



## Canada Not Yet Making the Electric Vehicle Grade

**Province-by-province EV Policy Report Card finds insufficient support for electric cars.  
Forthcoming national climate framework could “lift all boats.”**

**MEDIA RELEASE** - November 15 --- A frank new assessment finds most provinces are not doing enough to get EVs on the road, but identifies opportunities for provinces and the federal government to step up.

Today, Simon Fraser University’s [Sustainable Transportation Action Research Team](#) (START) released *Canada’s Electric Vehicle Policy Report Card*. The report aims to provide provincial leaders with an assessment of whether current and planned EV policies will cut transportation-related greenhouse gas emissions at the scope, scale, and speed needed to prevent dangerous climate change.

Six of Canada’s 10 provinces receive an “F” grade in the assessment, with the balance an unfortunate mix of Ds, C-minuses and Cs. Only one province, Quebec, scores a respectable B-. Overall, Canada receives a grade of “C-” for existing policies, which translates to a “marginal” impact on long-term EV sales.

“An electric vehicle is an iconic symbol of climate action, and for good reason—in Canada, an EV will produce between 45 and 98 percent fewer carbon emissions than a comparable gasoline vehicle,” said Jonn Axsen, an associate professor in the school’s Faculty of Environment, and co-author of the study.

“Unfortunately, we find that Canada as a whole is not providing the policies needed to make electric mobility happen in a big way,” Axsen said. “Though there is hope in there—for example, Quebec’s recent announcement of a zero-emissions vehicle mandate is the kind of game-changing policy that could make a big difference if implemented at the national level.”

The International Energy Agency suggests that 40 percent of new passenger-vehicle sales must be electric by 2040 if the world is to limit global warming to two degrees Celsius—a goal of the Paris Agreement. The START team examined all the various combinations of EV policies either in place or planned across Canada to see which, if any, provinces are on track for that goal. None were.

“As the federal government prepares to release its forthcoming climate framework, the report really highlights the opportunity for Ottawa to lift all boats with strong EV policy,” said adjunct professor Suzanne Goldberg, who co-authored the study with Axsen. “Ottawa’s leadership could make cleaner cars an easier choice for all Canadians—especially those living in provinces that have yet to support them.”

Please see the attached *Backgrounder* for grades; the full report is at [sustainabletransport.ca](http://sustainabletransport.ca).

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## Backgrounder: EV Policy Report Card Grades

	Current EV policies	Current + proposed EV policies
British Columbia	C–	C–
Alberta	D	D
Saskatchewan	F	D
Manitoba	F	D
Ontario	C–	C
Quebec	B–	B
New Brunswick	F	D
Nova Scotia	F	D
Prince Edward Island	F	D
Newfoundland and Labrador	F	D
Canada Overall	C–	C

### Key findings at a glance:

- All Canadian provinces fall short of the 2040 electric vehicle policy goal. Six provinces receive an “F” because the policies currently in place are not likely to encourage electric vehicle market shares greater than five per cent by 2040.
- Quebec leads Canada with a grade of “B–” and an estimated market share of 24% by 2040 due to the recently passed ZEV mandate. That mandate will boost EV market share in the province by 15%—three times the estimated impact of Ontario’s financial incentive.
- British Columbia, Ontario and Alberta all get passing grade but their policies are expected to have a more moderate impact.
- Driven primarily by provincial policies in Quebec, British Columbia, and Ontario, Canada as a whole receives a grade of “C–” based on current policies.

- Strong federal policy could bring all grades up to an “A.” Ottawa’s forthcoming *National Framework on Clean Growth and Climate Change* offers a window of policy opportunity.