

RECHARGED AND READY

Used EVs are reliable and save thousands a year on fuel—without the new car price tag. But where you live heavily impacts your options

CLEAN ENERGY CANADA

October 2026



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Recharged and Ready

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ISBN: 978-1-989692-34-9

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SFU MORRIS J. WOSK CENTRE FOR DIALOGUE

KEY TAKEAWAYS

SAVINGS

- **Opting for a used EV instead of a used gas car saves between $160 and $200 a month at the gas pump.**
- **Used EVs are often cheaper or close to parity with equivalent used gas cars** in our analysis, meaning drivers are saving from the moment they get behind the wheel.

LESS MAINTENANCE

- **Electric vehicles simply don't wear out the same way that gas cars do,** resulting in lower maintenance and repair bills. Analysis has shown that EV maintenance costs are roughly half that of a gas car.
- Despite common narratives, **battery replacements in modern EVs are actually very rare** (just 0.3% for EVs from 2022 onward) and usually happen under warranty.

APPEALING OPTIONS

- Of Canadians inclined to buy a used car, **60% would consider going electric, with 64% willing to spend between $10,000 and $30,000.**
- Our analysis of the used electric vehicle market in Canada reveals a wide range of cars available in this price range, but a huge **92% of the used EV market is located in B.C., Quebec, and Ontario—three provinces that only account for 75% of the country's population.** The highest listings per capita, by far, are in B.C. and Quebec: the two provinces with the longest-running supportive EV policies, including rebates for new EVs and regulations designed to attract models to the marketplace, highlighting the importance of new EV policy in developing a robust used market.
- The vast majority (**75%**) **of used EVs on the market across Canada are model years 2022 and newer,** delivering modern battery technology and all the benefits that come with it.
- That doesn't mean older EVs won't suit some drivers. **When purchasing a used EV, it's important to choose the right car for your lifestyle.** Consider what range, charging speed, and cold weather driving features best match your needs.





EXECUTIVE SUMMARY

Nine in 10 Canadian households have a vehicle.[1] That means almost everyone in the country pays for (or lives with someone who pays for) a car every month, whether at the gas pump, the repair shop, or via monthly loan payments.

In fact, in 2025, transportation was the second-largest household expense after housing.[2] But what if you could reduce these costs—in some cases, pretty significantly?

Buying a used EV may be the single best solution out there when it comes to cutting the cost of your commute. **Secondhand electric cars come with the same savings as new EVs, but without the new car price tag.** In most of the vehicle comparisons we analyzed, used EVs are either cheaper upfront or a very similar price to an equivalent used gas car. But crucially, they save hundreds a month in fuel costs. And with gas prices showing no signs of easing, there's really no better time to go electric.

It's no wonder that used battery EV sales rose by approximately 15% between January and August this year, according to AutoTrader.ca.[3]

Choosing a used EV comes with another huge advantage: **Electric vehicles have around one hundredth of the moving parts of a gas-powered car, meaning there's simply less wear and tear**—something that matters much more when you're considering a car with kilometres on the odometer.[4] EVs don't get oil leaks or cracked radiators. In fact, many EV drivers don't need to replace their brake pads for hundreds of thousands of kilometres thanks to regenerative braking.[5]

What's more, a recent study of over 3.6 million breakdowns of all car types in Germany indicated that gas cars are considerably less reliable, breaking down 2.5 times more often than similarly aged electric cars.[6,7] A more recent U.K. study found that high-mileage EVs were significantly less likely to fail annual service inspections than high-mileage gas-powered cars.[8]

Many Canadians are sold on the idea. **Of the 40% of Canadians who are inclined to buy a used vehicle, 60% would consider an EV,** according to new Clean Energy Canada polling. Thankfully, there is also an increasing amount of choice available to them at comparatively affordable prices.

Six in 10 used EVs on the market were priced under $40,000 in our analysis of AutoTrader.ca listings from June and July 2026, while **34% were priced under $30,000.** And most of these vehicles were modern EVs, with all the benefits that come with newer cars and technology. Indeed, three quarters of the total listings were 2022 models and newer.

Despite this, **concerns about battery technology and range are still prevalent** (92% of potential used EV buyers in our survey were at least modestly concerned about battery degradation and range loss). **And yet battery replacements are incredibly rare.** In fact, the overwhelming majority of original EV batteries, even in older cars, are still in use today.[10] And in vehicles from 2022 onward, battery replacements are currently at 0.3% of vehicles, and older first-generation EVs (2017 to 2021) saw battery replacements in just 2% of vehicles.

These concerns do, however, underline the importance of choosing the right EV for your lifestyle. Older EVs, for example, tend to have lower ranges that can impact their suitability. Like all cars, different used EVs offer different benefits, and it's important that shoppers consider things like charging setup and daily driving needs when deciding what to buy. Drivers relying heavily on public charging, for example, will value batteries that are capable of charging at very high speeds.

But the most important factor in ensuring you can find the right used EV is choice. There is one variable that limits this for many Canadians: where they live. A massive **92% of the used EVs in our analysis were found in just three provinces: B.C., Quebec, and Ontario** (despite accounting for just over 75% of Canada's population), with B.C. and Quebec miles ahead when it comes to used EVs available per capita.[11] Perhaps unsurprisingly, these are the provinces with the highest new EV market share, both currently and historically. Both provinces have operated EV rebates for more than a decade (although B.C.'s ended last year), and both have EV availability standards in place that require automakers to sell increasing proportions of electric vehicles.

In short, government action to drive new EV sales ultimately improves the used EV market too—opening the car door wider to buyers of most price points.

With Canadians hurting at the gas pump for months on end, the only lasting solution is simply to avoid gas altogether. And while the federal government's gas tax holiday may offer some short-term relief, it's neither permanent nor significant. **The best way to help Canadians get into affordable EVs is to get more of them on the road.**



RECENT POLLING on the used EV market in Canada

24%

of Canadians are open to buying a used EV (**60% of all potential used car purchasers**)

64%

of them are willing to spend between $10,000 and $30,000

14%

(of a separate survey) say they're very aware of appealing options in this price range, with another 38% somewhat aware[9]

