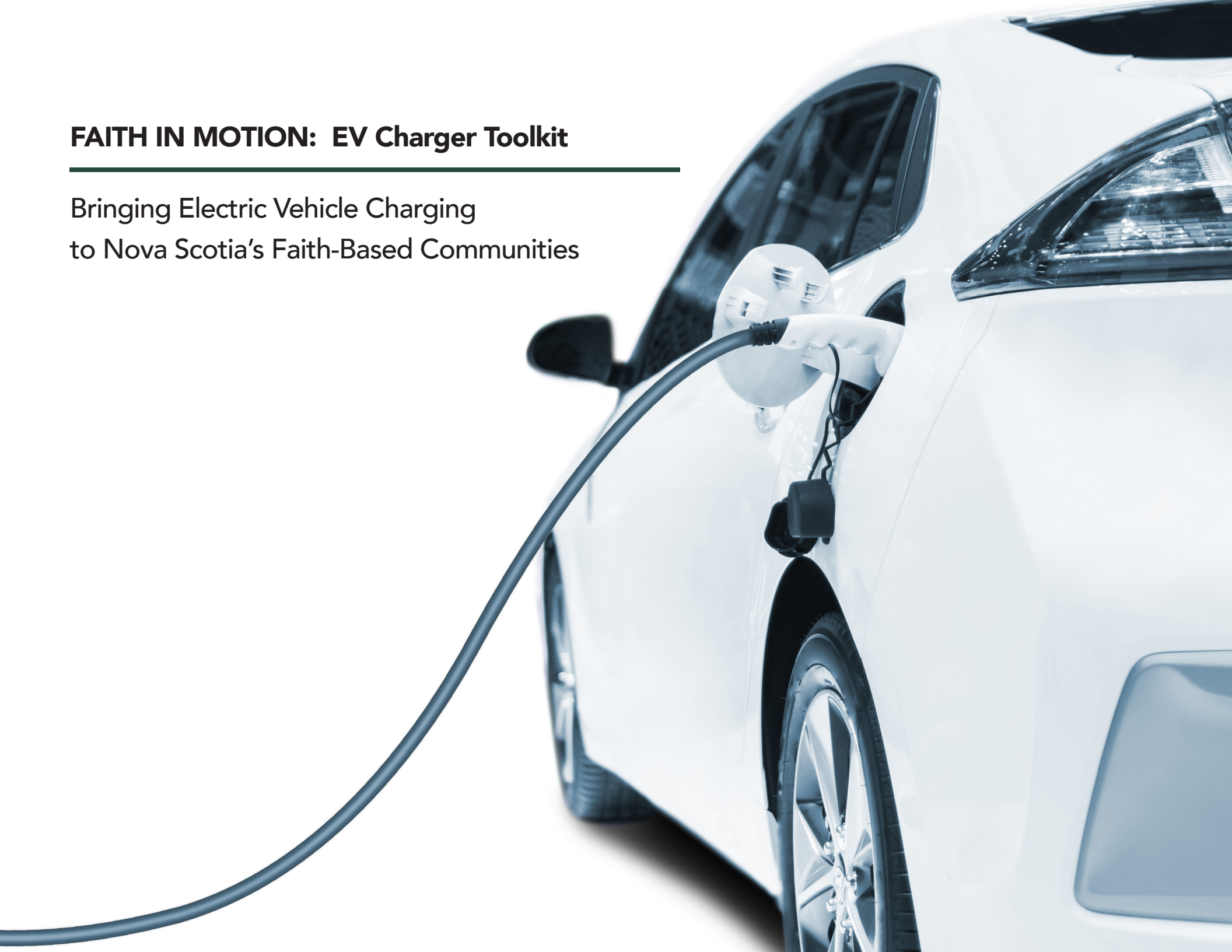
FAITH IN MOTION: EV Charger Toolkit

Bringing Electric Vehicle Charging
to Nova Scotia's Faith-Based Communities



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SECTION 1:
INTRODUCTION & ENGAGEMENT

1. 1 Faith in Motion:
Introduction to the toolkit

Faith organizations in Nova Scotia play a vital role in demonstrating climate leadership. Places of worship are community hubs that provide ideal locations for EV charging stations. Installing an EV charger in your faith building parking lot will create a robust charging network minimizing EV driver's range anxiety, reduce GHGs, and promote cleaner transportation in Nova Scotia.

Our Faith in Motion toolkit builds upon feedback from previous community engagement workshops led by the Anglican Diocese and funded by the Low Carbon Communities Program. Of the faith groups we spoke with, many are geographically central to their communities and most of their faith buildings have existing electrical capacity paired with underutilized parking lots. These factors create a unique opportunity for places of worship to serve members of their faith community and the broader public, providing practical charging access while living out the value of caring for creation.

But here's the reality: installing EV chargers can feel complex. Questions about cost, technical requirements, funding, and operations can be overwhelming. That's where Navigate Energy and this toolkit come in, providing you with a clear roadmap to make informed decisions on EV charging investments.

The Faith in Motion Toolkit walks you through every step of the journey from learning if your parking lot is a viable site, types of EV chargers and ownership models, to what's involved in installing an EV charging station, funding, and additional resources.

