

# Where do B.C.'s parties stand on electric cars?

With B.C.'s election around the corner, what do the province's three major parties have planned for electric vehicles? Simon Fraser University's Sustainable Transportation Research Team and Clean Energy Canada have prepared a comparison of EV policies from the B.C. Liberals, B.C. Greens and B.C. NDP. All statements are from party responses unless otherwise noted. For full responses and other policies, go to the [report website](#).



	<b>greens</b> OF BRITISH COLUMBIA	<b>BC NDP</b>	<b>Today's BC Liberals</b>
<b>Electric vehicle purchase incentive</b> 	<b>\$5,000 PER ELECTRIC VEHICLE*</b> "[B.C. Greens] will maintain the current rate of incentives and are open to exploring further incentives to facilitate the widespread adoption of electric vehicles."	<b>\$5,000 PER ELECTRIC VEHICLE*</b> "Additional incentives will be part of the discussion" regarding the Climate Action Leadership Team's recommendations for "establishing Zero Emission Vehicle targets for the sale of new light-duty vehicles."	<b>\$5,000 PER ELECTRIC VEHICLE*</b> "Continued point-of-sale purchase incentives of up to \$5,000 for battery EVs and \$6,000 for hydrogen fuel cell EVs" as part of the \$40 million in the Clean Energy Vehicle (CEV) program investment."
<b>Zero-emission vehicle supply mandate</b> 	<b>YES, INTRODUCE A ZEV MANDATE</b> "We will develop a ZEV mandate in line with our greenhouse gas emissions reduction plan and in consultation with stakeholders."	<b>WILL CONSIDER A ZEV MANDATE</b> "Within the first 100 days of a B.C. NDP government, we would renew the Climate Leadership Team to discuss how we will implement their recommendations.... ZEV mandates would be a part of the discussion and plan."	<b>NO POLICY PROPOSAL</b>
<b>Charging – home and workplace</b> 	<b>WILL CONSIDER REBATES AND BUILDING CODE CHANGES</b> "A B.C. Green government will consider various options for promoting the installation of charging facilities, in single family homes, multi-unit residential properties, and commercial buildings and workplace. This will include exploring the possibility of providing rebates for installations and purchases."	<b>WILL CONSIDER PUBLIC CHARGING STATIONS AND REBATES. NOT CONSIDERING BUILDING CODE OR STRATA ACT CHANGES.</b> "[The NDP] have no platform commitments related to building code requirements for charging infrastructure.... Do not see a need to amend the [Strata] Act, but there is a need for education and assistance for residential buildings to consider this technology.... [The NDP] would consider providing subsidies or rebates for the purchase and installation of charging stations, focusing first on multi-user locations."	<b>DEVELOPING FOR BUILDING CODE CHANGES AND POLICIES TO FACILITATE CHARGING IN STRATA BUILDINGS.</b> "[The Liberals] are taking action to support charging stations across the province, developing regulations to allow local governments to require new buildings to install adequate infrastructure for electric vehicle charging and policies that facilitate installing electric vehicle charging stations in strata buildings and developments."
<b>Charging – public</b> 	<b>SUPPORT EXPANDING PUBLIC CHARGING</b> "As part of [the transportation] plan, we will invest in an expanded network of charging facilities to enable long-distance travel with electric vehicles. We'll look at multiple ways to encourage the expansion of access to charging facilities, including working with gas stations and other facility operators."	<b>WILL CONSIDER PUBLIC CHARGING SUPPORT</b> "Consideration of how to deploy chargers and how to pay for them would be part of our low-carbon transportation strategy. Linking a rebate to the purchase of an EV, as is done in Ontario, is an option, as is partnering with commercial building owners, sponsors or others to share the costs."	<b>SUPPORT EXPANDING PUBLIC, RESIDENTIAL AND WORKPLACE CHARGING</b> "Expanding public, residential and workplace charging and hydrogen fuelling infrastructure" as part of the \$40 million CEV program investment.
<b>Carbon tax</b> 	<b>\$70/TONNE BY 2021, INCREASE STARTING IN 2018</b> "A B.C. Green government will formally end the commitment to revenue neutrality, and will, instead, focus on short-term investments that will facilitate low-carbon options." (Source: Platform)	<b>\$50/TONNE BY 2022, INCREASE STARTING IN 2020</b> "We will use the revenue from carbon tax increases to provide rebate cheques for low- and middle-income families and invest in climate change solutions that create jobs, benefit communities and further reduce climate pollution."	<b>\$50/TONNE BY 2022, INCREASE STARTING IN 2021</b> "The carbon tax will be revenue neutral, meaning every dollar raised will be returned to British Columbians in the form of tax relief."
<b>Other policies</b> 	<b>CONTINUE HOV LANE ACCESS AND CONSIDER TOLLS FOR GASOLINE AND DIESEL VEHICLES, FREE PARKING AND LOWERED FERRY FARES FOR ELECTRIC VEHICLES</b> Implement congestion and road pricing policies, and other initiatives that favour low- or zero-emission vehicles; examples of initiatives that may be considered include: tolls for gasoline or diesel vehicles; free parking for electric vehicles; half-price ferry fares for electric vehicles. (Source: Platform)	<b>CONTINUED HOV LANES ACCESS FOR ELECTRIC VEHICLES AND CONSIDER PST REDUCTIONS FOR EVS</b> The Climate Leadership Team recommends establishing a revenue neutral PST for all vehicles based on grams of CO2 per km, similar to many European vehicle registration systems. We will consider this policy in our discussions.	<b>CONTINUED HOV LANES ACCESS FOR ELECTRIC VEHICLES</b>

\*For EVs under \$77,000.