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Election 2021 – Electric Transportation Policy Comparison  
of Canadian Federal Parties:  
Bloc Québécois, Conservative, Green, Liberal, and NDP

Electric Vehicle Society is a member-supported not-for-profit organisation that advocates on behalf of over 250,000 electric vehicle drivers from across Canada.

Together with our chapters, affiliates, and partner organisations, we are committed to advancing electric vehicle adoption as part of a national effort to stimulate the green economy, mitigate the impacts of air pollution on public health, and address the emissions from the transportation sector that contribute to the climate crisis.

We seek to ensure that electric vehicle adoption is a priority for the elected government so that all Canadian citizens, residents, and businesses will be able to share in the economic and environmental benefits of electric vehicles.

As owners, we're in a unique position to explain, discuss, and advise about EVs to a diverse audience consisting of both novices and others. We provide credible information and dispel misinformation and myths about EVs. We host meetings regularly where we discuss industry news and work on initiatives and opportunities to advance EV adoption. We join in partnerships and sponsorships that support EV retailers, non-profits, and government agencies, as well as potential and actual purchasers of EVs.

Electric Vehicle Society has compiled this comparison of federal party positions relating to electric transportation based on a survey we sent on August 19, 2021 to each party that sat in Parliament this year, namely the Bloc Québécois, Conservative, Green, Liberal and NDP parties. We received responses from the Conservative and Liberal parties, but not from the Green and NDP parties, despite follow-ups. We did not hear back from the Bloc. In all cases, in addition to the responses, our team compiled information using the parties' platforms to determine their commitments regarding the electric vehicle policies identified in the survey. 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. See contact information above. The information presented here is

current as of September 12, 2021. This document is non-partisan and has not been endorsed by any party. You are encouraged to read the parties' full platforms. URLs are listed on the next page.

Approximately one-quarter of Canada's carbon pollution is caused by the transportation sector, with cars and trucks responsible for the majority. For Canada to transition to a low carbon economy, deep reductions in transportation emissions are needed. An EV driver can reduce their vehicle's carbon emissions by 67-95% by switching from a comparable compact, full-size or mid-size gasoline car to an electric car.

In this document we outline party support for policies in five areas that have a direct or indirect impact on electric vehicle adoption in Canada. In particular, we examine the types of electric vehicle policies each party would implement if elected to government.

Please note: The objective of this document is to highlight each party's electric vehicle policy support and plans.

A second report that provides an overview and highlights of these results is available on request. Contact: Election21@EVSociety.CA

Here are 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](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>

## Summary

Topic	Bloc Québécois	Conservatives	Green	Liberals	NDP
1. EV Adoption and Greenhouse Gas Reduction	<ul style="list-style-type: none"> <li>• Le Bloc Québécois déposera une loi zéro émission pour obliger les concessionnaires automobiles à tenir un inventaire convenable de véhicules électriques afin qu'ils soient accessibles pour les consommateurs</li> <li>• Le Bloc Québécois propose que la flotte de véhicules du gouvernement fédéral soit composée à 100 % de véhicules zéro émission</li> <li>• Le Bloc Québécois soutient le train à grande fréquence Toronto-Québec en passant par Trois-Rivières</li> </ul>	<ul style="list-style-type: none"> <li>• 30% of light duty vehicles (LDV) sold to be zero emissions by 2030</li> <li>• Invest in transmission infrastructure to bring clean energy to where it's needed and ensure that our electricity grid can support the growth in electric vehicles</li> <li>• Building public transit – Immediately invest in critical projects that will put Canadians to work, cut commute time, and clean up the environment.</li> <li>• Reprioritize the Investing in Canada Plan towards infrastructure projects that would have the maximum benefit for economic recovery</li> <li>• Target projects that strengthen transit and trade, reduce congestion and gridlock, and advance economic reconciliation with First Nations</li> <li>• Reduce bureaucratic red tape in the application process so money can get out the door faster, to where it's needed</li> <li>• 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</li> <li>• Require municipalities receiving federal funding for public transit to increase density near the funded transit</li> </ul>	<ul style="list-style-type: none"> <li>• Ban the sale of all internal combustion engine passenger vehicles by 2030</li> <li>• In every sector, from airline travel to passenger rail, and from freight to ferries, mandate and support a faster transition to renewable energy</li> <li>• 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</li> <li>• Expand cycling and walking infrastructure, working with municipalities and provincial governments to develop infrastructure that is accessible to all communities and individuals</li> <li>• Create a national cycling and walking infrastructure fund to help support zero emissions active transportation</li> <li>• Develop a Green Freight Transport program to address greenhouse gas emissions and pollution in partnership with the freight industry, shipping companies and delivery businesses</li> <li>• Lead an international effort to bring international shipping and aviation into the Paris framework</li> <li>• Introduce an international tax for aviation and shipping fuels earmarked for the Global Climate Fund</li> <li>• Invest \$500 million in 2022-</li> </ul>	<ul style="list-style-type: none"> <li>• At least 50% of passenger vehicles sold by 2030 to be ZEV; 100% by 2035</li> <li>• Accelerate Greening Government commitments to electrify the entire federal fleet of light duty vehicles by 2030</li> <li>• Work with partners to develop interim 2025 and 2030 targets and additional measures beyond LDV GHG emissions</li> <li>• 100% of medium- and heavy-duty vehicles sales to be zero emission by 2040, where feasible</li> <li>• Invest \$200 million to retrofit large trucks currently on the road to cut pollution now</li> <li>• Work with US to align Canadian codes with most ambitious standards in US</li> <li>• Continue programs to invest in decarbonizing electrical grid with \$964M over 4 years for renewables and grid modernization; \$300M over 5 years to ensure remote, rural and Indigenous communities have access to clean power sources by 2030</li> <li>• Other projects – national price on carbon, Clean Fuel Standard, and improved HDV efficiency standards post 2025</li> <li>• Encourage 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</li> </ul>	<ul style="list-style-type: none"> <li>• We will make it easier to get and use zero-emissions vehicles (ZEV)</li> <li>• As Canada moves towards 100% of all new car sales being zero-emissions by 2035, we will make sure more of these vehicles are built in Canada</li> <li>• Expand the use of ZEVs in the public sector – including Crown Corporations – and by freight vehicles</li> <li>• Lead by example and procure from Canadian companies producing clean technology, ensure that federal buildings use renewable energy, and move the vehicle fleets of the federal government to electric by 2025, choosing made-in-Canada wherever possible.</li> <li>• Look for further opportunities related to green hydrogen fuel cell technology which could help reduce emissions for heavy trucks, freight, marine and aviation sectors</li> <li>• Modernize and expand public transit within and between communities across Canada, and scale up low carbon transit projects like zero-emissions buses and electric trains with the goal of electrifying transit and other municipal fleets by 2030</li> <li>• Help replace the loss of Greyhound bus routes with a public inter-city bus system.</li> <li>• Support creating high-frequency rail along the</li> </ul>