Inside this toolkit you'll find:

- **A clear roadmap** - Guidance from idea to a working charger in your parking lot
- **Easy checklists and tools** - Plain-language resources to help you make decisions about technology and installation
- **Funding and rebate directory** - Up-to-date information to help make your project affordable
- **Real-life examples** - Stories from other faith communities who have already taken this step
- **Confidence and clarity** - Answers to common questions, so you can move forward with knowledge and peace of mind

We'll help you every step of the way, so your community of faith can focus on your mission, not the technical details. We'll connect you to grants, rebates, and funding opportunities that can cover a significant portion of the cost, like setting charging fees, so you can at least break even.

Many faith groups installing a few chargers will add hundreds of EV chargers to Nova Scotia's EV charging network.

BUCKLE UP FOR A FUN ADVENTURE!

Spiritual Coalition on Climate Action in Nova Scotia

Diocesan Environment Network

Ecology Action Centre

Navigate Energy

1.2 Land Acknowledgment

The land and water that surrounds us is part of who we are; it reflects our histories.

We are in Mi'kma'ki, the ancestral, unceded, and unsurrendered territory of the Mi'kmaq. Indigenous people from other Native nations also reside in Mi'kma'ki and have made innumerable contributions to our region. In Mi'kma'ki, caring for the gifts of Mother Earth is both a spiritual and communal act. The rivers, forests, and coasts are sacred — they hold stories, teachings, and responsibilities. "Following the teachings of Netukulink, and with respect for the terms of our treaties we recognize our shared duty to live in the right relationship with the natural world and with one another."

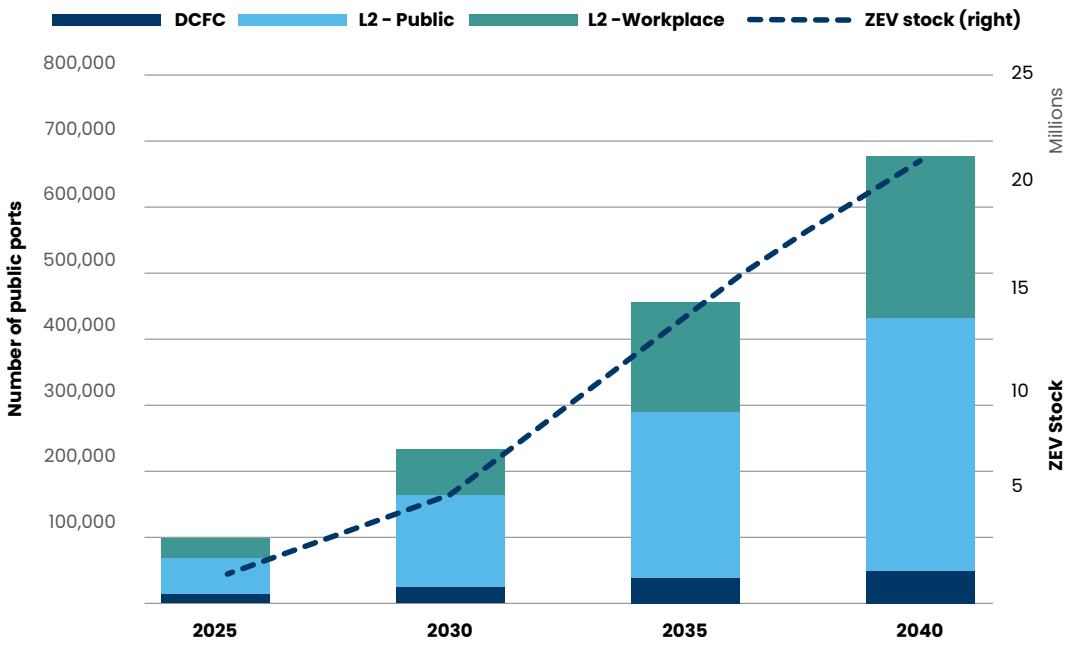
We are grateful to live in this place that has been home to L'nu'k since time immemorial. We honor past, present, and future traditional knowledge keepers.

We honor and support Indigenous sovereignty and the Peace and Friendship Treaties that bind us all in relationship. We are committed to upholding our responsibilities as Treaty people and to work toward decolonization and environmental justice. We need to protect and honor the history and people of these places and to celebrate Indigenous people.

We recognize that African Nova Scotians are a distinct people whose histories, legacies and contributions have enriched that part of Mi'kma'ki known as Nova Scotia for over 400 years.

1.3 **Driving Local Impact:** How EVs Benefit Our Communities

By installing EV chargers, faith communities can make a real and lasting difference for their neighbourhoods and for our shared environment. Providing EV charging at your place of worship is a practical way to put faith into action—helping reduce pollution, making cleaner transportation more accessible, and welcoming new people to your community. As more Nova Scotians consider electric vehicles, faith buildings can play a key role in supporting this transition and demonstrate what it means to care for creation in everyday life.



