

# Electric Vehicle Fleet Survey Results

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## Executive Summary

An online survey was sent to over 100 diverse fleet operators across Canada to gain insights into their electrification needs, plans and concerns. A total of 18 survey responses were received. Although the response rate was low, the results demonstrate that many fleet operators are actively working towards or planning to electrify at least a portion of their fleets. Operational and financial barriers to fleet electrification remain, and improved access to publicly available charging infrastructure as well as new third party options with extensive parking such as those proposed by BC colleges and universities could help to overcome these challenges. These results will inform a business case aimed at expanding publicly accessible, overnight charging solutions on university and college campuses, and plans for Vehicle-to-Grid (V2G).

## Methodology and Objectives

Foresight Canada is leading a joint initiative to help shape fleet electrification in Canada, including facilitating two working groups: the Vehicle-to-Everything (V2X) and the BC Electric Vehicle (EV) Charging Alliance. Members include a network of universities and colleges that are working to use their facilities to expand public charging access. This work and the working groups are supported by BC Hydro. The online survey was conducted to gain insights into the needs of fleet operators in Canada, informing the development of business cases with the aim of:

- Building publicly accessible, overnight charging solutions at university and college campuses for commercial and municipal fleets.
- Building a province-wide V2X network that lets EVs earn revenue.

The survey was open from October 7, 2025 to December 19, 2025 and was sent to 111 organizations representing a range of fleet operators from different sectors. The types of organizations targeted included logistics companies, food and beverage distributors, airport operators, shipping companies, public transit operators, ride-sharing companies, municipalities, public sector entities, trades, and movie production companies. A total of 18 survey responses were received. Despite direct follow-up, challenges arose in increasing the survey response rate. However, a representative mix of companies did respond (some selected more than one industry type):

- Bulk Transportation (Forestry, Mining, Environmental Products, and Oil and Gas) (1)
- Film & Television Production (2)
- Long-Haul Transportation (2)
- Municipal Services (4)
- Pharmaceutical (1)
- Public Transportation (2)
- Same-Day Delivery & Logistics (4)
- School bus transportation (1)
- Tourism & Hospitality (2)
- Trades & Construction (1)

## Key Findings and Insights

Responses represented a range of industries and fleet sizes, from 18 to 5,600 vehicles, including a mix of light-duty, medium-duty and heavy-duty vehicles. Operators also use a mix of owned and leased vehicles.

### Interest in Fleet Electrification

The majority of respondents, at 55.6%, own their fleet, which may allow for more control over fleet electrification. Most respondents are either actively deploying or piloting EVs, as shown in Figure 1 and have plans over the next 1-5 years to electrify fleets, as shown in Figure 2. Only two respondents mentioned that they currently have no plans to electrify their fleet.

Figure 1.

What stage is your organization at in its fleet electrification journey?

18 responses

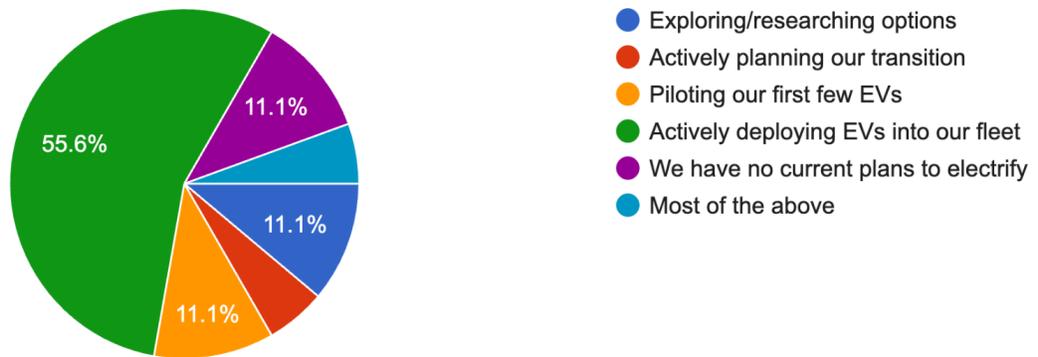
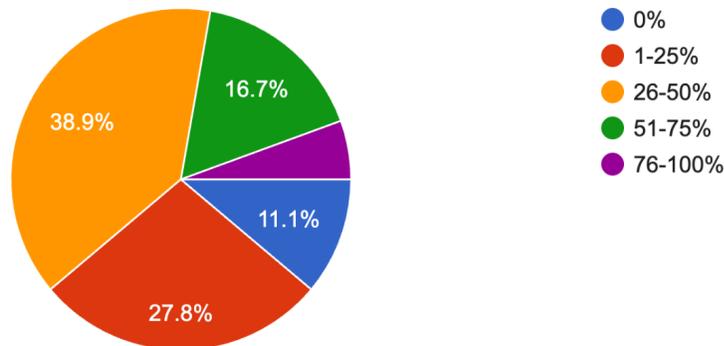


Figure 2.

