

Election 2021 – EV Society of Canada Survey of Federal Parties Overview and Highlights of Results September 12, 2021

Background

Survey – EV Society conducted a non-partisan survey in August of Canadian federal party support for policies in five areas that have a direct or indirect impact on electric vehicle adoption in Canada. The survey was sent on August 19, 2021 to each party that sat in Parliament this year, including the Bloc Québécois, Conservative, Green, Liberal and NDP parties.

Response – The EVS research team received responses from the Conservative and Liberal parties, but not from the Green and NDP parties, despite follow-ups. The Bloc did not reply. In all cases, in addition to the responses, the team compiled information using the parties’ platforms to determine their commitments regarding electric vehicle policies as identified in the survey.

Caveat – Care was taken to make the platform reviews as rigorous as possible using systematic reading and key word searches. Nevertheless, errors of interpretation and omission may have been made. EVS would be grateful to receive reports of any such errors. The information presented here is current as of September 12, 2021. You are encouraged to read the parties’ full platforms. URLs are listed on the last page of this document.

Summary – In addition to this overview, a database of the findings is available on request.

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Highlights of the Results – Five Topics

Topic 1. EV Adoption and Greenhouse Gas Reduction

Question: The current Canadian Zero Emission Vehicle (ZEV) sales target, aligned with many Global jurisdictions, is 100% ZEVs by 2035.¹

• Please explain: If elected, what specific initiatives you will take to support or amend the target and what additional plans you will undertake in order to reduce greenhouse gas emissions from the transportation sector?

A. EV Adoption

ZEV Mandate – All five (5) parties support a zero-emission vehicle (ZEV) mandate for light duty vehicles (LDV) and did not question (directly or indirectly) the current federal ZEV target of 100% of LDV sales by 2035.

• **Key differences** are that the **Greens** support a total ban on the sale of all internal combustion engine LDVs by **2030**, and the **Conservatives** and **Liberals** support a graduated approach of phasing in ZEV sales to be 30% of new LDV sales by 2030 and 50% by 2030, respectively. The NDP and Bloc confirmed their commitment to ZEVs but did not provide deadlines or concrete actions. Their platform statements:

• **NDP** is focusing on “making it easier to get and use” ZEVs and “as Canada moves towards 100% of all new car sales being zero-emissions by 2035” on ensuring that more of “these vehicles are built in Canada.”

¹ <https://www.canada.ca/en/transport-canada/news/2021/06/building-a-green-economy-government-of-canada-to-require-100-of-car-and-passenger-truck-sales-be-zero-emission-by-2035-in-canada.html>

- **Bloc** is committed to creating “zero emission legislation that will obligate auto dealers to have a suitable inventory of electric vehicles that are accessible to consumers.”

Government Fleets – In support of the ZEV mandate and greenhouse gas (GHG) reduction, three (3) parties specifically propose to shift government fleets to ZEVs.

- **Liberals** would accelerate their Greening Government Strategy so that the entire federal fleet of LDVs is electrified by 2030.
- **NDP** would lead by example and move the vehicle fleets of the federal government to electric by 2025, choosing made-in-Canada wherever possible.
- **Bloc** is proposing that federal government fleets be 100% ZEV. No time line is offered.

Medium- and Heavy-Duty Vehicles – These vehicles tend to be higher polluting than LDVs but are not currently covered by the 100%/2035 ZEV mandate. Three (3) parties specifically support shifting MHDVs to ZEVs.

- **Liberals** would require 100% of MHDV sales to be zero emission by 2040, where feasible. They would also invest \$200M to retrofit large trucks currently on the road to cut pollution now.
- **Greens** propose developing a Green Freight Transport program to address greenhouse gas emissions and pollution in partnership with the freight industry, shipping companies and delivery businesses.
- **NDP** would look for further opportunities related to green hydrogen fuel cell technology which could help reduce emissions for heavy trucks, freight, marine and the aviation sectors.

B. Greenhouse Gas (GHG) Reduction

Public Transit and Rail – In support of greenhouse gas reduction four (4) parties emphasize decarbonizing the public transit sector and expanding the rail system. They specifically propose building a “high-frequency rail” system between Ontario and Québec. The Conservatives support investing in transit to help clean up the environment and also as part of economic recovery and their goal to increase housing supply.