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			<p>23, rising to \$720 million by 2024 to develop regional rail networks and strengthen rail connections between regions.</p> <ul style="list-style-type: none"> <li>• Build electrified, 200 km/h or faster, high-speed rail in the Toronto-Ottawa-Montreal-Quebec City triangle and the Calgary-Edmonton corridor</li> <li>• Exempt rural and intercity public transport from sales taxes, just like urban transit</li> <li>• Ensure that 100 per cent of Canadian electricity is produced from renewable sources by 2030.</li> <li>• Create a national coast to coast energy corridor for green renewable energy by building up the inter-ties needed to link existing provincial grids</li> </ul>	<p>more homes, faster</p> <ul style="list-style-type: none"> <li>• Transform public transit in Canada by accelerating major public transit projects, supporting a switch to zero emission buses, developing rural transit solutions, and committing to High Frequency Rail in the Toronto to Quebec City corridor, with stops in Trois-Rivières and Peterborough, among others, using electrified technology</li> <li>• Launch a procurement process by the end of 2021 and also explore other opportunities to extend the rail toward London and Windsor</li> </ul>	<p>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</p> <ul style="list-style-type: none"> <li>• Look at ways to strengthen the low-carbon fuel standard</li> <li>• Promote smart community planning and active transportation like walking and cycling</li> <li>• Work with other levels of government to encourage the use of electric bikes and their safe integration into our active transportation network</li> <li>• Set a target to power Canada with net-zero electricity by 2030, and move to 100% non-emitting electricity by 2040.</li> <li>• Establish a Canadian Climate Bank that will target investment in renewable energy, energy efficiency and low carbon technology across the country</li> <li>• The bank will 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</li> </ul>

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<p><b>2. EV Industry Leadership</b></p>	<ul style="list-style-type: none"> <li>• No specific mention of support for the EV industry, but a broad emphasis on developing green technologies, including green hydrogen</li> <li>• Le Bloc Québécois soutiendra la transition vers les énergies vertes en proposant des investissements massifs dans l'innovation écologique, les changements technologiques ainsi que la recherche et développement dans toutes les régions du Québec. Le Bloc Québécois souhaite propulser une relance verte créatrice de richesse par le tissu entrepreneurial québécois, soutenue par notre savoir-faire et notre innovation.</li> <li>• Le Bloc Québécois exigera que le fédéral sabre la Stratégie canadienne pour l'hydrogène, inefficace et polluante, pour plutôt contribuer financièrement au développement et à la promotion de la filière de l'hydrogène vert par Hydro-Québec.</li> </ul>	<ul style="list-style-type: none"> <li>• Invest \$1B in building out electric vehicle manufacturing in Canada, including investments in battery production, parts manufacturing, micro-mobility solutions and electric trucks</li> <li>• Invest \$1B in deploying hydrogen technology including hydrogen vehicles</li> <li>• Invest \$5 billion over the next five years to fund programs aimed at making major advances in: use of hydrogen; electric vehicle development and manufacturing, including electric trucks, micro-mobility, batteries, and parts manufacturers</li> </ul>	<p>No specific mention of support for the EV industry, but a broad call for cooperation in green technology innovation and in public transportation</p> <ul style="list-style-type: none"> <li>• Establish a dedicated innovation agency that focuses on developing joint projects across universities, private industry, and national labs.</li> <li>• Canada should adopt the practice of having joint review panels, in which federal and provincial transportation officials meet regularly to discuss how best to combine their resources to improve public transportation. These panels are needed to ensure coordination between provincial and federal transport expenditures. Establishing review panels in Canada would ensure that Via Rail works with regional bus companies. Commuter rail networks around our biggest cities would also coordinate their services with Via Rail and with local bus services.</li> </ul>	<ul style="list-style-type: none"> <li>• Major investments to support manufacturing transformation towards electrification, including \$295M to Ford's \$1.8B EVs project in Oakville</li> <li>• \$8 billion <a href="#">Strategic Innovation Fund - Net Zero Accelerator</a> to decarbonize heavy industry, support clean technologies and help accelerate domestic GHG reductions by 2030, including auto sector</li> <li>• In support of building domestic zero-emission manufacturing, improving public transit and reducing emissions, \$2.75B over 5 years, starting in 2021, to enhance public transit systems, including purchase of zero-emission public transit and school buses; funding is part of 8-year, \$14.9B public transit investment</li> <li>• 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 last year, the strategy has attracted \$6 billion in planned investments in Canada's automotive sector</li> <li>• Will position Canada as a world leader in battery production by: building an end-to-end, sustainable battery supply chain; working to attract near-term multi-billion anchor investments in minerals processing and cell manufacturing; doubling</li> </ul>	<ul style="list-style-type: none"> <li>• Develop comprehensive industrial strategies to incubate and expand critical domestic manufacturing capacity and supply chain infrastructure including for auto</li> <li>• Reenergize a made-in-Canada auto industry</li> <li>• Ensure there are good jobs in the automotive and parts industries</li> <li>• 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</li> <li>• Ensure Canadian product lines and manufacturing processes are adapted to meet changing consumer needs and evolving realities in the manufacturing industry – while protecting workers for the long term</li> <li>• Restore the Automotive Innovation Fund and make contributions to automakers tax-free to help secure next generation production capacity</li> <li>• Commission independent study into the causes and consequences of the trade deficit in automotive products with Mexico, along with strategies for reducing it</li> <li>• Create a centre of excellence for research and development of ZEVs to move forward related technologies such as hydrogen, batteries, and energy storage solutions</li> </ul>