95%

of them see cost savings as a benefit of choosing a used EV

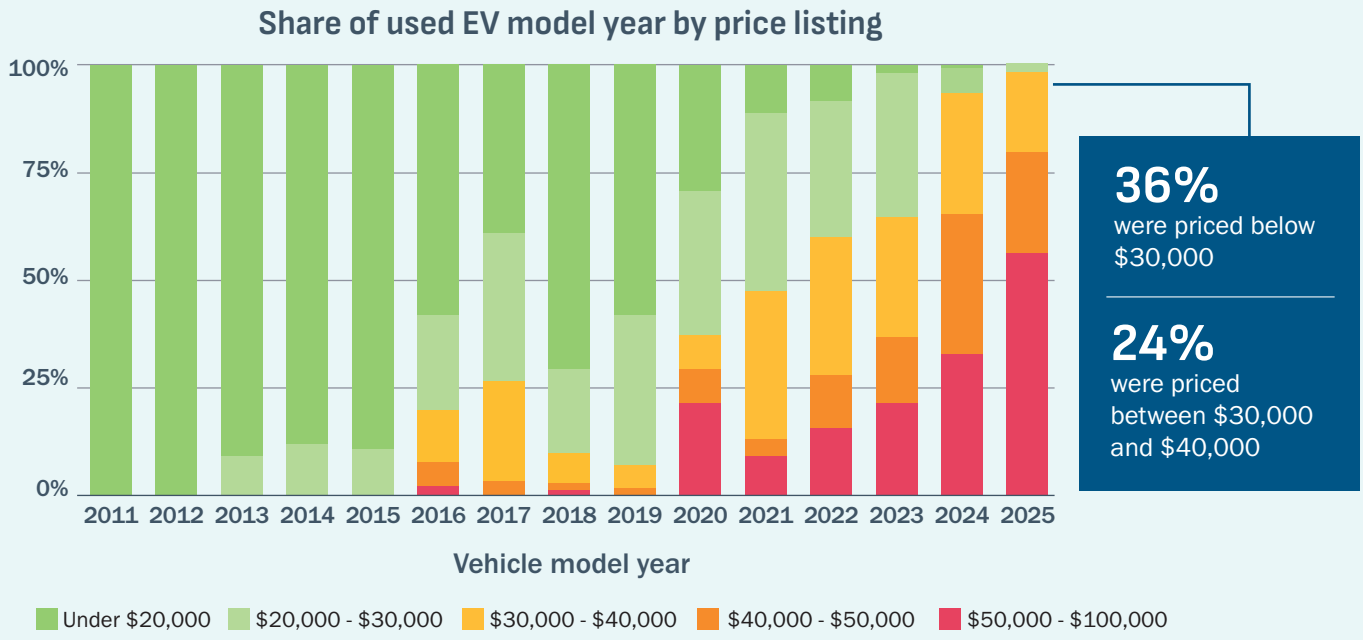


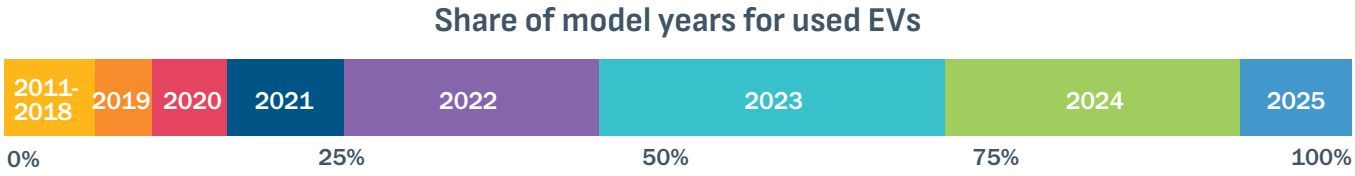
ON THE MARKET

With EVs (including plug-in hybrids) making up more than 5% of new cars sold Canada-wide since 2021—and up to 15% since 2024—there is now a healthy used market across much of the country.[12] Nationally, used battery EV inventory on AutoTrader.ca was up 6.3% year over year as of mid-September.[3]

We analyzed a snapshot of used EVs listed for sale in June and July this year on AutoTrader.ca using a dataset of 3,639 used fully electric cars (priced below $100,000). Just 15% of the cars on the market are model years 2020 and older, largely because new EV adoption picked up in recent years, massively increasing Canada's total electric inventory. As a result, most of the cars on offer have the range and other technological upsides that come with new electric cars.

Our polling indicates that most potential used EV buyers (64%) are willing to spend between $10,000 and $30,000, and so it is important to note that 36% of the listings we analyzed posted prices below $30,000, while a further 24% were listed between $30,000 and $40,000. Crucially, however, another Clean Energy Canada poll found that almost half (48%) of potential EV buyers weren't even aware that there are options in the $20,000 to $30,000 price range, with only 14% very aware.[9]

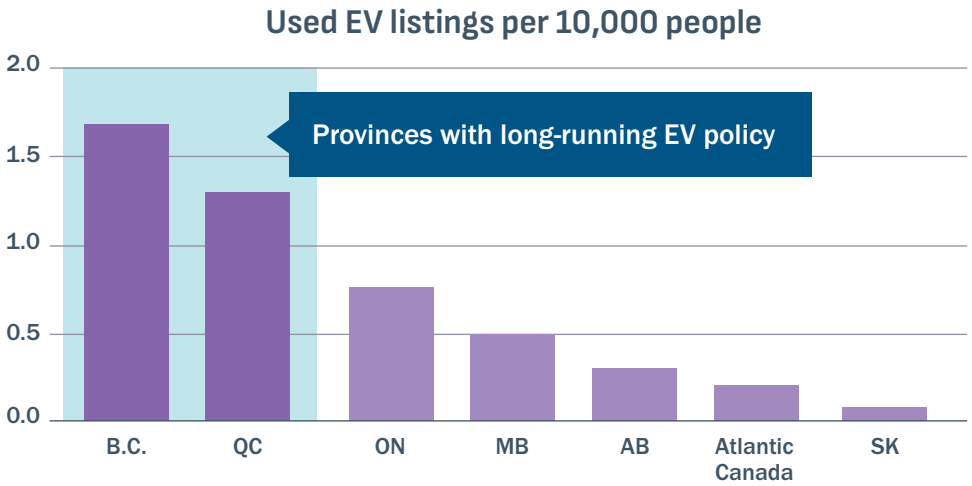




PROVINCIAL PATTERNS

The single biggest factor that impacts the used electric vehicles available to you is where you live. A huge 92% of the listings in our dataset were located in B.C., Quebec, and Ontario, even though these provinces account for 75% of Canada's population.[11] While Ontario had the most listings, B.C. had the strongest used EV market on a per capita basis, followed closely by Quebec.

Unsurprisingly, there is a direct link between new EV sales and used EV sales. **B.C. and Quebec have long been leaders in electric vehicle market share, with EVs making up around 20% of new cars sold in both provinces since 2022.**[12] These provinces also have had the longest-running EV incentives, with both offering rebates toward new electric car purchases for well over a decade, although B.C.'s ended in 2025. They are also the two provinces with EV sales regulations that require automakers to sell an increasing proportion of electric vehicles.



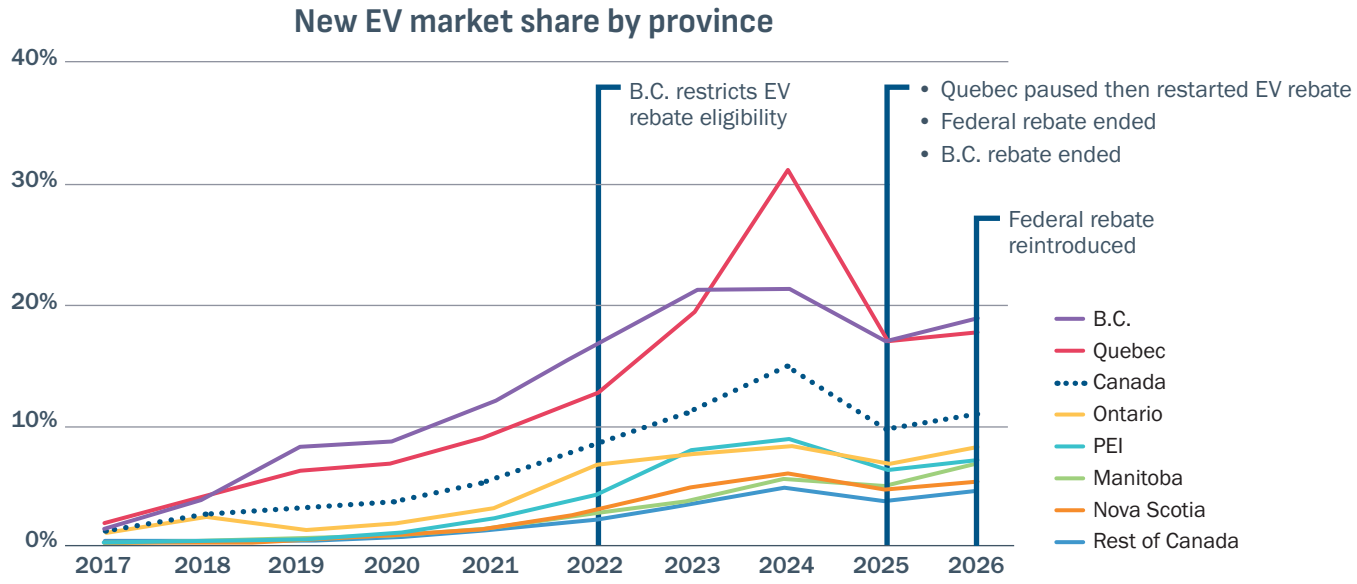
Ontario also had a rebate in place in the 2010s, which may have helped kickstart early adoption, but it's likely that the used EV market in Ontario has been strengthened by high EV sales over the border in Quebec.