Over the next 3-5 years, what percentage of your fleet do you realistically plan to transition to electric?

18 responses



### Fleet Operation Insights

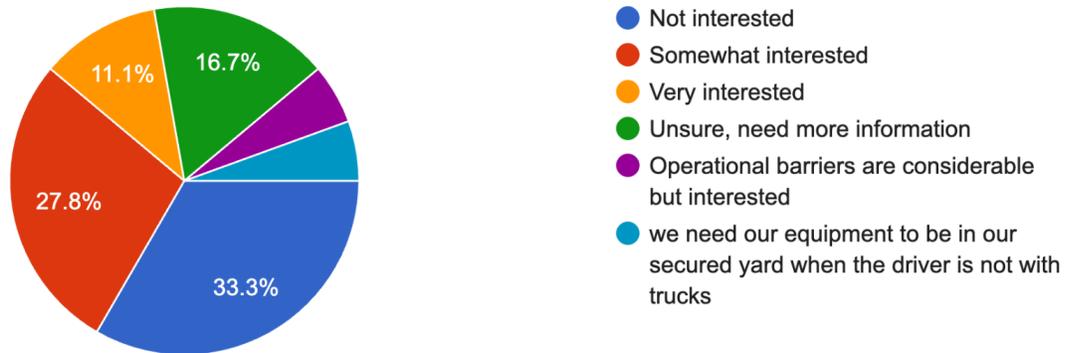
Typical duty cycles for fleets are between 0 and 250 km, with 33.3% of vehicles travelling less than 75 km per day. This indicates that fleets are typically within range of charging stations for overnight charging. Eleven respondents highlighted that vehicles are typically on the road during the daytime (7am to 5pm), however, all other responses showed that vehicles will be on the road for multiple shifts to support 24-hour operations. Typically, vehicles are parked at depots or yards owned by the organizations; however, 10 respondents use public depots, parking lots, or public streets. Seven respondents plan to use public, rented or a mix of public and private charging infrastructure. This demonstrates an opportunity for alternative EV parking and charging solutions, such as third-party sites.

In some smaller organizations and for landscaping, maintenance, and property management companies, vehicles may be parked at staff members' homes during the evenings for convenience or if lots are not available. There may be further opportunities to engage with these organizations in the future; however, representation from such organizations was low in the survey responses. Survey responses also indicated that off-site charging services would be valued across Canada, with preferred locations reflecting the operational preferences of respondents. Key locations include the Lower Mainland and Metro Vancouver, as well as the Greater Toronto Area, primarily along major traffic corridors and at truck stops along the highways.

Figure 3.

How interested would your organization be in using a third-party site (like a university campus) for overnight fleet charging?

18 responses



### Challenges with Fleet Electrification

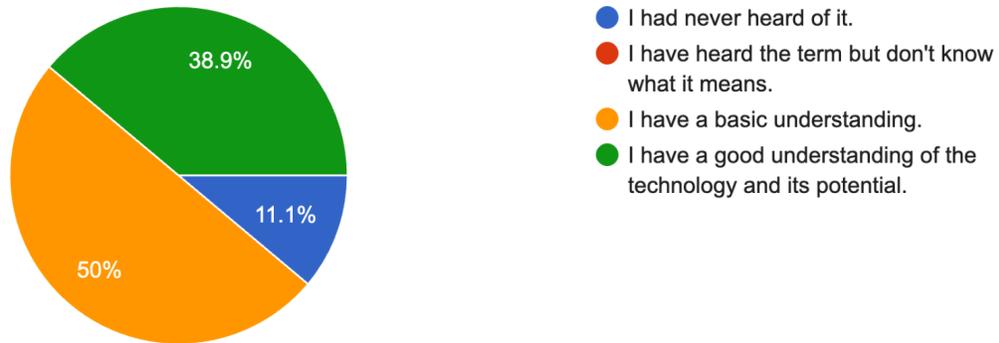
Respondents highlighted some challenges with EV performance and meeting specific organizational needs. Key issues include perceived reliability, payload weight, and range, particularly for long-haul trucking and specialized vehicles. A higher payload can result in a shorter range due to additional battery drain. The cost of new EVs is also a barrier, so access to more affordable options or rental options would be welcome. Improved infrastructure and public charging could be an enabler to facilitate fleet electrification.

### V2X Interest

The majority of respondents, 88.9%, have a basic or good understanding of V2G technology and its potential. Fleets noted that in order to consider v2G adoption, several elements would need to be addressed. This includes development of a clear business case and a return-on-investment calculation, more detailed information on compatible vehicles and charging hardware, and access to funding or grants.

Figure 4.

Vehicle-to-Grid (V2G) technology allows parked and connected EVs to direct power back to the building and grid during peak hours, creating a pot...e this survey, what was your understanding of V2G?  
18 responses



### Next Steps

These insights will inform business case development and provide further understanding of the opportunities and challenges associated with developing public EV charging infrastructure and V2G capacity in BC.

### Acknowledgements

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