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				<p>the Mineral Exploration Tax Credit for materials on the Canadian list of critical minerals which are essential to the manufacturing of clean technologies including batteries; establishing Canada as a global leader in battery recycling and reuse; launching a Canada-U.S. Battery Alliance for stakeholders in both countries to identify shared priorities and create environmental requirements that lead to an integrated world-scale battery supply chain; working with stakeholders to identify new strategic priorities, including future battery types, ways to optimize batteries for cold weather performance and long-duration storage, and applications in heavy-duty transportation; addressing gaps in training and upskilling to ensure that all Canadians workers can take advantage of battery industry opportunities; and using all tools, including the <i>Investment Canada Act</i>, to ensure the protection and development of our critical minerals from both an economic and national security perspective.</p>	

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<b>3. Charging Infrastructure</b>	No response received/published	<ul style="list-style-type: none"> <li>• Work with provinces, territories and municipalities to encourage inclusion of a minimum number of EV charging spaces for new developments</li> <li>• Require every building where federal government has employees or offers parking services to the public to have charging stations by 2025</li> <li>• Work with the US to set a standard for charging and then add mandatory charging stations or wiring required for chargers to the national building code.</li> </ul>	<ul style="list-style-type: none"> <li>• Expand charging stations for electric vehicles, including charging stations in smaller communities and rural areas and all parking lots associated with federal facilities</li> </ul>	<ul style="list-style-type: none"> <li>• A re-elected Liberal government will invest an additional \$700 million to add 50,000 new electric vehicle chargers and hydrogen stations to Canada's network, and</li> <li>• Provide \$100 million to make sure existing buildings can install charging stations, removing a barrier to adopting a clean car</li> <li>• History of Investment in coast-to-coast fast charging network:               <ul style="list-style-type: none"> <li>• As of April 2021, Natural Resources Canada has approved projects that will result in buildout of:                   <ul style="list-style-type: none"> <li>- 1,089 fast chargers (460 open), 22 natural gas stations (9 open), 15 hydrogen stations (5 open), and 33 demonstration projects to address technological gaps and barriers to EVs adoption</li> <li>- 4,169 Level 2 chargers (37 open), 387 DC FC (37 open) and 44 proprietary chargers</li> </ul> </li> <li>• Through A Healthy Environment and a Healthy Economy, commitment for charging and refueling stations for additional \$150M over 3 years; goal is to ensure every Canadian – urban and rural – can easily charge ZEV; investment complements NRCan funding</li> <li>• Public Services and Procurement Canada will run pathfinder project to support greater deployment of ZEV infrastructure with installation of chargers in crown-owned (and lease purchase) buildings with</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• To make ZEV use easier for Canadians in all regions, we'll build out Canada's charging infrastructure and help people purchasing new or used ZEVs cover the cost of installing a plug-in charger.</li> </ul>

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				floor areas >500 m <sup>2</sup>	