While a number of other provinces have introduced rebates more recently—particularly those in Atlantic Canada—resulting in an increase in new electric vehicle sales in recent years, it takes time for a used EV market to develop.

Put simply, policies that support new EV adoption, from regulations to rebates, don't just help new EV buyers—they help used EV buyers too.

Region	Amount ($) up to	Years in effect	Used EVs per capita
British Columbia	Up to $4,000	2011 to 2025	1.7
Quebec	Up to $7,000	2012 to present (paused in 2025)	1.3
Ontario	$5,000 to $8,000	2010 to 2018	0.8
Manitoba	Up to $4,000 (new) Up to $2,500 (used)	2024 to present	0.5
Alberta	None	None	0.3
New Brunswick	Up to $5,000	2021 to 2025	0.2*
Nova Scotia	Up to $3,000 (new) Up to $2,000 (used)	2021 to 2025	0.2*
Prince Edward Island	Up to $4,000	2021 to 2026	0.2*
Newfoundland & Labrador	Up to $2,500 (new and used)	2021 to 2026	0.2*
Saskatchewan	None	None	0.1
Yukon	Up to $5,000	2020 to 2026	**
Northwest Territories	None	None	**
Nunavut	None	None	**

**Per capita values are averaged across Atlantic Canada due to a small sample size. **Insufficient data*



Includes BEVs and PHEVs. Source: Statistics Canada (2026)[12]



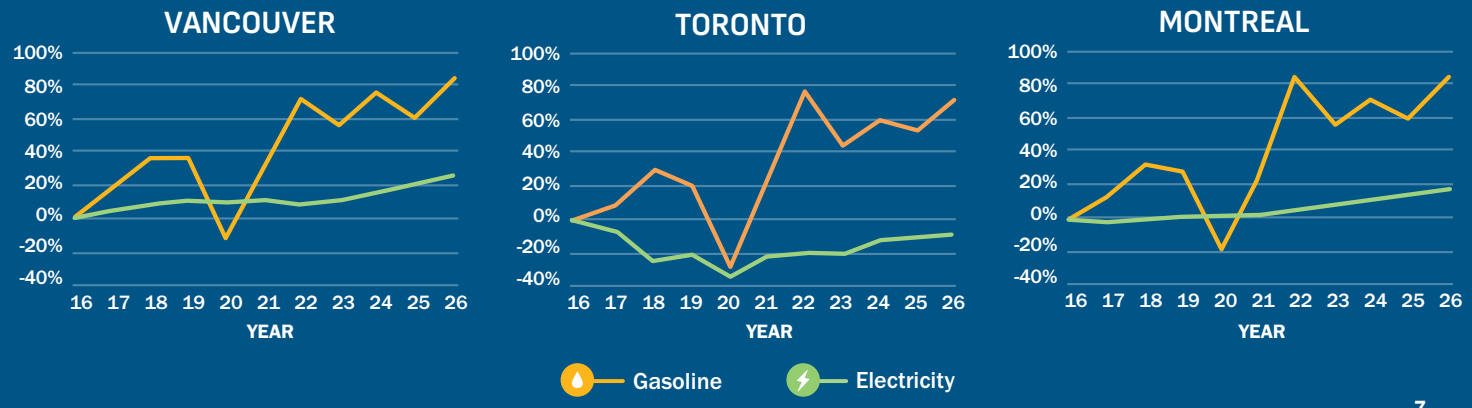
A GOOD TIME TO GO ELECTRIC

It's been a bad year to own a gas-powered car. Prices at the pump have failed to come down from near-record highs for most of 2026.

And even if they do eventually drop, there's no guarantee they'll stay that way. Faced with trade wars, overseas conflicts, and climate change, we are living in a world of geopolitical instability that simply does not impact power prices the same way.

A majority (60%) of Canadian used car buyers would consider ditching the pump for good by purchasing a used EV. And many may not even realize what a good deal it is: opting for a used 2023 Volkswagen ID.4 instead of a 2023 Honda CR-V would not only save money upfront (the model is slightly cheaper to buy on average), but would also save its driver $2,828 a year to operate, a calculation that includes fuel, maintenance, and other costs.

Gasoline vs. electricity prices: relative change in price over time



COST COMPARISON

ELECTRIC — GAS

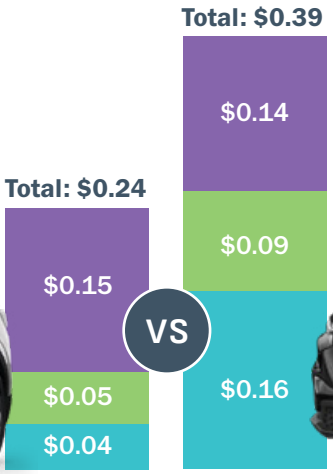
2023 Volkswagen ID.4 Pro AWD
Median listing price: **$31,990**

2023 Honda CR-V EX-L
Median listing price: **$33,939**

TOTAL SAVINGS

Monthly	Annual	$/km
$236	$2,828	$0.14







Maintenance	Applies to EVs?
Spark plugs	✗
Timing belt	✗
Oil change	✗
Rear differential fluid change	Depends on the model
Coolant flush	✓ less frequently
Brake pads and rotors	✓ less frequently
Tire rotation	✓
Tire balancing	✓
Wipers	✓
Lightbulbs	✓

Modified from Consumer Report's checklist (2026)[14]

Cheaper to fuel

All EVs, new and used, have the same major benefit: they are really cheap to run. In fact, opting to drive an electric SUV instead of a gas-powered one would save around $2,400 per year in fuel costs alone, or $200 a month. Not to mention, electric prices are significantly more stable than fuel prices.[13]

Cheaper to maintain

When purchasing any used car instead of a new one, there is always the potential for greater maintenance spending. After all, you're buying a car with kilometers already on the odometer, with more worn parts, and, often (especially for gas cars), an expired warranty. Generally, the older the car, the bigger the potential for large maintenance-related bills.