- **Conservatives** would:
 - a. Immediately invest in public transit projects that will put Canadians to work, cut commute times, and clean up the environment.
 - b. Reprioritize the *Investing in Canada Plan* towards infrastructure projects that would have the maximum benefit for economic recovery, and would target projects that strengthen transit and trade, reduce congestion and gridlock, and advance economic reconciliation with First Nations.
 - c. Leverage federal infrastructure investments in housing supply by building public transit infrastructure that connects homes and jobs, bringing public transit to where people are buying homes and requiring municipalities receiving federal funding for public transit to increase density near the funded transit.
- **Liberals** propose:
 - a. Accelerating major public transit projects, supporting the switch to zero emission buses, developing rural transit solutions and committing to a high-frequency rail project in the Toronto to Quebec City corridor, with stops in Trois- Rivières and Peterborough, among others, using electrified technology.
 - b. Encouraging public transit-oriented housing development with funding that would support a wide range of eligible municipal investments, include red tape reduction efforts, and reward cities and communities that build more homes, faster.
 - c. They would also launch a procurement process by the **end of 2021** and explore opportunities to extend the rail toward London and Windsor.
- **Bloc** propose building a high-frequency rail route from Toronto to Québec passing through Trois- Rivières.

- **Greens** would:
 - a. Mandate support for a faster transition to renewable energy in every transportation sector, from airline travel to passenger rail, and from freight to ferries, mandate and support a faster transition to renewable energy.
 - b. They would also ensure access to zero-carbon public transportation, with high-speed rail networks between major cities, and spokes of light rail and electric bus connections across the country.
 - c. They would invest \$500 million in **2022-23**, rising to \$720 million by **2024** to develop regional rail networks and strengthen rail connections between regions.
 - d. They would also build electrified, 200 km/h or faster, high-speed rail in the Toronto-Ottawa-Montreal-Quebec City triangle and the Calgary-Edmonton corridor.
- **NDP** would:
 - a. Modernize and expand public transit within and between communities across Canada, and ensure that federal transit funding targets scaling up low carbon transit projects like zero-emissions buses and electric trains with the goal of electrifying transit and other municipal fleets by 2030.
 - b. They would help replace the loss of Greyhound routes with a public inter-city bus system.
 - c. They would also support creating high-frequency rail along the Quebec-Windsor corridor, expand rail service options in other regions, and work to restore the Ontario Northlander to support the crucial transportation link for communities and businesses alike in Northern Ontario.

Active Transportation – Again, in support of GHG reduction, three (3) parties support expanding active transportation strategies.

- **Liberals** would advance a National Active Transportation Strategy to build bike lanes, wider sidewalks, pathways, and multi-use trails.
- **Greens** would expand cycling and walking infrastructure, working with municipalities and provincial governments to develop infrastructure that is accessible to all communities and individuals. They would also create a national cycling and walking infrastructure fund to help support zero emissions active transportation.
- **NDP** would promote smart community planning and active transportation like walking and cycling and work with other levels of government to encourage the use of electric bikes and their safe integration into an active transportation network.

Decarbonizing Electricity – Four (4) parties propose supporting the ZEV mandate and GHG reduction by decarbonizing the electrical grid.

- **Conservatives** would “invest in transmission infrastructure to bring clean energy to where it’s needed and ensure that the national electricity grid can support the growth in electric vehicles.”
- **Liberals** would continue programs to invest in decarbonizing the electrical grid with \$964M **over 4 years** for renewables and grid modernization along with \$300M **over 5 years** to ensure remote, rural and Indigenous communities have access to clean power sources by **2030**.
- **NDP** would:
 - a. Set a target to power Canada with net-zero electricity by **2030**, and move to 100% non-emitting electricity by **2040**.
 - b. To accomplish this, they would establish a Canadian Climate Bank that would target investment in renewable energy, energy efficiency and low carbon technology across the country.
 - c. The Bank would also provide support for interested provinces to inter-connect power grids and introduce smart grid technology, to bolster Canada’s energy security and distribute clean power across the country.

- **Greens** would ensure that 100% of Canadian electricity is produced from renewable sources by 2030. They would also create a national energy corridor for green renewable energy by building up the inter-ties needed to link existing provincial grids.

Topic 2. EV Industry Leadership

Question: Canada has many unique opportunities to build domestic industry capacity in support of the electrification of transportation in Canada.

- If elected, what specific actions will your government take to help build domestic industry capacity in Canada?

Helping to Build Domestic EV Industry Capacity – Three (3) parties identified specific strategies to support building out EV industry capacity. This includes supporting a role for hydrogen-based ZEV technologies. The Greens and Bloc did not identify the EV industry directly but supported a broad platform of industry research and development and green innovation.

- **Conservatives** would:

- a. Invest a **billion dollars** in building out electric vehicle manufacturing in Canada, including investments in battery production, parts manufacturing, micro-mobility solutions and electric trucks.
- b. They would also invest a **billion dollars** in deploying hydrogen technology including hydrogen vehicles.

- **Liberals** emphasize their track record and existing commitments to support Canada's domestic ZEV industry and ZEV innovation.