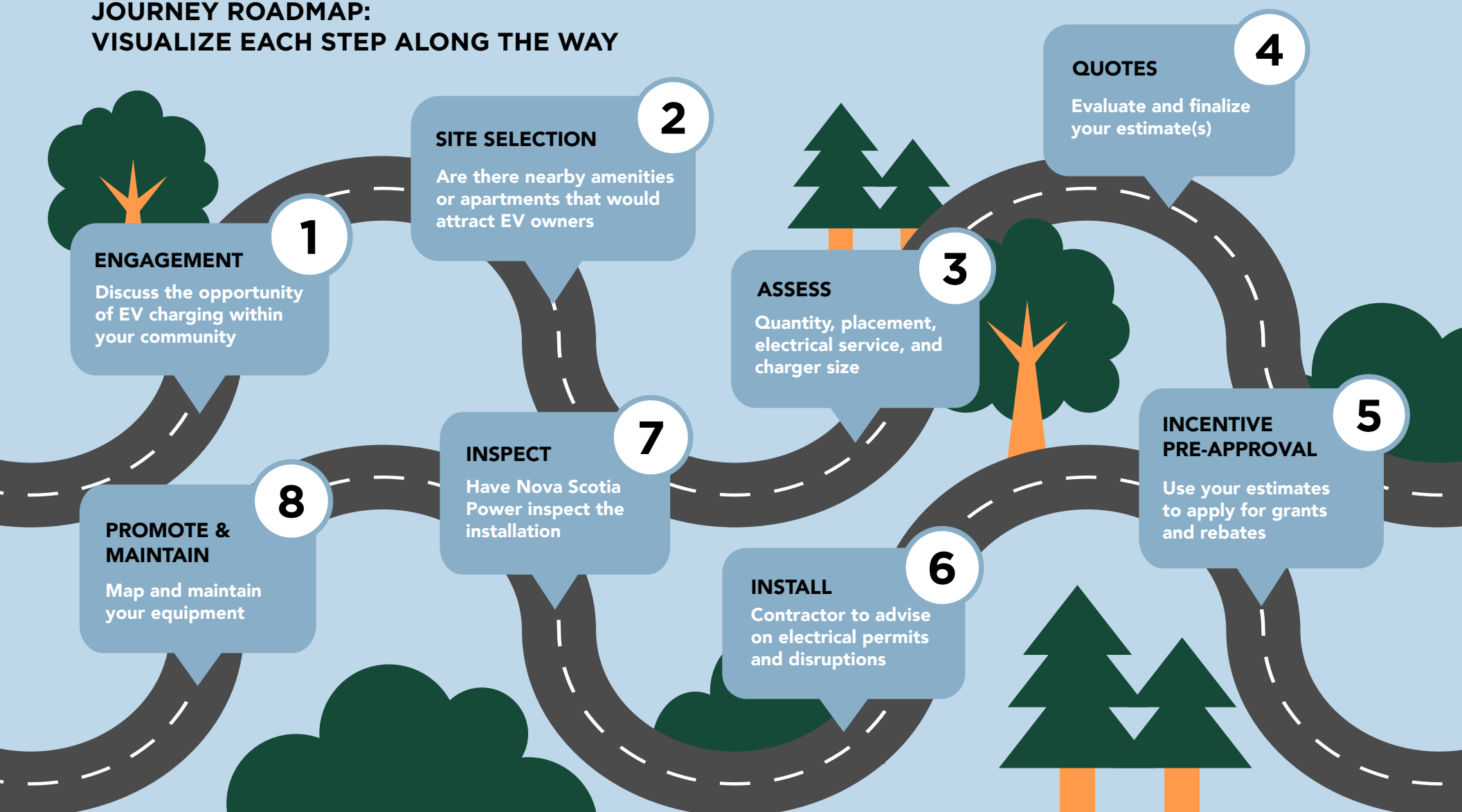
EV charging at faith buildings can:

- Welcome visitors and neighbours by making your site a destination
- Encourage cleaner transportation choices by easing access to EVs
- Improve local air quality and reduce greenhouse gas emissions
- Demonstrate visible leadership in environmental stewardship
- Support Nova Scotia's progress toward a cleaner, more sustainable future

*There are over **700** faith buildings in Nova Scotia, with one or more in nearly every community.*

SECTION 2:
ROADMAPS & TOOLS

JOURNEY ROADMAP:
VISUALIZE EACH STEP ALONG THE WAY



2.2 **Self Assessment Questionnaire:** Are You Ready for EV Charging?

Below is a table listing some important starting questions for your faith group to discuss before installing EV chargers. Take time to answer these questions as a team and organize your project before contracting your electrical contractor.

QUESTION	ANSWER	PROCEED	INVESTIGATE	CAUTION
What is motivating your faith organization towards an EV Charger installation?	☐ Community Leadership/giving back to the community ☐ Environment stewardship ☐ Potential revenue streams ☐ Other	N/A	N/A	N/A
Do you have the ability to afford this project with the help of grants and rebates?	Yes Depends on funding support No	It shows readiness, and moves with the rebate application & next steps.	Identify a starting budget to understand potential funding gaps.	Explore funding support through the grants and rebates section on page 14.
Who is already on board? Who do you need to convince?	Community and decision makers One group No group	Your faith community and leaders are in agreement.	Engage those who have yet to be engaged.	Start a dialog with your community and faith leaders.
Are there nearby amenities or apartment buildings that would bring people from outside the congregation to use the parking lot?	Yes - Plenty Yes - Some No	Plenty of nearby amenities will help increase the daily use of your chargers.	Some nearby amenities or apartments without chargers will help attract users outside of your organization.	There is a risk that the chargers will only be used by your immediate community and may not be profitable enough to break even until EV demand increases.