But electric cars are built differently. They have a fraction of the moving parts (an electric motor has between one and three moving parts compared to a combustion engine's 100 to 200), meaning there are simply few things to wear out.[4] Out of Consumer Report's 10-point maintenance checklist, four are not required for EVs, and two are required much less frequently. Only wiper blades, lightbulbs, and tire balancing and rotation are needed for regular electric maintenance.[14] Notably, because EVs use regenerative braking to recharge their batteries when you slow down, capturing the energy instead of wasting it, many EV owners can drive hundreds of thousands of kilometres without new brake pads.[5]

And lest one think that battery replacement costs will negate any of these savings, most modern EVs come with eight-year or 160,000 kilometre battery warranties, meaning there's little risk of big battery-related bills. Indeed, EV batteries are built to outlast the vehicles they're in, most are retired while still holding 70% to 80% of their original capacity, and many even go on to have a second life in grid storage or as industrial backup power.[15]

Indeed, analysis has shown that EV maintenance costs are roughly half that of a gas car.[16] Other studies on failure rates of different powertrains found that gas cars tend to age more "aggressively."[17] A more recent study from the U.K. of almost 50 million annual vehicle health checks (required under U.K. law) found that EVs with 140,000 to 190,000 kilometres on the odometer were about 25% less likely to fail than gasoline models driven the same amount. Beyond 190,000 kilometres, EVs were even less likely to fail compared to gas-powered versions.[8]

Some evidence does suggest that EVs require tire changes sooner than gas cars (around 20% to 30% sooner) due to their rapid acceleration and heavier batteries. However, the extent of this wear depends on driving style and the type of tires in use.[18] Despite this, EV drivers find that EV maintenance remains cheaper overall, even if tires require changing a little more often.[19]

A recent survey from AutoTrader.ca revealed that almost half of EV owners found ongoing EV ownership costs were less than they expected, while 65% expressed that maintenance savings, in particular, lowered costs.[3]

And fewer repairs translates to better reliability: a recent study of 3.6 million breakdowns in Germany found that, among two- to four-year-old cars, gas cars broke down 2.5 times more often than electric ones.[6,7]

Because EVs don't wear the same way as gas cars, odometer reading doesn't matter as much, meaning you could get a great deal on a high-mileage vehicle with fewer of the usual concerns.

THE BREAKEVEN CALCULATION

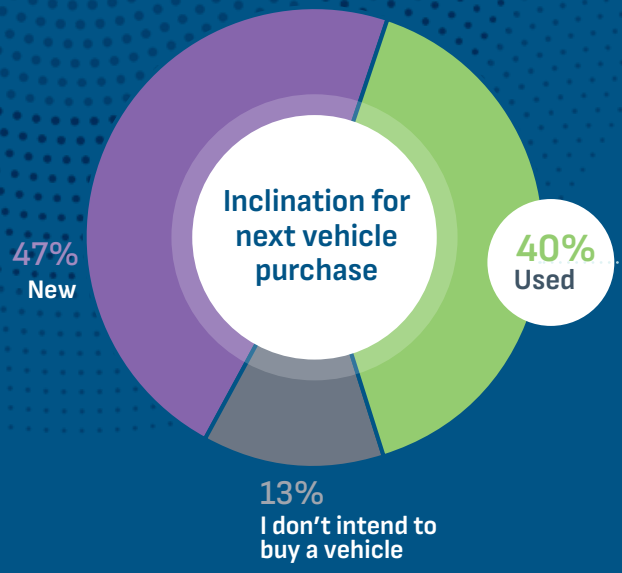
Because the operational savings from electric vehicles are so great, it's worth considering the merits of opting to pay a little more for an EV than one might for a gas car. After all, **our calculations reveal annual savings between $2,000 and $3,000.** That means that spending, for example, $5,000 more on an EV than a gas car—and enjoying the benefits that come with buying a newer and potentially nicer car—are worth the roughly two-year breakeven time (after which the EV starts putting money back in your pocket).

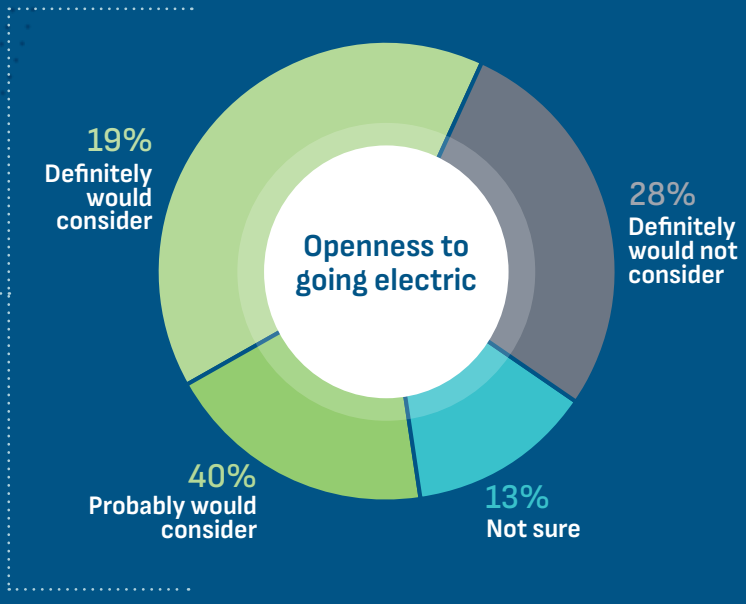




WHAT CANADIANS WANT

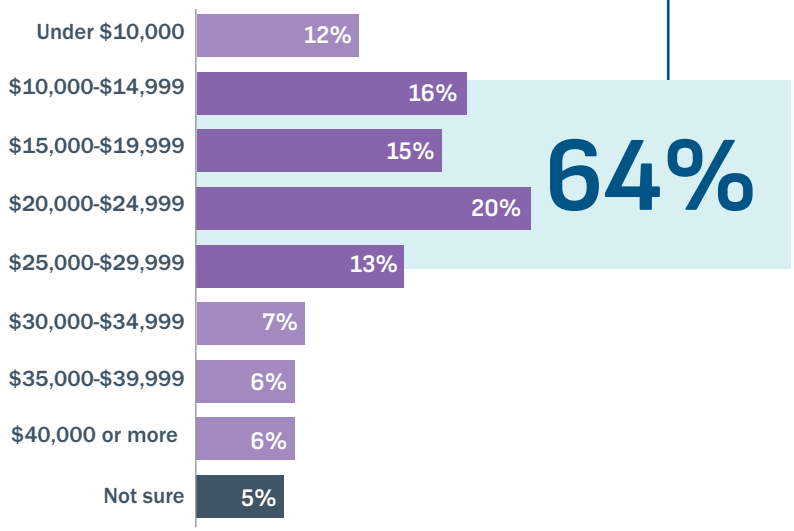
The majority of used car buyers are interested in going electric, according to a recent Clean Energy Canada survey by Abacus Data. Specifically, of the **40% of Canadians who are more likely to buy a used vehicle than a new one, 60% are open to going electric.** Put another way, a quarter of all Canadians would consider getting a used EV.