- a. These commitments encompass major investments including \$295 million to the Ford Motor Company of Canada's \$1.8 billion project to build electric vehicles at its Oakville Assembly Complex.
- b. The Liberals also committed \$8 billion to the [Strategic Innovation Fund - Net Zero Accelerator](#) which is advancing projects that will help decarbonize heavy industry, support clean technologies and help meaningfully accelerate domestic greenhouse gas emissions reductions by 2030, including in the auto-manufacturing sector.
- c. They initiated the Mines to Mobility Strategy to attract investments that build up Canada's battery supply chain, from mining and processing raw materials to assembling road-ready electric vehicles. In the last year, this strategy attracted \$6 billion in planned investments in Canada's automotive sector.

If re-elected they would position Canada as a world leader in battery production through a broad range of strategies including: building an end-to-end, sustainable battery supply chain; doubling the Mineral Exploration Tax Credit; launching a Canada-U.S. Battery Alliance for stakeholders in both countries; and working with stakeholders to identify new strategic priorities including future battery types, optimizing batteries for cold weather performance and long-duration storage, and applications in heavy-duty transportation.

- **NDP** are committed to reenergizing a made-in-Canada auto industry and would undertake comprehensive industrial strategies to incubate and expand critical domestic manufacturing capacity and supply chain infrastructure for the auto industry. To accomplish this:

- a. They would create a centre of excellence for research and development of ZEVs to advance work on related technologies such as hydrogen, batteries, and energy storage solutions.
- b. They would convene an auto summit with provincial, municipal, industry and labour leaders to develop a consensus on a National Automotive Strategy to attract and retain jobs and investment.

- c. They would also restore the Automotive Innovation Fund and make contributions to automakers tax-free to help secure next generation production capacity.
- d. Finally, they also propose commissioning an independent study into the causes and consequences of the trade deficit in automotive products with Mexico, along with potential strategies for reducing it.
- **Bloc** don't mention the EV industry as such, but would broadly support research and development in green technologies and green energy, including a strategy to produce green hydrogen with Hydro-Québec.
- **Greens** don't mention the EV industry, but would broadly support joint federal and provincial review panels on how to combine resources to improve public transportation, as well as establish a dedicated innovation agency that focuses on developing joint projects across universities, private industry, and national labs.

Topic 3. Charging Infrastructure

Question: EV charging infrastructure is critical for the adoption of electric modes of transportation.

- If elected, what commitment would you make to incentivise and support the buildout of additional and universally accessible charging infrastructure in Canada including residential and public charging infrastructure in rural and populated areas?

Incentivise and Support Buildout of Charging Infrastructure – Four (4) parties identified a broad range of strategies for supporting the buildout of charging infrastructure.

- **Conservatives** would:
 - a. Work with the provinces, territories, and municipalities to encourage the inclusion of a minimum number of EV charging spaces for new developments.
 - b. They would also require every building where the federal government has employees or offers parking services to the public to have charging stations by 2025.
 - c. They plan to work internationally with the United States to set a standard for charging, and then add mandatory charging stations or wiring required for chargers to the national building code.
- **Greens** would expand charging stations for electric vehicles, including charging stations in smaller communities and rural areas and all parking lots associated with federal facilities.
- **NDP** would build out Canada's charging infrastructure to make ZEV use easier for Canadians in all regions, and would help people purchasing new or used ZEVs cover the cost of installing a plug-in charger.
- **Liberals** would invest an additional \$700 million to add 50,000 new electric vehicle chargers and hydrogen stations to Canada's network, and would provide \$100 million to make sure existing buildings can install charging stations. They again emphasize their track record and commitments:
 - a. As of April 2021, Natural Resources Canada has approved projects that will build 1,089 electric vehicle fast-chargers (460 are open to the public), 22 natural gas stations (9 are open) and 15 hydrogen stations (5 are open).
 - b. As of April 2021, NRC has also approved projects that will result in the build out of 4,169 Level 2 chargers (37 are open to the public), 387 direct-current EV fast-chargers and 44 proprietary chargers.
 - c. Through the *A Healthy Environment and a Healthy Economy* plan they committed an additional \$150 million over three years in charging and refueling stations across Canada, as announced in the 2020 Fall Economic Statement. The goal is to ensure every Canadian – urban and rural – can easily charge their zero-emission vehicle.

Topic 4. Affordability & Accessibility of EVs

Question: Studies consistently show that purchase price support for EVs increases the speed of adoption and resultant economic and environmental benefit.

- If elected, what specifically will your government do to ensure that new and used electric vehicles are affordable for Canadians including low-income families?

Ensuring New and Used EVs are Affordable – Four (4) parties identified programs to ensure that EVs are affordable for Canadians, including low-income families.