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<p><b>4. Affordability &amp; Accessibility of EVs</b></p>	<p>No response received/published</p>	<ul style="list-style-type: none"> <li>• Work with the provinces to implement national, Personal Low Carbon Savings Account that will put price on carbon; each hydrocarbon based fuel purchase will add money that can be used to make green purchases including a new or used EV</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• To date, Liberal government has invested more than \$1B to support increasing ZEV adoption: <ul style="list-style-type: none"> <li>• \$587M towards Transport Canada's <a href="#">Incentives for Zero-Emission Vehicles program</a>; has helped &gt;92,000 Canadians and Canadian businesses switch to ZEVs</li> <li>• Incentives for Zero-Emission Vehicles (iZEV) Program provided rebates up to \$5,000 on LDV ZEV in May 2019; program complements the <a href="#">Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative</a>, which is supporting coast-to-coast fast-charging network along the <a href="#">national highway system</a>, natural gas refuelling stations along key freight corridors and hydrogen refuelling stations in city centres</li> <li>• iZEV expanded in 2020-21 with additional \$287M over 2 years until March 2022</li> <li>• Additionally Budget 2019 provided for 100% write-off for ZEVs to support business adoption; includes BEVs, plug-in hybrids (battery capacity at least 7 kWh), and fully hydrogen powered vehicles; encompasses light-, medium- and heavy-duty vehicles purchased by a business</li> <li>• A re-elected Liberal government will... invest an additional \$1.5 billion in the iZev rebate program and broaden eligibility to a wider range of vehicle</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>

Topic	Bloc Québécois	Conservatives	Green	Liberals	NDP
				types, including used vehicles, to help over 500,000 Canadians get into a zero emissions vehicle.”	

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5. Education	No response received/published	No response received/published	No response received/published	<ul style="list-style-type: none"> <li>• Addressing gaps in ZEV knowledge and experience for consumers and businesses is critical to supporting Canadians through decision-making process to purchase a ZEV</li> <li>• NRCan’s Zero Emission Vehicle Awareness Initiative (ZEVAI) supports projects to increase awareness, knowledge and public confidence in ZEVs and public charging and refueling infrastructure.</li> <li>• ZEVAI helps fund outreach, education and capacity-building activities, ultimately enabling greater adoption of ZEVs by Canadians in all regions, including the North, Prairie Provinces, Atlantic Canada and on a national scale.</li> </ul>	No response received/published

## Complete Text of Survey Responses/Platform Statements

### 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.<sup>1</sup>

- 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?

Party	Policy Details
Bloc Québécois	<p>“Le Bloc Québécois déposera une loi zéro émission pour obliger les concessionnaires automobiles à tenir un inventaire convenable de véhicules électriques afin qu’ils soient accessibles pour les consommateurs.</p> <p>Le Bloc Québécois propose que la flotte de véhicules du gouvernement fédéral soit composée à 100 % de véhicules zéro émission.” <i>(Source: Bloc Québécois Plateforme Politique, p. 23)</i></p> <p>“Le Bloc Québécois soutient le train à grande fréquence Toronto-Québec en passant par Trois- Rivières, que les libéraux promettent à chaque élection depuis 2015 sans le moindre progrès dans la réalisation de ce projet structurant.” <i>(Source: Bloc Québécois Plateforme Politique, p. 27)</i></p>
Conservative	<p>“Zero Emissions Vehicles (ZEVs), including electric and hydrogen vehicles, are part of Canada’s Recovery Plan to reduce emissions. Canada’s Conservatives will go big on zero emission vehicles by introducing a zero-emission vehicle mandate based on British Columbia’s, requiring 30 per cent of light duty vehicles sold to be zero emissions by 2030. We will also invest in transmission infrastructure to bring clean energy to where it’s needed and ensure that our electricity grid can support the growth in electric vehicles.” <i>(Source: Response)</i></p> <p>“In addition to our ZEV mandates, we will invest \$1 billion dollars in building out electric vehicle manufacturing in Canada, including investing in battery production, parts manufacturing, micro-mobility solutions and electric trucks. We will also invest \$1 billion dollars in deploying hydrogen technology including hydrogen vehicles.” <i>(Source: Response)</i></p> <p>“Immediately invest in critical projects that will put Canadians to work, cut commute time, and clean up the environment.” <i>(Source: Conservative Platform, p. 27)</i></p> <p>“Building Public Transit – We will immediately invest in projects that will put Canadians to work, cut commute times, and clean up the environment.” <i>(Source: Conservative Platform, p. 73)</i></p> <p>“Reprioritize the Investing in Canada Plan towards infrastructure projects that would have the maximum benefit for economic recovery. We will target projects that strengthen transit and trade, reduce congestion and gridlock, and advance economic</p>

<sup>1</sup> <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>

	<p>reconciliation with First Nations. We will also reduce bureaucratic red tape in the application process so money can get out the door faster, to where it's needed." (Source: Conservative Platform, p. 27)</p> <p>"Leverage federal infrastructure investments to increase housing supply. We will: Build public transit infrastructure that connects homes and jobs by bringing public transit to where people are buying homes; and require municipalities receiving federal funding for public transit to increase density near the funded transit." (Source: Conservative Platform, p. 55)</p>
Green	<p>"Ensure that 100 per cent of Canadian electricity is produced from renewable sources by 2030." (Source: Green Platform, p. 8)</p> <p>Create a national coast to coast to coast energy corridor for green renewable energy by building up the inter-ties needed to link existing provincial grids." (Source: Green Platform, p. 8)</p> <p>"In every sector, from airline travel to passenger rail, and from freight to ferries, mandate and support a faster transition to renewable energy." (Source: Green Platform, p. 9)</p> <p>"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." (Source: Green Platform, p. 9)</p> <p>"Guarantee every Canadian safe, reliable and accessible access to affordable, net zero ground transportation by expanding VIA Rail to a rail and bus system. Enact a VIA Rail Act to ensure the VIA Rail mandate for a national passenger transportation network." (Source: Green Platform, p. 9)</p> <p>Expand cycling and walking infrastructure, working with municipalities and provincial governments to develop infrastructure that is accessible to all communities and individuals." (Source: Green Platform, p. 9)</p> <p>"Ban the sale of internal combustion engine passenger vehicles by 2030." (Source: Green Platform, p. 35)</p> <p>"Complete the conversion of all passenger ferries to convert to electric or hybrid systems by 2030." (Source: Green Platform, p. 35)</p> <p>"Create a national cycling and walking infrastructure fund to help support zero emissions active transportation." (Source: Green Platform, p. 35)</p> <p>"Develop a Green Freight Transport program to address greenhouse gas emissions and pollution in partnership with the freight industry, shipping companies and delivery businesses." (Source: Green Platform, p. 35)</p> <p>"Lead an international effort to bring international shipping and aviation into the Paris framework. Introduce an international tax for aviation and shipping fuels earmarked for the Global Climate Fund." (Source: Green Platform, p. 35)</p> <p>"Invest \$500 million in 2022-23, rising to \$720 million by 2024 to develop regional rail networks and strengthen rail connections between regions. This will include building several sections of additional track along existing routes to avoid bottlenecks</p>