Most Canadians open to buying a used EV would be willing to spend between **$10,000 and $30,000**



BENEFITS
of going electric

as cited by those surveyed (including those who would not consider a used EV)

82%
see fuel savings as a benefit

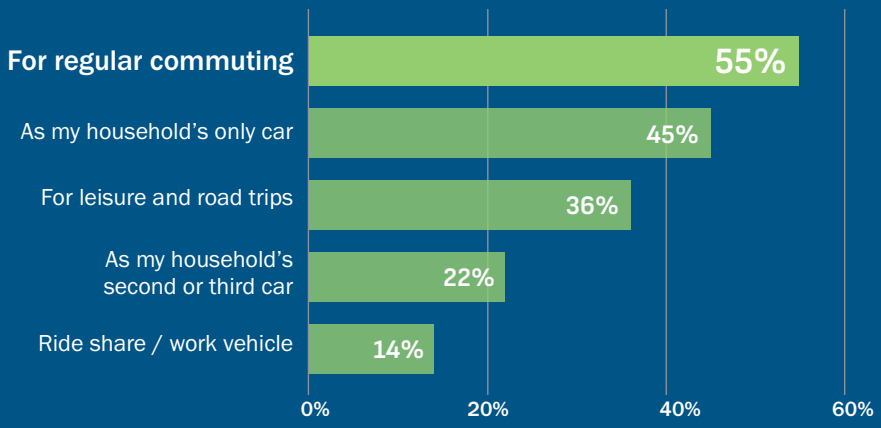
81%
see a lower carbon footprint as a benefit

77%
see reduced maintenance costs as a benefit

77% said that the **cheaper upfront cost** compared to a new EV was a benefit

How Canadians would use their used EV

When it comes to how they would use a secondhand EV, **the majority said it would be their regular commuter,** while roughly half as many said they would use it as a second car in their household. Only 36% said they intended to use a used EV primarily for leisure and road trips.





CHOOSING THE CAR FOR YOU

If you're sold on the cost-saving benefits of a used EV, the next step is to choose the right car for your budget and lifestyle. Things like maximum charging speed and range vary by model year and type.

Larger ranges and faster charging will be more important to single car households or drivers without access to at-home charging, while households purchasing an EV as a second car for commuting might be comfortable with less range or lower charging speeds. The following pages showcase some used EV listings with example buyers and the amount they would save by choosing to go electric.

FEATURES MATTER



Fast charging

Drivers that use public charging often, either because of a lack of at-home charging or regular long-distance drives, may want to consider used EVs with the fastest charging capabilities.

Look for the battery's kW charging speeds: that's the number of kilowatts the battery can add per hour when charging at its maximum speed. EV battery sizes are typically between 30 kWh (for a small city car) and 200 kWh (for a larger truck) with most standard SUV batteries around 80 kWh. That means that a 250 kW charging speed could add more than a hundred kilometres of range in a matter of minutes. Just a few of the most popular used EVs with this kind of charging capability include:

- **Hyundai IONIQ 5 and 6** (all models)
- **Kia EV6** (all models)
- **Tesla Model 3 and Model Y** (2020 onwards, some 2019 models)



Heat pumps

Drivers in colder parts of Canada, especially those who need to take on longer journeys in the winter, might want to consider an EV with a heat pump instead of conventional resistive heating (as is standard in gas cars).

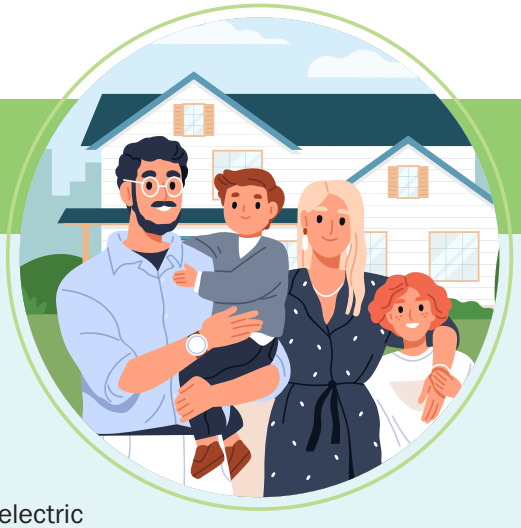
Just like heat pumps in houses, they are much more efficient and thus require much less power than resistive heat (like baseboards) leaving more of your car's battery for driving. Used EVs with heat pumps include:

- **Tesla Model 3 and Model Y** (2021 onwards)
- **Hyundai IONIQ 5** (all AWD trims and some others)
- **Hyundai IONIQ 6** (most trim levels)
- **Kia EV6** (all AWD trims and some others)
- **Volkswagen ID.4** (some models)
- **Nissan LEAF** (some higher trim models from 2013 onwards)

Approximate time it would take to charge a 2023 IONIQ 5 Long Range (77.4 kWh battery) from 10% to 80%:

LEVEL 1: Basic home charging (1.4 kW added per hour)	LEVEL 2: Home or public charging (up to 8 kW added per hour)	LEVEL 3: Public fast charging (50 to 350 kW added per hour)
37 hours	9 hours	18 minutes[20] (charging at maximum speed)

THE WEEKEND WARRIORS



2023 Hyundai Kona Electric Preferred

$26,995

53,565 km

Vancouver, B.C.

Range up to:* 415 km
Heat pump: Yes
Charging speed: 100 kW



- Family of four that is fond of regular weekend road trips.
- Likes to go hiking and skiing around Whistler.
- Commute downtown daily.

With over 400 km of range, the electric Kona offers them the ability to tackle a weekend road trip to Whistler without stopping to charge, even in the winter.

FUEL SAVINGS

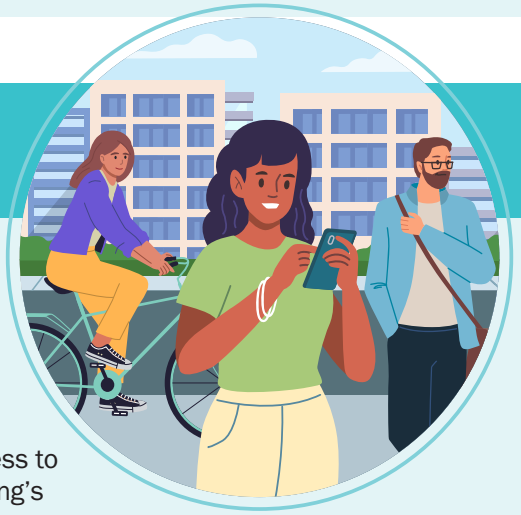
compared to a **2023 gas-powered Kona Preferred** ($22,871 median listing price):

Per year: **$2,111**

Per month: **$176**

Round trip to Whistler: **$26.50**

THE FIRST-TIME BUYER



2022 Chevrolet Bolt EV LT

$22,995

74,882 km

Montreal, Quebec

Range up to:* 416 km
Heat pump: No
Charging speed: 55 kW



- Wants a car for occasional car commuting (16 kilometre round trip) as well as some weekend road trips with her friends and dog.
- Lives in a condo and has access to a Level 2 charger in her building's car park in Villeray.

The Bolt is a cost-effective city car, offering plenty of space while also being easy to drive around Montreal's busy streets.

FUEL SAVINGS

compared to a **2022 Toyota Corolla Hatchback SE** ($24,992 median listing price):

Per year: **$1,889**

Per month: **$157**

Per weekly commute: **$7.20**

Odometer values and listing price are calculated based on the median value of the models in our dataset.
**Rated range when new. Range may be less depending on battery health, driving habits, and outside temperature.*

THE DOWNSIZERS



2019 Tesla Model 3 Long Range AWD

$20,894

134,998 km

London, Ontario

Range up to:* 499 km
Heat pump: No
Charging speed: 250 kW



- Retired and want a car for visiting their grandkids in downtown Toronto.
- They have access to charging at home, but not at their destination.