- **Conservatives** would work with the provinces to implement a national Personal Low Carbon Savings Account.
 - a. This would put a price on carbon for consumers.
 - b. Canadians would pay into their Personal Low Carbon Savings Account each time they purchased hydrocarbon-based fuel.
 - c. They would be able to apply the money in their account towards things that help them live a greener life including buying a transit pass, bicycles or saving up and putting the money towards zero emissions vehicles.
 - d. The Conservatives feel this is one tool that would ensure affordability for Canadians in low-income families who want to purchase a new or used electric vehicle.
- **Liberals** launched the iZEV program in 2019 to provide purchase rebates of up to \$5000 to Canadians who want to buy an EV. A re-elected Liberal government would Invest an additional \$1.5 billion in the iZev rebate program and broaden eligibility to a wider range of vehicle types, including used vehicles, to help over 500,000 Canadians get into a zero emissions vehicle. The Liberals again emphasize their track record and commitments:
 - a. Liberals have invested more than \$1 billion to date in measures to support increasing zero-emission vehicle adoption, including providing \$587 million towards Transport Canada's Incentives for Zero-Emission Vehicles program, which has helped over 92,000 Canadians and Canadian businesses make the switch to zero-emission vehicles.
 - b. Additionally, Budget 2019 provided for a 100% write-off for zero-emission vehicles to support business adoption. Eligible ZEVs for the tax write-off include a motor vehicle that is a plug-in hybrid (with a battery capacity of at least 7 kWh) or vehicles that are fully electric or fully powered by hydrogen, including light-, medium- and heavy-duty vehicles purchased by a business.
- **NDP** would extend federal incentives for ZEVs and provide a break for working families by waiving the federal sales tax on ZEV purchases, and grow these incentives up to \$15,000 per family for made-in-Canada vehicles.
- **Greens** would exempt new and used electric and zero-emission vehicles from federal sales tax and develop programs to encourage the retirement of existing gas-powered vehicles, including government-funded grants for the purchase of new and used electric vehicles and 'buy-back' programs to encourage vehicle users to give up their existing vehicle.

Topic 5. Education

Question: While the majority of Canadians in most Provinces have expressed a desire for their next vehicle to be electric, many remain hesitant because of lack of accurate information and outright mis-information about the capabilities of EVs.

- If elected, what will your government do to fund education and outreach campaigns that ensure access to reliable information regarding electric vehicles for all Canadians?

Supporting Education and Outreach Programs – One (1) party identified their commitments in this area by emphasizing their track record and accomplishments.

• **Liberals** noted that although they have invested over \$1 billion to support increased zero-emission vehicle adoption, nationwide surveys consistently show that a lack of awareness, knowledge and public confidence in ZEVs is a key barrier to adoption on a wider scale. Addressing gaps in ZEV knowledge and experience for consumers and businesses is therefore critical in their view to supporting Canadians through the decision-making process to purchase a ZEV.

To address these challenges:

- a. The Liberal government launched Natural Resources Canada’s Zero Emission Vehicle Awareness Initiative (ZEVAI) that supports projects that aim to increase awareness, knowledge and public confidence in ZEVs and public charging and refueling infrastructure.
- b. ZEVAI helps fund outreach, education and capacity-building activities, ultimately enabling greater adoption of ZEVs by Canadians in all regions of the country, including the North, Prairie Provinces, Atlantic Canada and on a national scale.

Supplemental Question: Is there anything else you would like to share with us about your party’s support for electric vehicles across the country and what your party would do if elected?

One (1) party responded to this question.

• **Conservatives** reported that they want to reduce emissions and leave a better Canada for generations to come. Not only will they invest \$1 billion into zero emissions vehicles, but they will support improved electric vehicle battery repurposing and recycling in order to lower the environmental impact of batteries and lower the cost of vehicles on the resale markets. They indicate that their plan will ensure that all Canadians can do their part to fight climate change, in the way that works best for them.

List of URLs for the parties’ platforms:

Bloc Québécois – <https://www.blocquebecois.org/wp-content/uploads/2021/08/blocqc-Plateforme-2021-planche.pdf>

Conservative – <https://cpcassets.conservative.ca/wp-content/uploads/2021/09/07090434/5ea53c19b2e3597.pdf>

Green Party – https://www.greenparty.ca/sites/default/files/platform_2021_en_web_-_20210907.pdf

Liberal Party – <https://liberal.ca/wp-content/uploads/sites/292/2021/09/Platform-Forward-For-Everyone.pdf>

New Democratic Party – <http://xfer.ndp.ca/2021/Commitments/Ready%20for%20Better%20-%20NDP%202021%20commitments.pdf>