

**Electric Vehicle Associations and Owner Groups of Canada
Letter to Federal Political Party Leaders – February 13, 2025**

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Calling on Federal Political Parties to Support the Electrification of Transportation and Electric Vehicle Adoption

We, the electric vehicle (EV) associations and owner groups from across Canada, representing the interests of a rapidly growing population of EV owners and their families, want the next federal government to prioritize a rapid transition to electric modes of transportation.

The number of 100% battery electric vehicles (BEV) in Canada has increased from 46,000 at the beginning of 2019 to over 600,000 at the start of 2025. In the interest of increasing Canada’s economic competitiveness and reducing the cost of living, it is important that the new government advances policies to enable all Canadian residents and businesses to share in the economic, environmental and health benefits of electric vehicles (EVs).

While people who drive electric vehicles enjoy lower operating costs, everyone benefits from the cleaner air that results from clean running EVs that do not emit particulates, burned chemicals or carbon.

We are reaching out to each political party during the run-up to the 45th Federal Election to consider ten (10) policy recommendations we have identified based on our collective experience and knowledge of driving electric over the last 15 years throughout Canada.

We invite each party to **include these policy measures** in your platforms for the next election. Please contact us at CanadaElection2025@veva.ca.

Recommended Policy Initiatives for a New Federal Government

Support Current Initiatives

1. Evolve and advance current policies and investments that support electric modes of transport, and improve the cost effectiveness and the health and environmental benefits of Canadian Government programs, including
 - a. Remove Plug-In-Hybrids (PHEV) and Hydrogen Fuel Cell Vehicles (HFCV) from the Zero Emission Vehicle (ZEV) definition by 2026. These powertrain types only reduce, not remove, greenhouse gases (GHG) and toxic emissions from our vehicle fleet and the fuel supply. Incentives for both types would logically be ended at the same time in 2026.
 - b. Enhance public education programs about the financial, environmental and health benefits of Battery Electric Vehicles (BEVs).

- c. Waive GST for new and used BEVs.
- d. Maintain sales targets for Light Duty (LD) BEVs.
- e. Phase out the business tax write-offs for the fuel and oil component of all internal combustion engine vehicles over a four-year period.
- f. Make it easier to report and monetize carbon credits created by ZEV charging under the Clean Fuel Regulations.

Market Readiness

- 2. Enhance investment and tax incentives in leading edge transportation electrification technologies:
 - a. “Vehicle to Grid” (V2G) technologies and programs to enable the electrical grid to utilize the storage capacity of EV batteries while the EVs are parked.
 - b. Megawatt charging infrastructure for medium and heavy-duty (MHD) electric transport trucks.
- 3. Configure Canada’s material supply chain for self-sufficiency, and support the Canadian electric vehicle industry to increase “made in Canada” capacity for the manufacture, sale, maintenance, and repair of EVs, including expertise in producing, maintaining and recycling batteries at scale.
- 4. Work with Indigenous communities, local communities and the mining industry to capitalize on critical minerals production in Canada that can support electric vehicle and battery manufacturing.

EV Charging Infrastructure

- 5. Electrify the Trans-Canada Highway system by building continuous national Light Duty (LD) and Medium and Heavy Duty (MHD) EV charging networks.
- 6. Work with the utilities across Canada to:
 - a. eliminate “demand charges” for the electricity used to charge EVs, and
 - b. support highway-side facilities to enable off-grid or limited grid EV charging.
- 7. Promote compliance with international standards for EV charging, including:
 - a. universal design and accessibility for charging stations in accordance with human rights legislation so that all Canadians no matter their age or ability can benefit from the electrification of transportation,
 - b. full interoperability of stations and charge points so that billing is seamless across different charging systems and providers, and
 - c. standardized connectors, adaptors, protocols, and in-vehicle charging systems.
- 8. Support “at home”, “at work” and “fleet” charging facilities where most charging occurs.

EV Availability and Affordability

- 9. Reduce tariffs on Chinese EVs on a sliding scale to 0% over 4 years to give Canadians a choice of high-quality, low-cost EVs while North American manufacturers ramp up production.
- 10. a. Set clear sales targets for Medium and Heavy-Duty electric vehicles, and support the targets using investment programs, low interest loans and tax deferral incentives.
- b. Encourage manufacturers to produce and sell more lower cost and lighter weight EVs through incentives and clear targets.

The following Canadian Electric Vehicle Associations and Owner Groups have endorsed these recommendations.

Comox Valley Electric Vehicle Association Randy Chatterjee	Association des Véhicules Électriques du Québec Frederic Allard
Kamloops Electric Vehicle Owners Brock Nansen	Drive Electric Newfoundland and Labrador Jon Seary
Mid-Vancouver Island Electric Vehicle Association Larry Boldt	Electric Vehicles Association of Alberta Andrew Bell
Northern BC Canada EV Group Mark Vejvoda	Electric Vehicle Association of Atlantic Canada Kurt Sampson
Prince George Electric Vehicle Association Doug Beckett	Electric Vehicle Council of Ottawa Raymond Leury
Sunshine Coast Electric Vehicle Association John Henderson	Electric Vehicle Society of Canada Richard Ivity
Tesla Owners Club Vancouver Island Joe Carr	Manitoba Electric Vehicle Association James Hart
Valemount Electric Vehicle Association Jeannette Lorenz	Northumberland Chapter of the EV Society David Kuhnke
Vancouver Electric Vehicle Association Bob Porter	Saskatchewan Electric Vehicle Association Matthew Pointer
Victoria Electric Vehicle Association Glenn Garry	Véhicules Électriques New Brunswick Electric Vehicles Joshua Gorham