleet Greening Plans and Consultations – What We Heard

Departments have developed Strategic Fleet Greening Plans to identify the pathway to 100% ZEVs by 2030. The plans include projections for ZEV purchases and EVCS implementation.

- Departments plan to order more than 1,000 ZEVs by 2026 and are working with PSPC to project EVCS needs.

Enabling measures:

- Utilizing telematics and improving data records to make fleet right sizing decisions and inform future purchases. Kudos to ECCC who have deployed telematics in more than 500 vehicles.

Prioritized actions:

- Prioritizing purchases where ZEVs are available and delaying vehicle replacement where they are not.
- Piloting / adopting ZEVs in northern locations closer to urban centers to gain insights on range and battery performance in cold weather (ECCC, CFIA).

Barriers / challenges identified:

- Installing EVCS in leased facilities is challenging. Some departments have as much as 30% to 95% of their fleet located in leased facilities.
- Availability of ¾ ton ZEV pickups and large trucks to meet operational requirements (e.g.: towing and payload capacity).
- Operationalizing ZEVs in northern and remote locations e.g. access to chargers and dealerships, change management.

Departments are quantifying vehicles in challenging segments/operations and engaging TBS CGG. Analysis and consultations are underway for the approach to extensions.

Extensions to the 2030 100% ZEV target

TBS CGG will put in place a separate process by spring 25 to apply for extensions to the 100% ZEV by 2030 target

- Extensions may consider specific **vehicle groups, locations** where there are no suitable ZEVs available to meet specific operational requirements and/or there is insufficient time to make the transition (e.g. if a suitable ZEV becomes available in 2028 and it is not feasible to replace all the required vehicles in a two-year period).
- Departments will have to substantiate their requests with detailed analysis that demonstrates why a vehicle is required and a ZEV is unsuitable for their needs. Some or all of the information may be publicly reported
- TBS CGG will inform departments of the extension request process and timelines in 2025-26.

Fall 2024

- Review SFGP
- Consultations largest fleet departments
- Inform fleet community
- Develop draft approach

Winter 2024
/Spring 2025

- Comments on draft approach
- Final guidance for extension requests

2026 onwards

- Applications for extension requests

All departments should be planning on transitioning 100% of their light-duty fleet to ZEVs by the end of FY 2030-31*

- As of FY 2024-25, departments still have seven fiscal years to transition to ZEVs and current market research projects that suitable ZEV options will be available to meet all of the federal fleet's needs by 2025-26 or 2026-27.
- With advanced planning, TBS CGG anticipates that departments will be able to transition their vehicles during this seven-year period.
- **Departments should explore measures to optimize the fleet size and facilitate the transition to ZEVs between now and 2030, such as:**
 - Reducing the total fleet size and right-sizing vehicles for operational needs.
 - Transitioning to vehicle types that have earlier or better ZEV availability
 - Extending the life of existing vehicles or leasing ICEV vehicles until suitable ZEVs are available

** Except for DND and RCMP national safety and security fleets which will transition on a different time frame.*

Other Updates – Accelerating Fleet Greening: EVCS and ZEVs for orders

PSPC – Electrical and Electronics Products Division - HN

PSPC, on behalf of the Government of Canada, published a Request for Standing Offers (RFSO) for the provision of Electric Vehicle Supply Equipment (EVSE) and related services on CanadaBuys on September 18, 2024. [RFSO - Electric Vehicle Supply Equipment and Related Services - Tender Notice | CanadaBuys](#). The solicitation closing date is **November 12, 2024**.

This RFSO is to establish one National Master Standing Offer (NMSO) for use by Authorized users (Federal Departments, agencies and Crown corporations, and certain Provinces and Territories, including, some Municipalities, Academic Institutions, Schools and Hospitals) across Canada.

The requirement includes the following equipment and services:

- *RE1: Electric Vehicle Supply Equipment (Level 2 and Level 3)*
- *RE2: Accessories*
- *RS1: Installation and Commissioning Services*
- *RS2: Data Management Services and Web-based Platform*
- *RS3: Extended Warranty*
- *RS4: Support and Maintenance Services*

PSPC – Vehicles and Industrial Productions Division - HP

PSPC, have released the 2024-2025 Light-duty vehicle standing offer. Important items to note below.

- 85% increase in ZEVs categories (DISOs) of available vehicles (20 to 37 year-to-year)
- 87% increase in ZEV models offered (57 models in total)
- 3 new manufacturers to this year's Government Motor Vehicle Ordering Guide

Thank you!

Helpful Links

- Federal [Greening Government site](#)
- Reporting [The Government of Canada's progress on greening procurement - Canada.ca](#)
- Internal (GoC) [Fleet - GCpedia](#)

Interdepartmental fleet working group:

- **Fleet Green Solutions Team (FGST)** - Please email Vanessa to be added to the distribution list.

Contact Info

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Annex

Greening Government Strategy Conventional Fleet commitments

(EFFECTIVE MARCH 31, 2024)

- The government will prioritize zero-emissions options for all new vehicle and mobile equipment purchases where suitable options are available and considering operational feasibility
- Starting in 2025, 100% of new light-duty fleet vehicle purchases²⁵ will be zero-emissions vehicles (ZEVs),²⁶ with the objective that the government's light-duty fleet comprises 100% ZEVs by 2030²⁷
- By 2030, at least 40% of new commercial medium- and heavy-duty vehicle purchases will be ZEVs²⁸
- Fleet management will be optimized to achieve the targets, including by maintaining a long-term strategic fleet greening plan, establishing internal policies and controls to prioritize ZEVs, right-sizing fleets and vehicles, promoting energy-efficient operating practices, and applying telematics to analyze vehicle usage data and inform EV charging needs

Footnotes:

25 – As defined in Treasury Board of Canada Secretariat guidance, where one or more suitable options per vehicle group are available and considers operational feasibility. Until 2025, at least 75% of new purchases must be ZEVs or hybrids.

26 – ZEVs include battery electric, plug-in hybrid and hydrogen fuel cell vehicles

27 – Where necessary, the Treasury Board of Canada Secretariat may provide extensions for particular vehicle groups or locations where there are no suitable ZEV options available that meet operational requirements. The purchase and fleet composition targets do not apply to on-road vehicles in the National Safety and Security Fleet (NSSF).

28 - As defined in Treasury Board of Canada Secretariat guidance, where one or more suitable options per vehicle group are available and considers operational feasibility. Low-carbon fuel options should be explored for medium- and heavy-duty vehicles where ZEV options are not available or operationally suitable.

Greening Government Strategy Conventional Fleet commitments

(EFFECTIVE MARCH 31, 2024)

- All new buildings and major retrofits incorporating parking facilities for federal fleet vehicles must include provisions for electric vehicle (EV) readiness¹²
- By 2025, new leases and lease renewals where there are significant federal fleet operations must provide EV charging capacity

Footnotes:

12 – EV-ready facilities are ready to support the charging needs of a 100% zero-emission vehicle (ZEV) fleet through a combination of EV-ready on-site fleet parking and off-site charging services. EV-ready parking features rough-in for charging infrastructure to allow the installation of EV chargers as needs increase.