The 2019 Tesla Model 3 Long Range AWD had almost 500 kilometres of range when new, allowing them to make the journey easily, while it can charge quickly on public chargers when they are out and about with the grandkids.

FUEL SAVINGS

compared to a **2019 BMW 330i xDrive** ($23,997 median listing price):

Per year: **$2,451**

Per month: **$204**

Per trip to see the family: **$65.00**

THE SECOND CAR FAMILY



2018 Nissan LEAF SV

$12,988

85,545 km

Halifax, Nova Scotia

Range up to:* 242 km
Heat pump: Hybrid
Charging speed: 50 kW



- Want a second car for the school run (a 15 kilometre round trip) and after school activities.
- Have a driveway and use a Level 1 charger.

While they still have another vehicle for longer family road trips, the Nissan Leaf enables them to do all their local driving at a fraction of the cost of a gas car.

FUEL SAVINGS

compared to a **2018 Honda Civic Hatchback Sport Touring** ($18,895 median listing price):

Per year: **$2,042**

Per month: **$170**

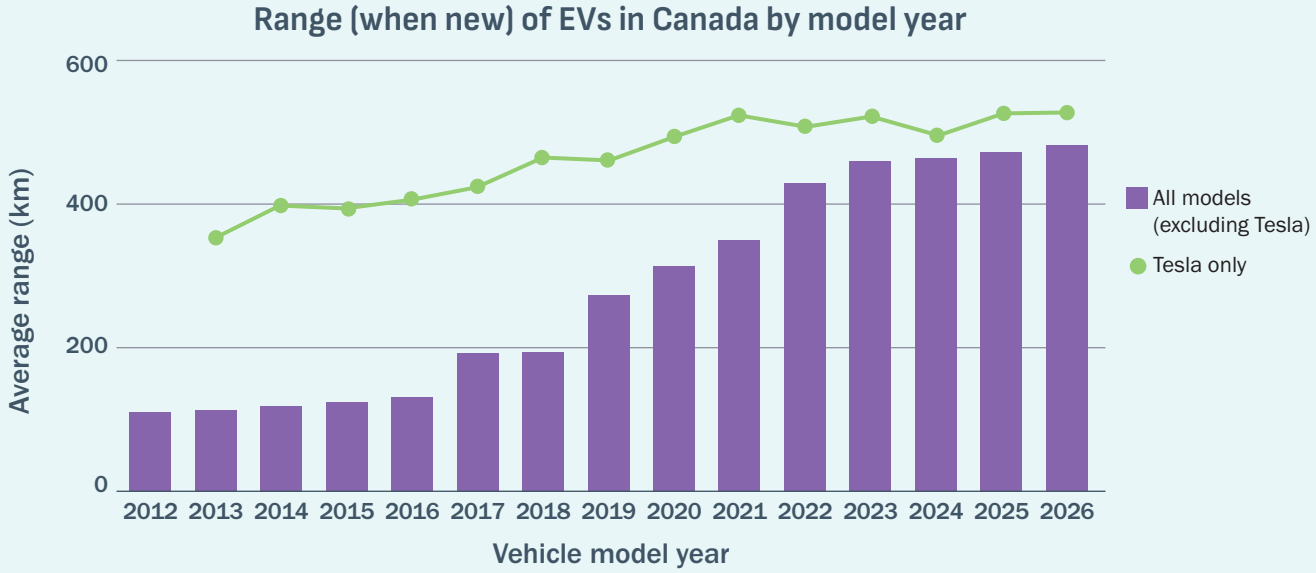
Per school run: **$1.50**
($15 per school week)

Odometer values and listing price are calculated based on the median value of the models in our dataset.
**Rated range when new. Range may be less depending on battery health, driving habits, and outside temperature.*

BUYING AN EARLY-GENERATION EV

Buying a used EV is a little different from buying a used gas car. While the internal combustion engine, at a basic level, still uses the same system as it did 50 years ago, the battery technology that powers electric vehicles has essentially been developed and mainstreamed over the last couple of decades. That means a 10-year-old EV will have a very different driving experience than a three-year-old one. That doesn't mean older EVs don't have a purpose: they still offer the same fuel-saving upsides. But it means that different eras of EV technology may have different use cases.

Indeed, older EVs have lower ranges but very reasonable prices. The average price of a pre-2020 EV (excluding Tesla) is well below $20,000, although these older electric vehicles make up just 11% of the used EV market in Canada. If considering buying an EV from this era, it's important to note that Tesla's battery technology was well ahead of the field. In the early 2010s, when the Nissan Leaf and Teslas were the predominant EV options, Tesla had significantly greater range. While the range in cars made by other automakers has now mostly caught up to Tesla, the differences remain stark for older cars.



Source: Natural Resources Canada Fuel Consumption Ratings Tool.[21]