2.3 Physical Site Assessment

The next step is to assess your location to learn if it is a good position for EV Charging, and to learn what your needs are. The checklists on the following pages will walk you through a series of questions for parking, electrical, and building requirements. Answering these questions will help you identify what is already in place and what may need upgrading. It can be helpful to create a map of the building and parking lot, take photos of the electrical panel, ideal location of chargers and parking spaces, where the electrical wires could run, etc. EV Chargers can be integrated with a streetlamp pole, others come with canopies to accommodate 8-10 parking spaces.

Parking Lot Assessment

QUESTION	ANSWER	PROCEED	INVESTIGATE	CAUTION
Is there parking available at the building?	Large & accessible Small area No Parking	Plenty of room to install 3 or more chargers.	Feasible for 1-2 chargers as per the location.	Collaborate with the nearby businesses or non-profits to install a charger there instead.
Is the land owned by the faith group (or permission granted by the owner)?	Yes, direct ownership Yes, but needs permission Not owned	Proceed as planned.	Secure permission to proceed as planned.	You will need written permission from the property owner to secure permits and approvals.
Are parking spaces available within 10 feet of the church walls?	Yes No, but other solid surfaces exist No, would require pedestal mounts	Affordable to proceed.	Avoid trenching the electrical to other solid surfaces if possible.	Anticipate higher installation costs for the trenching and pedestal mounts.
Year-round access or seasonal closures to parking?	Parking is accessible year-round Parking closes seasonally Parking is not accessible outside of business hours	Year-round use will increase the number of users and in-use time.	Likely to reduce users due to unexpected lot closures.	Will deter outside, community users but viable for the faith community members.

Electrical Room & Panel Assessment

QUESTION	ANSWER	PROCEED	INVESTIGATE	CAUTION
What is the building's current electrical service?	400Amp 200Amp 100Amp or less	Feasible for all levels of chargers.	Likely feasible, but confirm the remaining electrical capacity with an electrician.	A service upgrade may be required.
Where is the electrical panel in relation to the proposed charging spaces?	Within 200 feet 200-400 feet Over 400 feet	Labour and materials for the electrical run will be affordable.	Anticipate slightly higher installation costs due to the distance of the electrical run.	Budget for higher installation costs and avoid burying lines if possible because longer electrical runs require more materials.
Does your electrical panel use fuses or breakers?	Breakers Fuses	Ready for installation.	N/A	Consult with electrician.

Internet Access Assessment

QUESTION	ANSWER	PROCEED	INVESTIGATE	CAUTION
Is reliable internet access available at the proposed EV Charger locations?	What is the building's current electrical service?	Feasible for all levels of chargers.	Likely feasible, but confirm the remaining electrical capacity with an electrician.	A service upgrade may be required.

2.4 Is Your Church Ready for an EV Charger?

This flow helps you decide, step-by-step, if installing a car charger is a good idea right now.

		IF THE ANSWER IS NO
PHASE 1: SUPPORT AND INTEREST		
1. The leaders agree?	Do your church leaders (Pastor, Board, Council) want the EV charger?	**Stop and Talk:** You need to get everyone on board first.
2. Do we need it?	Do members or neighbours own electric cars and want a place to charge?	**Stop and Ask**: Find out if people actually need or will use the charger.
PHASE 2: THE BUILDING AND POWER		
3. Do we own the spot?	Does the church own the land where the parking is, and is there space?	**Stop:** If you don't own the spot, you can't install a permanent charger.
4. Is the power strong enough?	Is your church's main electrical panel big enough to handle the new charger without overloading?	**Action:** Call an electrician to check the power and see if it needs an upgrade.
5. Is the panel close?	Is the main electrical panel ocated near the parking spots where the charger will go?	**Be Aware:** If it's far away (eg., across the property), the cost will be much higher for digging trenches.
PHASE 3: INTERNET AND MONEY		
6. Do we have good internet?	Do you have reliable Wi-Fi or internet where the charger will be? (Chargers need internet to take payments and send updates.)	**Action:** Without internet, you might need to request a charger with 4G connections.
7. Do we have the money?	Have you secured all the funds needed, including grants, rebates, or money raised by the church?	**Focus:** Put all efforts into fundraising and applying for government help (rebates).

IF YOU ANSWER YES OR CONFIRM THE FEASIBILITY FOR ALLL SEVEN QUESTIONS, YOU ARE READY TO INSTALL!

SECTION 3:
ASSESSING YOUR NEEDS

3.1 Charging as Simple as 1-2-3

There are three common types of EV chargers, which range from Level 1 to Level 3. The level references the size and speed of the charger you'll be using with Level 1 chargers being the slowest of the group, and Level 3 offering "fast" charging. Level 2 chargers are the most common for fixed-in-place charging, and suited for the majority of faith buildings.