	<p>where heavy freight pushes passenger rail to the siding.” (Source: <i>Green Platform</i>, p. 35)</p> <p>“Build electrified, 200 km/h or faster, high-speed rail in the Toronto-Ottawa-Montreal-Quebec City triangle and the Calgary-Edmonton corridor.” (Source: <i>Green Platform</i>, p. 35)</p> <p>Exempt rural and intercity public transport from sales taxes, just like urban transit.” (Source: <i>Green Platform</i>, p. 35)</p>
Liberal	<p>“We (previously) announced in 2021 that a Liberal government would make zero emission vehicles more affordable and accessible for Canadians by extending consumer rebates of up to \$5,000 to half a million Canadians and building 50,000 more charging stations across the country; and require that at least half of all passenger vehicles sold in Canada are zero emission by 2030, and all are zero emission by 2035.” (Source: <i>Response</i>)</p> <p>“A re-elected Liberal government will continue to work closely with the United States and advance joint bilateral ambition on vehicles. We strongly support the US announcement to put in place stronger LDV regulations and we remain committed to aligning our codes standards with the most ambitious standards in the United States....” (Source: <i>Response</i>)</p> <p>“Our Liberal government understands that achieving Canada’s 2035 zero-emissions vehicle goal needs to be powered by clean electricity. Decarbonizing and improving Canada’s power grid is critical to ensure that emissions reductions made in the transition to zero-emissions vehicles are not offset by carbon intensive electricity generation. That’s why we will continue to support the phaseout of unabated coal power in Canada by 2030. That’s also why the previous Liberal government’s <i>A Healthy Environment and A Healthy Economy</i> plan invested... an additional \$964 million over four years to advance smart renewable energy and grid modernization projects to enable the clean grid of the future. This includes support to increase renewable power generation capacity such as wind and solar, and the deployment of grid modernization technologies such as power storage.” (Source: <i>Response</i>)</p> <p><i>As part of their response, the Liberals report a plan to:</i></p> <ol style="list-style-type: none"> <li>“1. Invest an additional \$300 million over five years to advance our Liberal government’s commitment to ensure that rural, remote and Indigenous communities that currently rely on diesel have the opportunity to be powered by clean, reliable energy by 2030.</li> <li>2. Continue working with the over 200 remote communities in Canada that are reliant on diesel for electricity and heat to transition to renewable energy. This transition will support local economic development and jobs while reducing pollution.” (Source: <i>Response</i>)</li> </ol> <p>“Additionally, our Liberal government took action to reduce emissions from internal combustion engine vehicles through implementing a national price on carbon, establishing the Clean Fuel Standard and committed to improving efficiency standards of heavy-duty vehicles post-2025 aligned with the most stringent standards in North America.” (Source: <i>Response</i>)</p> <p>“A re-elected Liberal government will – encourage public transit-oriented development. This fund will support a wide range of eligible municipal investments, including red tape reduction efforts, and reward cities and communities that build more homes, faster.” (Source: <i>Liberal Platform</i>, p. 13)</p> <p>“Work with industry, labour, and other stakeholders to develop a regulated sales requirement that at least 50% of all new light duty vehicle sales be zero emissions vehicles in 2030.” (Source: <i>Liberal Platform</i>, p. 46)</p>