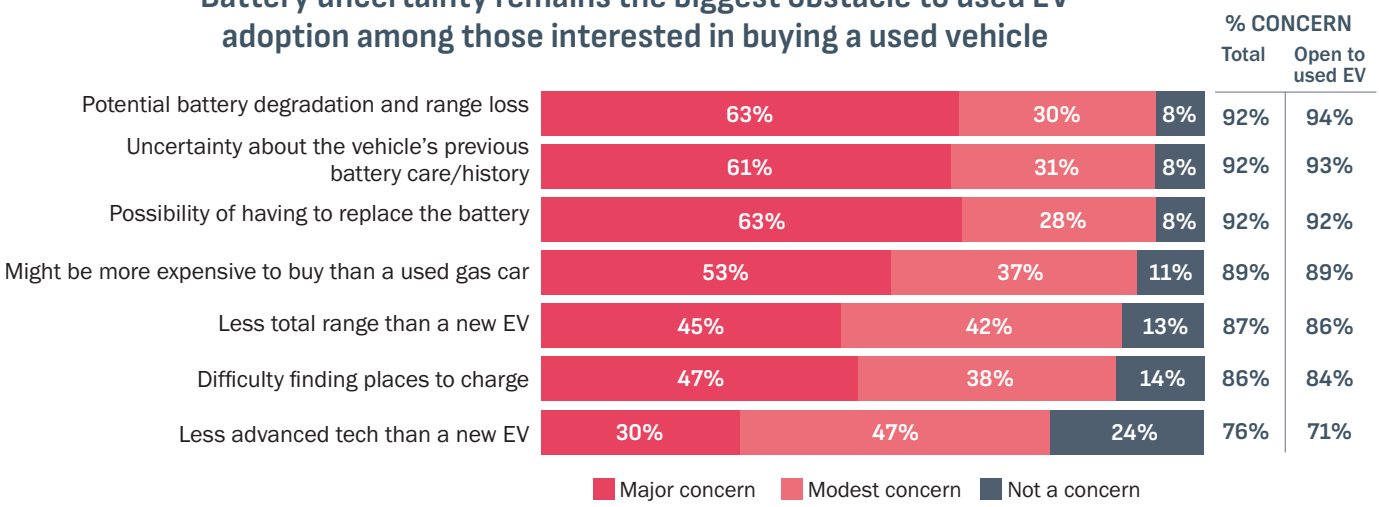




COMMON CONCERNS

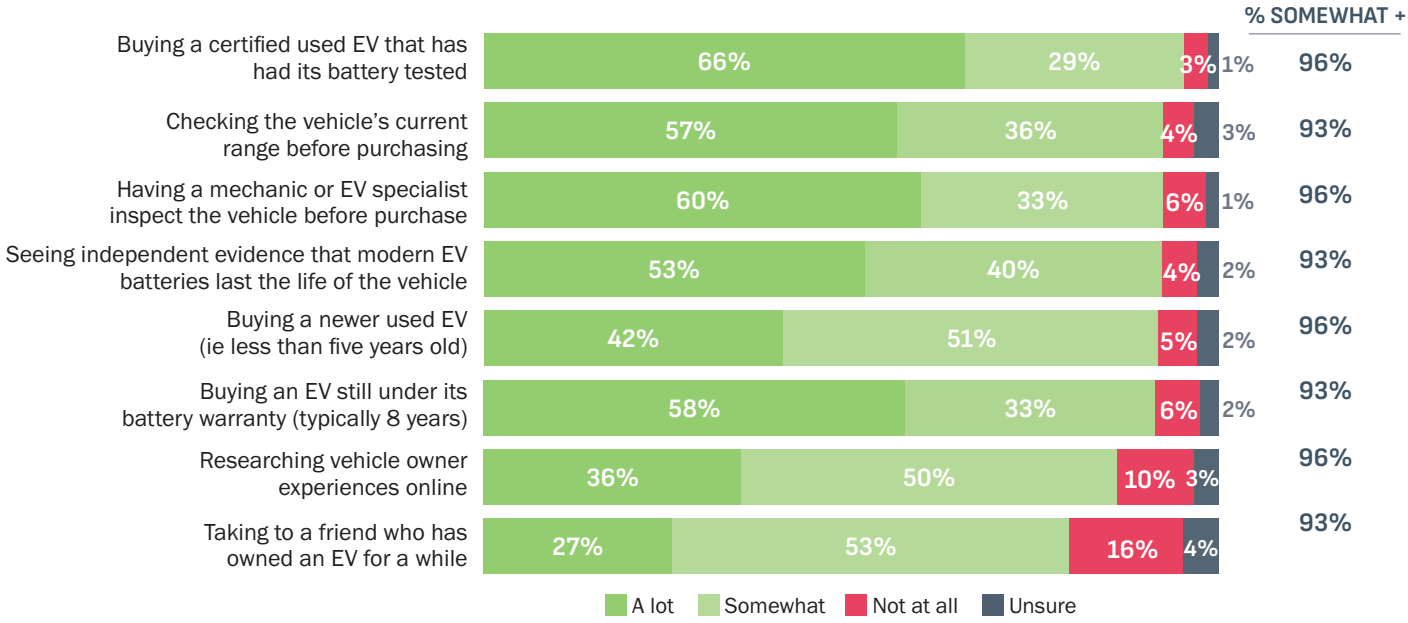
It's clear that Canadians are interested in going electric. However, concerns about battery technology are prevalent, with **94% of those open to buying an EV feeling at least modest concern,** according to our survey.

Battery uncertainty remains the biggest obstacle to used EV adoption among those interested in buying a used vehicle



Encouragingly, among potential used EV buyers, the option to perform various checks, like measuring battery health or confirming vehicle range, significantly improved their comfort level, indicating that it is possible to alleviate concerns with good information and verification.

Certified battery testing is the single most effective way to increase purchase confidence





Critically, the majority of battery replacements have occurred in older generations of EVs, cars that also have the lowest range. While these vehicles make up a very small portion of the used electric vehicle market, concern is clearly still high.

To help address these issues, we've pulled together some of the latest research on what you do and don't need to be concerned about when purchasing a secondhand electric car.

BATTERY HEALTH

What you need to know

Most batteries in modern electric cars are covered by an 8-year or 160,000-kilometre warranty. All five of the EV models profiled in this report, for example, come with a standard 8-year battery warranty.

A recent study of more than 30,000 EVs found that very few batteries required replacement in modern vehicles. Specifically, while model years 2011 to 2016 saw a replacement rate 8.5%, model years 2017 to 2021 saw battery replacements in just 2% of vehicles. In vehicles from 2022 onward, this dropped to 0.3%.[10] While these cars are, of course, newer, the lower replacement rate is also likely due to improved battery technology in the vehicles.

In fact, numerous studies have shown that electric vehicle batteries actually last longer than expected, while a recent study that projected vehicle lifespans of different powertrains revealed similar lifespans for both gas and electric cars.[17] Meanwhile, another study found that EV batteries are lasting 40% longer than even the battery makers anticipated, due to the fact that real-world driving and charging habits preserve battery life better than lab testing environments.[22]

What you need to do

If you are concerned about a used car's battery health, there are a few steps you can take:

- Check the car's displayed range and compare this to the manufacturer's range, noting that most cars will have a slightly lower displayed range depending on driving habits and the outside temperature.
- Ask about the previous owner's charging habits: frequent fast charging and regular charging to 100% may impact battery health, for example (though even this depends on the battery type).
- For extra peace of mind, request to take the car for a battery state of health check from a certified testing service like VoltScore. The Voltscore test costs $59.99 (as of September 2026) and is available at various locations across the country, although there are other car shops that may offer a similar service.[23]



RANGE ANXIETY

What you need to know

Over time, the capacity of batteries to hold a full charge decreases slightly, although the extent depends on factors like the type of EV charger used and the distance driven annually.[24]

A recent study of more than 30,000 EV batteries found that the majority of EVs that have been driven over 160,000 kilometres still retained at least 90% of their original range.[10] Similarly, a U.K. study of 8,000 electric cars aged 0 to 12 years published in 2026 found that the vehicles, on average, retained 95% of the battery's original capacity.[25]