EV Charger Options

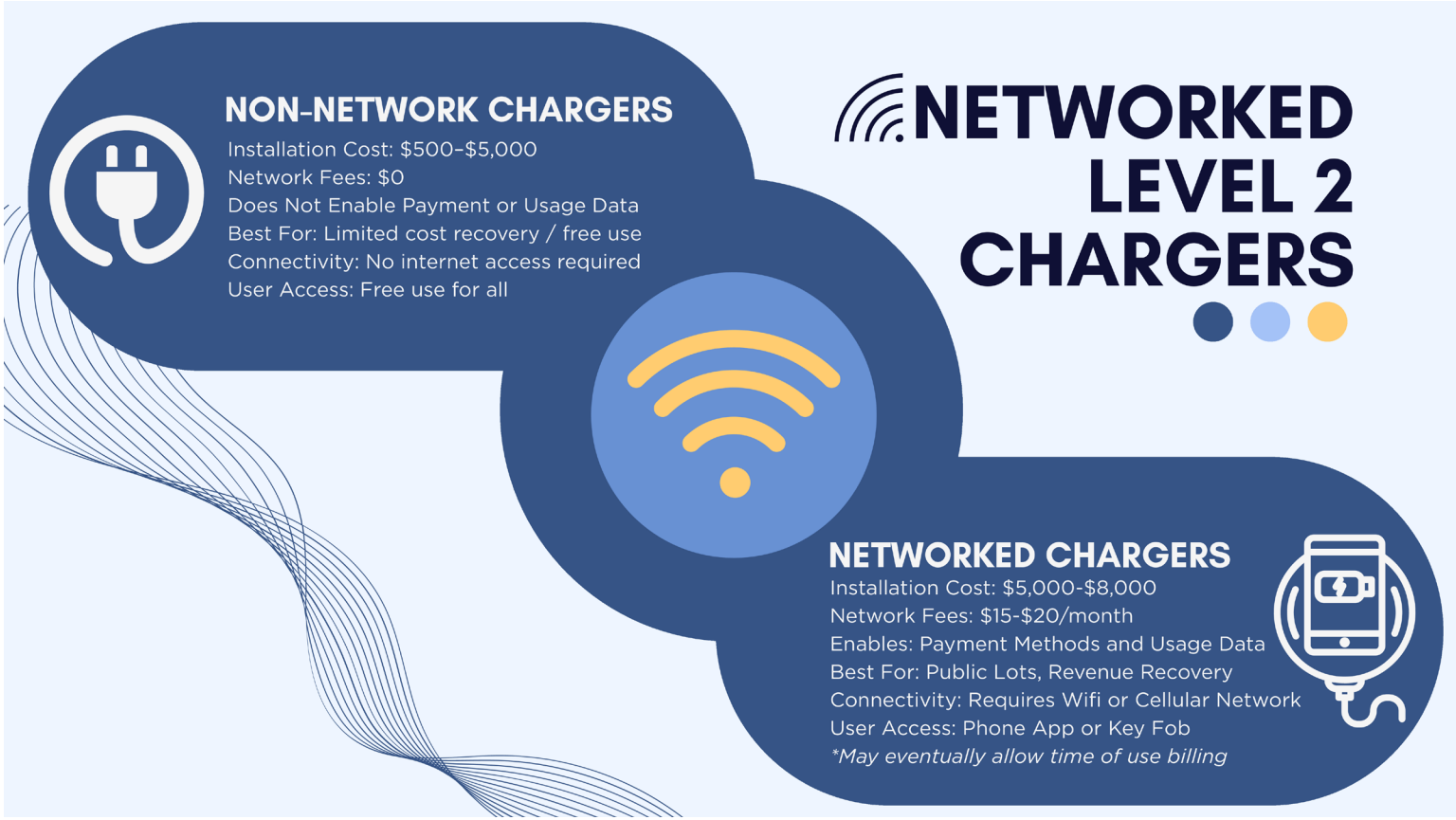
CHARGER TYPE	CHARGING TIME	POWER SOURCE	BEST FOR	EXAMPLE LOCATIONS
Level 1 **Slow Charging**	8-20 hours Full Charge	Standard household outlet	Home charging Overnight use	Home Apartments with outlets
Level 2 **Faster Charging**	4-8 hours Full Charge	Requires a dedicated circuit	Dailing charging at home or public stations	Homes Public parking lots Workplace
Level 3 **Fastest Charging**	30-60 mins 80% charge	High-power electricity grid	Long road trips Quick top-ups	Highway rest stops Shopping malls Public charging hubs

**Speeds shown are based on typical available ranges. Actual charging time can vary depending on vehicle type, battery size, and driving habits (e.g., highway vs. city driving).*

3.2 Open Charge Point Protocol (OCPP)

The Open Charge Point Protocol (OCPP) is an international standard that allows a physical charger to work with any network provider. In essence, it prevents you from having to lock into a hardware and software combination, providing owners with the flexibility to change their network provider if they're unhappy with their service. We recommend organizations scope OCPP-compliant chargers to future-proof service provider relationships.

Networked vs. Non-networked chargers



3.3 **Financial Incentives:** Grants and Rebates

Some faith communities may have the resources to install EV chargers without significant financial support. For others, there are a variety of grants, rebates, and funding programs available to help make installing EV Chargers more affordable. In some cases, faith organizations may decide to work together to secure bulk pricing rates from contractors. The chart below highlights key funding opportunities to help you get started and make the most of available support.