	<p>“Accelerate our Greening Government commitments to electrify the entire federal fleet of light duty vehicles by 2030, up from our existing target of 80% by 2030.” <i>(Source: Liberal Platform, p. 46)</i></p> <p>“Require 100% of medium- and heavy-duty vehicles sales to be zero emission by 2040, where feasible.” <i>(Source: Liberal Platform, p. 46)</i></p> <p>“Invest \$200 million to retrofit large trucks currently on the road to cut pollution now.” <i>(Source: Liberal Platform, p. 46)</i></p> <p>“A re-elected Liberal government will continue to transform public transit in Canada by:</p> <ul style="list-style-type: none"> <li>• Accelerating major public transit projects.</li> <li>• Supporting the switch to zero emission buses.</li> <li>• Developing rural transit solutions.</li> <li>• Advancing a National Active Transportation Strategy to build bike lanes, wider sidewalks, pathways, and multi-use trails.</li> <li>• Committing to make High Frequency Rail a reality. We will move forward with the project in the Toronto to Quebec City corridor, with stops in Trois-Rivières and Peterborough, among others, using electrified technology. We will launch a procurement process by the end of 2021 and also explore other opportunities to extend the rail toward London and Windsor.” <i>(Source: Liberal Platform, p. 47)</i></li> </ul>
NDP	<p>“We will lead by example and procure from Canadian companies producing clean technology, ensure that federal buildings use renewable energy, and move the vehicle fleets of the federal government to electric by 2025, choosing made-in-Canada wherever possible.” <i>(Source: NDP Platform, p. 46)</i></p> <p>“Because we know Canadians want to do their part, we will make it easier to get and use a zero-emissions vehicle (ZEV). As Canada moves towards 100% of all new car sales being zero-emissions by 2035, we will make sure that more of these vehicles are built here in Canada.” <i>(Source: NDP Platform, p. 49)</i></p> <p>“We will expand the use of ZEVs in the public sector – including Crown Corporations – and by freight vehicles.” <i>(Source: NDP Platform, p. 49)</i></p> <p>“New Democrats will modernize and expand public transit within and between communities across Canada, and ensure that federal transit funding flows with an emphasis on 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.” <i>(Source: NDP Platform, p. 49)</i></p> <p>“For provinces and municipalities that identify it as a priority, we will help them build towards fare-free transit to ease commutes, help people make ends meet and lower emissions. To help replace the loss of Greyhound routes, we’ll develop a public inter-city bus system. We will 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.” <i>(Source: NDP Platform, p. 49)</i></p> <p>We will look for further opportunities related to green hydrogen fuel cell technology which could help reduce emissions for heavy trucks, freight, marine and aviation sectors. <i>(Source: NDP Platform, p. 49)</i></p>

Lastly, we will promote smart community planning and active transportation like walking and cycling, helping Canadians make choices that are healthier and more affordable for everyone. And we will work with other levels of government to encourage the use of electric bikes and their safe integration into our active transportation network." (Source: NDP Platform, p. 49)

"New Democrats will set a target to power Canada with net-zero electricity by 2030, and move to 100% non-emitting electricity by 2040. To drive this progress, we will establish a new Canadian Climate Bank that will help boost investment in renewable energy, energy efficiency and low carbon technology across the country. It will 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. The Climate Bank will also support made-in-Canada manufacturing of renewable energy components and technologies, and help scale up Canada's clean energy industry." (Source: NDP Platform, p. 50)



## 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?

Party	Policy Details
Bloc Québécois	<p>“Le Bloc Québécois soutiendra la transition vers les énergies vertes en proposant des investissements massifs dans l’innovation écologique, les changements technologiques ainsi que la recherche et développement dans toutes les régions du Québec. Le Bloc Québécois souhaite propulser une relance verte créatrice de richesse par le tissu entrepreneurial québécois, soutenue par notre savoir-faire et notre innovation.</p> <p>Le Bloc Québécois exigera que le fédéral sabre la Stratégie canadienne pour l’hydrogène, inefficace et polluante, pour plutôt contribuer financièrement au développement et à la promotion de la filière de l’hydrogène vert par Hydro-Québec.” <i>(Source: Bloc Québécois Plateforme Politique, p. 23)</i></p>
Conservative	<p>“If elected, Canada’s Conservatives will 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. We plan to invest a billion dollars in deploying hydrogen technology including hydrogen vehicles.” <i>(Source: Response)</i></p>
Green	<p>“Establish a dedicated innovation agency that focuses on developing joint projects across universities, private industry, and national labs.” <i>(Source: Green Platform, p. 16)</i></p> <p><b>“Green Innovation: Joint Review Panels for Greater Cooperation</b></p> <p>Canada should adopt the practice of having joint review panels, in which federal and provincial transportation officials meet regularly to discuss how best to combine their resources to improve public transportation. These panels are needed to ensure coordination between provincial and federal transport expenditures. Establishing review panels in Canada would ensure that Via Rail works with regional bus companies. Commuter rail networks around our biggest cities would also coordinate their services with Via Rail and with local bus services.” <i>(Source: Green Platform, p. 34)</i></p>
Liberal	<p>“To advance EV Leadership and support Canada’s domestic zero-emissions vehicle industry our Liberal government delivered historic commitments to drive zero-emission vehicle innovation and support manufacturing across the country.” <i>(Source: Response)</i></p> <p>“This included major investments to support the manufacturing transformation towards electrification, including \$295 million to the Ford Motor Company of Canada’s \$1.8 billion project to build electric vehicles at its Oakville Assembly Complex. As well as our Liberal government’s \$8 billion <a href="#">Strategic Innovation Fund - Net Zero Accelerator</a> 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.” <i>(Source: Response)</i></p> <p>“Building domestic zero-emission manufacturing capacity, improving public transit and reducing emissions is important to a re-elected Liberal government. That’s why our government announced \$2.75 billion in funding over five years, starting in 2021, to enhance public transit systems and switch them to cleaner electrical power, including supporting the purchase of zero-emission public transit and school buses. This funding was part of an eight-year, \$14.9 billion public transit investment</p>