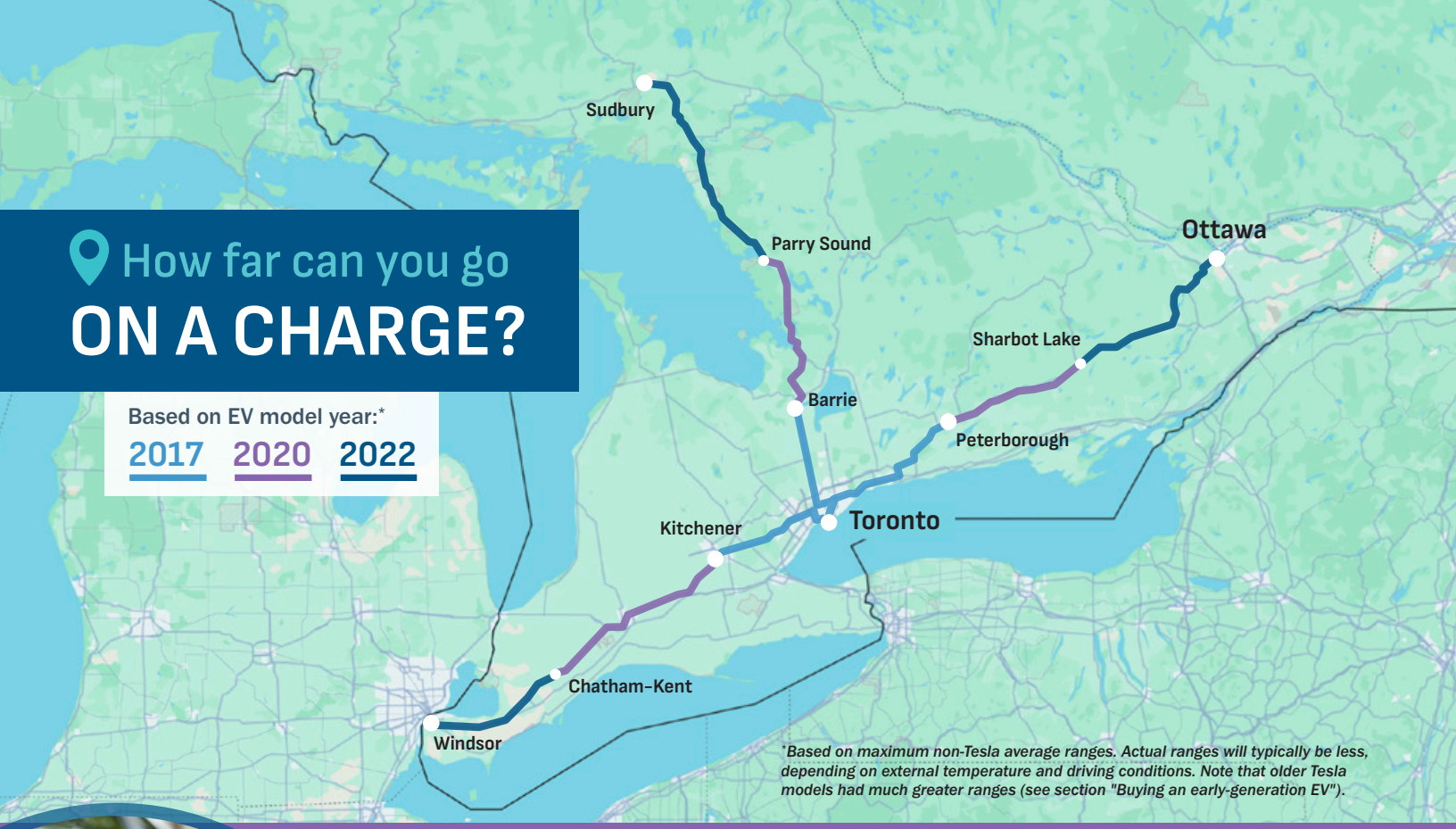
Because most modern EVs have more than enough range for most use cases, a small reduction in range is unlikely to meaningfully affect the car's function. Indeed, three-quarters of the used car market in Canada comprises model years from 2022 onward, with average ranges (when new) of 465 kilometres including Tesla and 460 kilometres excluding Tesla. Given that most Canadians drive an average of 55 kilometres per day, range limitations are very rarely a factor even in the winter when range may be reduced due to colder weather.[26] Bear in mind also that, even on longer road trips, 300 kilometres typically equates to at least three or four hours of driving—a time by which most drivers would be ready for a short break, making a charging stop simple to integrate into longer journeys.

In most places in the country, there are a significant number of charging options, with now more than 14,200 different charging stations in Canada.[27,28] For context, there are only 11,500 gas stations.[28]

It's also important to remember that the average EV driver does between 80% and 90% of their charging at home, and so public charging tends to be necessary for those without at-home charging or for any longer trips that exceed your car's range.[29]

What you need to do

It's important to choose an EV with range and charging capabilities that suit your needs (see page 16), taking into account where you will need to do the majority of your charging. You can also check public charging options near your home and on any longer routes that you may take regularly through apps like Google Maps, charging company apps, or through the federal government's charging station locator.





DEPRECIATION

What you need to know

When you buy any car, it will depreciate—it's the nature of driving. But with EV technology evolving, some EV owners have concerns about electric cars depreciating faster than gas equivalents.

On paper, some electric vehicle models may have depreciated fast relative to their sales price—but in most of these cases, it is because rebates were applied. Given that rebates existed to offset the premium that early buyers may have paid, this loss has not necessarily been felt in material terms. After all, the EV buyer paid less than the sticker price out of pocket. A recent study of used EV value in Europe found that despite EVs initially appearing to depreciate more than gas cars, the effect was significantly reduced after adjusting for inflation, purchase subsidies, and taxes. What's more, the historical rate of depreciation of EVs has slowed, demonstrating "signs of market confidence," the report indicates.[30]

As new EVs reach upfront price parity, rebates will decline over time: the federal rebate is set to go from $5,000 to $2,000 over the next five years, with many provincial rebates also disappearing.

Have more concerns?

How do EVs perform in the cold? And how is their safety compared to gas cars?

Click here to head to our explainer, where we unpack some of these concerns with the latest evidence.

METHODOLOGY

The cost of driving the vehicles shown in this report was calculated using the Fleet Procurement Analysis Tool by Atlas Public Policy.[31] The vehicles were selected according to their popularity on the Canadian used vehicle market, based on around 3,600 EV listings collected from AutoTrader.ca between June and July 2026. We determined the vehicle prices shown in this report based on the median average of the listing prices so as to exclude outliers. The vehicle performance data was taken from Natural Resources Canada.[21] The analysis is based on the following data and assumptions:

- Canadian average retail price for regular gasoline from January through August 2026 ($1.68/L) as provided by Natural Resources Canada.[32]
- Residential electricity price (13.4¢/kWh) based on population-weighted average rates in effect across Canada as of January 1, 2026.
- Public charging price ($0.58/kWh) based on DCFC (Level 3 charging) stations across Canada from Natural Resources Canada, and 88% home charging of EVs based on the midpoint of a range provided in a report from the U.S. National Renewable Energy Laboratory.[27,33]
- Annual vehicle mileage of 20,000 kilometres as per information from Natural Resources Canada.[34]
- Combined fuel/electricity consumption ratings that reflect 55% city and 45% highway driving.
- Vehicles are assumed to be purchased from a dealership.
- Inflation rate based on the Canada Energy Regulator's projected Consumer Price Index.[35]

Note that the affordability of EVs increases even further with any available rebates for used vehicles, higher gasoline prices, lower electricity rates, and higher annual mileage.

The **used vehicle data** was collected manually from AutoTrader.ca. Listing data was collected by converting digital screenshots of listings for Canada into .CSV format, where any duplicates were removed. For our cost comparisons, we calculated the median price of the selected make and model from the dataset. We removed any vehicles that were of the model year 2026 and newer, vehicles with odometer values of 5,000 kilometres or less, and vehicles with a listing price of greater than $100,000.

For our cost comparisons, we selected the EV trims with the greatest nominal range to offer the best comparison to the equivalent gas car, unless there were insufficient listings, in which case we chose the next closest option.

The **polling data** was taken from a survey commissioned by Clean Energy Canada and undertaken by Abacus Data. The survey was conducted with 1,500 Canadians from July 24 to 30, 2026. A random sample of panelists were invited to complete the survey from a set of partner panels based on the PureSpectrum platform. These partners are typically double opt-in survey panels, blended to manage out potential skews in the data from a single source. The margin of error for a comparable probability-based random sample of the same size is +/- 2.53%, 19 times out of 20. The data were weighted according to census data to ensure that the sample matched Canada's population. Totals may not add up to 100 due to rounding.



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This work was supported by RBC Foundation.

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