SOURCE	FUNDING*	MORE DETAILS	WEBSITE
Zero Emission Vehicle Infrastructure Program	50%, up to $5,000 per charger for Level 2 chargers 50%, up to $75,000 for Level 3 chargers	Rebate on the purchase of Level 2 and Level 3 EV chargers Visit Pollution **Probe for NS** and PEI installs until March 2026 Federal funding to change in 2026.	**https:www.pollutionprobe.org/charged/**
Sustainable Communities Challenge Fund	60%-80% of total project costs between $75,000 - $1,000,000	Annual grant to install new and creative climate mitigation projects Visit **NSFM** for full details	**https:nschallengefund.ca**
Low Carbon Communities	75% of total project costs, up to $75,000	Annual grant to explore or promote clean transportation projects Visit **LCC** for full details	**https:novascotia.ca/low-carbon-communities/**

**Please note that grants and rebates are subject to change without notice. It is recommended that you reach out to your provincial government and utility to confirm what funding is available at the time of installation.*

3.4 Ownership & Operations Models

There are two common ownership and operation models for EV charging. These models balance cost, control, and risk differently. Understanding their trade-offs is critical for planning sustainable EV infrastructure. Vertically Integrated Model and the other one is a third party provider known as Hybrid (Decoupled) Model with Revenue Sharing.

OWNERSHIP & OPERATION MODELS	WHAT IT MEANS FOR YOU	WHAT YOU GET
Traditional Owner/Operator: Traditional approach where the property owner buys, installs, and maintains their own equipment Some providers may offer an option of lease-to-own, allowing owners to pay for their upgrades over time	• You buy/install and run the chargers • You set prices, maintain them, and control usage • All revenue stays with you	• Full control over pricing, maintenance, and usage • Revenue retained by the organization
3rd Party Charging as a Service: A separate provider leases the parking space, installing and maintaining their equipment at your site	• You provide the parking location • A third-party provider buys/installs, maintains, charges users • You get a small share of revenue	• Less control over pricing, maintenance, and usage Less upfront cost / investment • Lower operational burden • Can be faster to deploy and scale

**Service companies may use different names for their service models, but in practice, most fall somewhere between Model 1 and Model 2 as outlined in the table above.*

SECTION 4:
BRINGING IT ALL TOGETHER

4.1 Engaging with Contractors on Project Quotes

CONGRATULATIONS!

At this point you have completed an assessment of the property and you have spoken with decision-makers to determine that there's interest in implementing EV chargers. Next we suggest you look at contractors, make a list of questions to ask them, funders, and EV charger providers.

4.2 Contacts You Will Need for Your Project

Required For Owner/Operator Model

ELECTRICAL CONTRACTOR

All red-seal electricians are licensed to install electric vehicle chargers. Some are more experienced than others.

Good electrical contractors will:

- Be able to advise you on the EV chargers that they are familiar with using and installing
- Discuss current charging needs and plans to expand the number of chargers at a later date
- Confirm available electrical capacity and propose a charging solution for your needs
- Coordinate general contractors if trenching and/or pedestal mounting is required

- Coordinate the full installation process, including permitting, infrastructure upgrades, core drilling (if needed), installing and testing of your chargers
- They may guide you through product features such as load management capabilities that allow you to limit electricity use or install multiple chargers on a single run
- They may or may not help you set up the connection to your charger's payment platform

NETWORK AND PAYMENT PROVIDER

Once you've installed your network charger, it'll be connected to a software and payment platform for you to review and manage the charger's access, usage, and revenues. Depending on the software provider, payments will be made to owners on a monthly or quarterly basis. The network provider may also help with system troubleshooting or maintenance notifications.

NS POWER OR YOUR MUNICIPAL ELECTRIC UTILITY PROVIDER (handled by your electrician)

Your electric utility wants to know that you're adding electric vehicle charging to your building and will require electrical permits for most EV charging stations. In most cases, your electrician will handle notifying the utility and pulling permits as long as you request it.

Required For Charging as a Service Model

3RD PARTY CHARGING AS A SERVICE PROVIDER

If you're looking to pursue the charging as a service ownership model, reach out to the service provider to discuss your project. Because they're sharing in the risk and reward, they'll want to perform their own assessment of the site (usually over the phone and with a local electrician). If accepted, they'll coordinate the entire installation process and payment platform. It's best practice to confirm that they are pulling permits for the work and if possible, using local electricians for the installation.

4.3 Additional Supports

Local Electric Vehicle Groups and Advocacy

If you're trying to persuade your community, reach out to local EV advocacy groups like EVAAC and NextRide for opportunities to discuss local support or arrange a few EV test drives. An EV advocacy group may supply information and consultation, and often offer memberships and community activities and events.

Electric Vehicle Supply Equipment Retailer

An electric vehicle supply equipment (EVSE) retailers offer hardware and/or software solutions for electric vehicle chargers and other supply equipment. An electrical contractor will determine when EV supply equipment is necessary. An electrical contractor will contact the EVSEt Retailer to provide the charging and/or other electric vehicle supply equipment.

Electrical Engineering Consultant

An electrical engineer can assist you in planning out larger EV charging projects, assessing capacity requirements of your space, and designing more complex systems. They can prepare technical feasibility studies, preliminary and final plans and designs, and inspection and evaluation of electrical engineering projects.

4.4 After You Buy: Ownership and Maintenance

Most organizations are excited to get started with their installation, but it's important to remember that providing EV chargers includes the long-term ownership of the infrastructure. Things to consider are:

Monthly Subscription Costs

Networked chargers often require software subscriptions. Subscription fees usually range from $15-30 per charger, per month and may also include a percentage of transaction processing fees.