	<p>recently outlined by Prime Minister Justin Trudeau, and will also support municipalities, transit authorities and school boards with transition planning, increase ambition on the electrification of transit systems, and deliver on the government’s commitment to help purchase 5,000 zero-emission buses over the next five years.” (Source: Response)</p> <p>“To strengthen Canada’s economic growth and accelerate Canada’s transition to the low carbon economy, our Liberal government established the Canada Infrastructure Bank (CIB) with a \$10 billion Growth Plan focused on investing in transit for cleaner communities, including \$1.5 billion for zero-emission buses.” (Source: Response)</p> <p>“Critical Minerals and Batteries – As the market for batteries grows, the global race is on to attract new manufacturing facilities and jobs. Canada has all the right ingredients to win the race. We 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 just the last year, the strategy has attracted \$6 billion in planned investments in Canada’s automotive sector.” (Source: Liberal Platform, p. 46)</p> <p>“To position Canada as a world leader in the global battery economy, a re-elected Liberal government will:</p> <ul style="list-style-type: none"> <li>• Build an end-to-end, sustainable battery supply chain;</li> <li>• Work to attract near-term multi-billion anchor investments in key areas like minerals processing and cell manufacturing;</li> <li>• Double the Mineral Exploration Tax Credit for materials on the Canadian list of critical minerals which are essential to the manufacturing of vital clean technologies, such as batteries;</li> <li>• Establish Canada as a global leader in battery recycling and reuse, to improve the environmental impact and build a competitive advantage;</li> <li>• Launch a Canada-U.S. Battery Alliance for stakeholders in both countries to identify shared priorities and create environmental requirements that lead to an integrated, world-scale battery supply chain;</li> <li>• Work with stakeholders to identify new strategic priorities, including future battery types, ways to optimize batteries for cold weather performance and long-duration storage, and applications in heavy-duty transportation;</li> <li>• Address gaps in training and upskilling to ensure that all Canadians workers can take advantage of battery industry opportunities; and</li> <li>• Use all tools, including the <i>Investment Canada Act</i>, to ensure the protection and development of our critical minerals from both an economic and national security perspective.” (Source: Liberal Platform, p. 46)</li> </ul> <p>“Finally, our Liberal government also utilized procurement power to increase adoption and reduce the Government of Canada’s operations emissions footprint through the Greening Government Strategy. As the common service provider for the Government of Canada, Public Services and Procurement Canada (PSPC) leads and enables greening government operations, and will lead the procurement of electrical fleet vehicles as well as the procurement and installation of Electric Vehicle Charging Stations infrastructure in federal buildings.” (Source: Response)</p>
NDP	<p>“New Democrats will develop comprehensive industrial strategies to incubate and expand critical domestic manufacturing capacity and supply chain infrastructure including for auto, aerospace, shipbuilding, construction materials, pharmaceuticals and personal protective equipment</p> <p>New Democrats are committed to reenergizing a made-in-Canada auto industry. For generations, millions of Canadian families have been supported by good jobs in the automotive and parts industries. Those good jobs have helped to build</p>

	<p>many of our communities.</p> <p>And, today, we need to protect and keep those jobs – while attracting the next generation of automotive manufacturing to Canadian communities.</p> <p>A New Democrat government will urgently 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. This strategy will make sure that Canadian product lines and manufacturing processes are adapted to meet changing consumer needs and evolving realities in the manufacturing industry – while protecting workers for the long term.</p> <p>We will also restore the Automotive Innovation Fund and make contributions to automakers tax-free to help secure next generation production capacity.” (Source: NDP Platform, p. 36)</p> <p>“And we will commission an independent study into the causes and consequences of the trade deficit in automotive products with Mexico, along with potential strategies for reducing it.</p> <p>New Democrats will help Canadian industry lead in the development and manufacturing of the vehicles of tomorrow. We’ll work with labour and industry to make sure that Canadian workers have the skills they need to benefit from the adoption of these new technologies – and drive demand by ensuring that federal incentives for zero-emissions automobiles prioritize made-in-Canada vehicles.” (Source: NDP Platform, p. 37)</p> <p>“We will create a centre of excellence for research and development of ZEVs to move forward related technologies such as hydrogen, batteries, and energy storage solutions.” (Source: NDP Platform, p. 49)</p>
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### 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?

Party	Policy Details
Bloc Québécois	No response received/published
Conservative	<p>“Canada’s Conservatives will work with the provinces, territories, and municipalities to encourage the inclusion of a minimum number of EV charging spaces for new developments. We also will require every building where the federal government has employees or offers parking services to the public to have charging stations by 2025.” (Source: Response)</p> <p>“We will 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.” (Source: Response)</p>
Green	“Expand charging stations for electric vehicles, including charging stations in smaller communities and rural areas.” (Source: Green Platform, p. 9)