NETWORKED CHARGING ALLOWS FOR:

- **Controlled Access:** Requiring payment or membership to access the charger
- **User Payments:** Allowing the user to pay with cards or through an app
- **Fee-based Charging:** Create fee structures that allow owners to recoup costs

FEE-STRUCTURES VARY ACROSS THE PROVINCE BUT MOST PLATFORMS ALLOW SITE OWNERS TO SELECT:

- **Time-based Fee:** Charge per amount of time spent plugged in
- **Usage-based Fee:** The amount of energy consumed while charging
- **Combination Pricing:** The above options to bill for usage and penalize long-term staysa fee based on the rate of charging (kilowatt-hours or kWh)

Maximize the Service Time of Your Charger

- Expect to **monitor charger performance** via dashboards or alerts.
- **Dashboards:** An online dashboard will be created with your software provider, allowing you to visualize charger performance in real-time, showing key metrics and identifying trends.
- **Alerts:** Set up automated alerts that trigger when performance deviates from acceptable levels, such as sudden decreases in uptime.
- Encourage users to report any issues to you or your network provider.
- **Best practice:** have a service agreement with your electrician or service provider for maintenance and to guarantee response times.
- **Define Response Times:** Work with your provider or maintenance contractor to define guaranteed response and resolution times for different types of issues.
- **Ensure Accountability:** An service agreement creates a formal agreement with clear expectations and penalties for non-compliance, ensuring your maintenance contractor takes prompt action.

Regular Maintenance Checklist

- **Physical checks**: Visually inspect cables and ports, check for wear/tear, tidy the space.
- **Electrical checks:** Ensure wiring and grounding remain intact, especially in harsh climates.
- **Firmware/software updates:** These will be installed automatically on networked chargers.
- **Frequency:** Light inspection quarterly and cleaning the port, full preventive maintenance annually.
- **User Awareness:** Safety signage + QR code linking to how-to videos and reporting issues.
- **Winter Maintenance:** Ensure that the spaces beside the chargers are shovelled by hand and snow removal services are aware of charger locations.

Best Practices to Extend the Life of Your Charger

TASK	TIME TO CHARGE	DESCRIPTION	ESTIMATED COST**
Tidy charging area	Weekly	Custodian/Groundskeeper	Remove debris, waste or dead leaves. Ensure signage and paint remain visible.
Inspect cables and connectors	Weekly	Facilities Volunteer/Maintenance Staff	Check for wear, cracks, or vandalism. Replace if damaged.
Check charger dashboard	Monthly	Administrator/Office Staff	Log into your network platform to view usage, consumption, user, and payment information.
User feedback review	Quarterly	Administrator/Office staff	Collect and share user comments or support calls; identify recurring issues.
Snow and ice removal Administrator/Office staff	Seasonal (winter months)	Groundskeeper/Volunteers	Prioritize access for accessibility users; clear both cable reach and parking zones, or hire on demand snow removal service.
Insurance and warranty check	Annual	Treasurer / Administrator	Verify warranties remain active and the insurer has updated site details.
Signage and paint refresh	~2 years	Facilities/Volunteers	Repaint EV markings and refresh any worn or faded signage.
Electrical inspection	1-2 years	Licensed electrician	Test grounding, breakers, and surge protection. Review load balance.
Firmware and software updates (networked chargers)	As needed	Charger network provider	Networked chargers update automatically. For offline units, you will need to request manual updates.

4.5 Safety (Standards & Certifications)

- **Chargers must comply with CSA/UL standards in Canada.**
  - **Chargers & EV equipment must meet recognized standards (e.g. CSA / Canadian Electrical Code, CSA TS-802, CAN/CSA C22.2, IEC standards)**
  - Certification marks/labels from accredited agencies
  - Use only approved equipment, that is labelled clearly

- **Ensure ground fault detection, overcurrent protection, and surge protection are active and tested.**
  - Prevent electrical hazards: Charging stations involve high-voltage equipment, which can pose serious risks such as electric shocks and fires
  - Regular maintenance, proper grounding, and using high-quality charging units with built-in safety features help minimize these risks

- **Keep the area well-lit, signage visible, and the charging zone free from obstructions.**
  - Providing clear, easily visible instructions at charging stations is essential to ensure that users understand how to safely use the equipment
  - Signage should indicate correct plug usage, safety precautions, and emergency shutdown procedures. This helps reduce human error and ensures that users are aware of how to operate the chargers safely
  - Station placement: Locate charging stations in areas with high pedestrian and/or vehicular traffic with open lines of sight to provide natural surveillance. Avoid placing EV charging stations behind a building or in a location without high visibility. Also consider locating charging stations under a canopy structure to provide coverage when charging during adverse weather, such as heavy rain or snow
  - Coastal/rural areas: anti-corrosion coatings, insect/pest prevention
  - Cleanliness: Keep the site clean and reduce trash around the EV charging station site. In addition to being unsightly, trash can attract wildlife, creating an unsafe user experience
  - Fencing around electrical equipment: Help keep unauthorized individuals away from the electrical infrastructure that supports the EV charging stations (e.g., transformers, switch gear service panels) by adding fencing with a locked access to provide a deterrence

4.6 Installation Companies

EQUIPMENT PROVIDERS / INSTALLERS (NOVA SCOTIA BASED)

COMPANY NAME	WEBSITE	PHONE
Molen Services Ltd.	molenservices.com	(902) 719-6845
Shines Energy	shinesenergy.com	(902) 461-0600
1st Electric Inc.	1stelectric.ca	(902) 240-9636
Pinpoint Electric Ltd.	pinpointelectricns.net	(902) 209-7072
Newman Electric	newmanelectric.ca	(902) 453-1617
Highmark Power	highmarkpower.com	(902) 812-7009
Henderson Electrical Installations Ltd.	www.hendersonelectrical.ca	(902) 403-3504

CHARGING SERVICE PROVIDERS (NOVA SCOTIA & CANADA BASED)

COMPANY NAME	WEBSITE	PHONE
SWTCH Energy	swtchenergy.com	+1-437-453-2090
ChargeLab	chargelab.co	(714) 251-3637
Swift Charge	swiftcharge.io	+1 (888) 308-5820
Electric Avenue	goelectricave.co	1-888-353-2283 ext. 1

Disclaimer: The mention of open network providers (e.g., SWTCH, ChargeLab, Swift, and Electric Avenue) is for informational purposes only. These providers operate on the Open Charge Point Protocol (OCPP), allowing charger owners to switch service providers without changing hardware.

SECTION 5:
FAQS & RESOURCES

Q: What is the value of installing a Level 2 or 3 charger at our faith building? Would there be a financial argument for such an installation, beyond the ecological imperative?

A: *While a level 2 or level 3 charger may not see heavy usage by faith community members today, it could be used to generate revenue through charging fees for public users. Additionally, there may be opportunities to offset the total installation costs. Typically, level 2 chargers are an investment faith groups would be able to afford.*

Q: What does it cost to charge an EV?

A: *Using a private Level 2 charger the cost is approx $4 for every 100 km driven. Charging 101 - EV Assist*

Q: Who pays for the power?

A: *EV Charger usage is billed to the main electrical panel account owner. For non-networked systems: use a lockbox so only designated people can use the charger, otherwise anyone can use it and you will be billed. At locations with networked chargers designated users have a key fob or members of the public use an app to pay.*
The average size of an EV battery is about 60 kWh and will cost about $10 to charge overnight at home if you are filling up from a low battery. Public Level 2 charging stations may require a small fee per hour or be free. Currently, Level 3 charging stations range between $15 per hour for a 50 kW charger, to $45 per hour for a 175 kW charger in Nova Scotia. These stations typically charge per minute, so you are only billed for the amount of time used.

Q: What if we only have a small parking lot? Can we collaborate with nearby buildings?

A: If you have limited parking, we encourage you to work with neighbouring organizations or businesses for a shared EV Charger. Partnering with nearby businesses can improve site value.

Q: Could you add EV chargers to small ministry retirement homes for public use?

A: *Discuss this with your electrician so they can assess the site. It may be possible to daisy-chain EV Charger in the future.*

Q: What is the charger cord length?

A: *Typically 5m is standard, some offer 7m cables.*

Q: Who clears snow around chargers?

A: *Snow removal will need to include light shoveling near the charger for accessibility.*

Q: Are warranties included?

A: *Most chargers offer 1-3 years product warranty; extended options available. 5 yr parts and labour warranty for units owned outright.*

Q: Are there vandalism risks?

A: *Notify insurance companies that an EV Charger is being added to the building. There are a few ways to deter vandals by using lock boxes etc. Most vandals are interested in the cables as a source of copper.*

Q: What are the fees for network charging companies?

A: *Typical fees range from $15-$30/charger per month, and may include an additional payment processing fee as a percentage of charger revenues.*

Q: Are there non-profit rates or discounts for multiple sites?

A: *You might be able to get pricing discounts within HRM, especially if using the same electrician and/or purchasing one make and model of EV charging station. Discounted rates are generally considered on a case-by case basis.*

5.1 Resources

- Zero Emission Vehicle Infrastructure Program (ZEVIP)
- EV Assist Nova Scotia
- Nova Scotia Power - Electric Vehicles
- Efficiency Trade Network Nova Scotia - Find a Contractor
- Next Ride Nova Scotia
- Nova Scotia - Sustainable Development Goals Act

5.2 Acknowledgements

This toolkit was made with the support of the following partners:

- Diocesan Environment Network (DEN) Diocese of Nova Scotia and PEI – Project sponsor and joint oversight committee to guide project direction, goals, messaging, community outreach, and transparent release of funds. DEN explores opportunities to explore and support faith communities on environmental initiatives.
- Navigate Energy – Hand-in-hand project management support for organizations looking to pursue clean energy projects at scale. Experience aggregating and securing buy-in of EV chargers and EV Ready Plans across multiple condo buildings.
- Ecology Action Centre – Member-based environmental charity tasked with taking leadership on environmental issues, including identifying and overcoming barriers to decarbonize the NS transportation sector.
- Molen Energy Services – Electrical contractor with experience installing level 2 and 3 chargers for apartments, condos, and commercial fleets.

5.3 Contact Information

Thank you for your interest in supporting climate leadership through your faith group! You are helping to create a robust charging network, reduce GHGs, and promote cleaner transportation in Nova Scotia. We'd love to hear about your journey.

You're welcome to contact us with any questions or if you need further clarification.
EVCharging@NavigateEnergy.ca

Navigate Energy

We wish you all the best on your EV Charging journey.