	<p>"Expand charging stations for electric vehicles, including all parking lots associated with federal facilities." (Source: Green Platform, p. 35)</p>
Liberal	<p>"A re-elected Liberal government will:</p> <ul style="list-style-type: none"> <li>• Invest an additional \$700 million to add 50,000 new electric vehicle chargers and hydrogen stations to Canada's network.</li> <li>• Provide \$100 million to make sure existing buildings can install charging stations, removing a barrier to adopting a clean car." (Source: Liberal Platform, p. 46)</li> </ul> <p>"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). They have also approved 33 demonstration projects to address technological gaps and barriers to the introduction of electric vehicles." (Source: Response)</p> <p>"Under our Liberal government's <a href="#">Zero Emission Vehicle Infrastructure Program</a>, as of April 2021, Natural Resources Canada has 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." (Source: Response)</p> <p>"Through the <i>A Healthy Environment and a Healthy Economy</i> plan our government 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. These investments complement the Government's existing programs, which to date have resulted in over 4,300 charging stations being funded - with many more to come - including the establishment of a coast-to-coast network of fast chargers. Recent examples include a \$5 million investment in Quebec and New Brunswick for the installation of 100 EV fast chargers." (Source: Response)</p> <p>"Additionally, Public Services and Procurement Canada will run a pathfinder project over the coming years to support the greater deployment of zero-emission vehicles infrastructure, with the installation of chargers in crown-owned (and lease purchase) buildings with floor areas greater than 500 m<sup>2</sup>, which is required to meet the Government's greening government zero-emission vehicles targets." (Source: Response)</p>
NDP	<p>"To make ZEV use easier for Canadians in all regions, we'll build out Canada's charging infrastructure and help people purchasing new or used ZEVs cover the cost of installing a plug-in charger." (Source: NDP Platform, p. 49)</p>

#### 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?

Party	Policy Details
Bloc Québécois	No response received/published

Conservative	<p>“Canada’s Conservatives will work with the provinces to implement an innovative, national, Personal Low Carbon Savings Account. This will put a price on carbon for consumers without a penny going to the government.” <i>(Source: Response)</i></p> <p>“Canadians will pay into their Personal Low Carbon Savings Account each time they buy hydrocarbon-based fuel. They will be able to apply the money in their account towards things that help them live a greener life. This could mean buying a transit pass, bicycles or saving up and putting the money towards zero emissions vehicles.” <i>(Source: Response)</i></p> <p>“This is one tool that will ensure affordability for Canadians in low-income families who want to purchase a new or used electric vehicle.” <i>(Source: Response)</i></p>
Green	<p>“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.” <i>(Source: Green Platform, p. 9)</i></p> <p>“Exempt new and used electric and zero-emission vehicles from federal sales tax.” <i>(Source: Green Platform, p. 35)</i></p>
Liberal	<p>“We know action is needed to reduce pollution from transportation. That’s why we launched the iZEV program in 2019 to provide purchase rebates of up to \$5000 to Canadians who want to get behind the wheel of an electric vehicle. A re-elected Liberal government will... 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.” <i>(Source: Liberal Platform, p. 45)</i></p> <p>“To date, our Liberal government has invested more than \$1 billion in measures to support increasing zero-emission vehicle adoption, including:</p> <ol style="list-style-type: none"> <li>1. Providing \$587 million towards Transport Canada’s <a href="#">Incentives for Zero-Emission Vehicles program</a>, which has helped over 92,000 Canadians and Canadian businesses make the switch to zero-emission vehicles. The Liberal government also launched the Incentives for Zero-Emission Vehicles (iZEV) Program that provides a rebate of up to \$5,000 on a light-duty zero-emission vehicle in May 2019. The iZEV Program funding complements the <a href="#">Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative</a>, which is supporting the creation a coast-to-coast fast-charging network along the <a href="#">national highway system</a>, natural gas refuelling stations along key freight corridors and hydrogen refuelling stations in city centres. Through the <i>A Healthy Environment and a Healthy Economy</i> plan our government expanded the iZEV program with an additional \$287 million over two years, starting in 2020-21, until March 2022.</li> <li>2. Providing more than \$460 million to support the build out of a coast-to-coast network of electric vehicle fast chargers, electric vehicle chargers where Canadians live, work and play, natural gas stations along key freight corridors, and hydrogen stations in metropolitan centres. To date these investments have supported projects that will result in more than 16,500 new electric vehicle chargers, 10 hydrogen stations, and 20 natural gas stations.</li> <li>3. Additionally, our government’s Budget 2019 provided for a <a href="#">100% write-off for zero-emission vehicles</a> 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.” <i>(Source: Response)</i></li> </ol>
NDP	<p>“A New Democrat government will 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.” <i>(Source: NDP Platform, p. 49)</i></p>

**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?

Party	Policy Details
Bloc Québécois	No response received/published
Conservative	No response received/published
Green	No response received/published
Liberal	<p>“As noted above, our Liberal government has already invested over \$1 billion to support increased zero-emission vehicle adoption. However, nationwide surveys consistently show that this lack of awareness, knowledge and public confidence in ZEVs is a key barrier to adoption on a wider scale.</p> <p>Therefore, addressing gaps in ZEV knowledge and experience for consumers and businesses is critical to supporting Canadians through the decision-making process to purchasing a ZEV.</p> <p>To address these challenges, our Liberal government launched Natural Resources Canada’s Zero Emission Vehicle Awareness Initiative (ZEVAI) supports projects that aim to increase awareness, knowledge and public confidence in ZEVs and public charging and refueling infrastructure. 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.” <i>(Source: Response)</i></p>
NDP	No response received/published

**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?

Party	Policy Details
Bloc Québécois	No response received/published
Conservative	<p>“Canada’s Conservatives want to reduce emissions and leave a better Canada for generations to come. Not only will we invest \$1 billion into zero emissions vehicles, but we 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.” <i>(Source: Response)</i></p> <p>“Our plan will ensure that all Canadians can do their part to fight climate change, in the way that works best for them.” <i>(Source: Response)</i></p>
Green	No response received/published
Liberal	No response received/published
NDP	No response received/published