



# Zero-Emission Vehicle Update 2022

## A Message from the Minister



British Columbians have a lot to be proud of on the road to a zero-emission future. For the fourth year in a row, the province is first overall in Efficiency Canada's annual ranking of provinces and territories. Its 2022 scorecard tracks 54 metrics across energy efficiency programs, buildings, industry and transportation, all of which are vital to meeting Canada's climate targets. And this year, B.C. scored the highest of any province or territory in Electric Mobility Canada's Zero-Emission Vehicles scorecard.

We know we have a long journey ahead to reach our destination, but this year's Zero-Emission Vehicle Update gives us a good rear-window view of the progress we've made, as well as signals for the route ahead. British Columbians are adopting cleaner vehicles at a remarkable rate. Our government is committed to helping them adopt clean transportation as part of the transition to a job-friendly, clean energy economy, and we are supporting major growth in British Columbia's zero-emission vehicle industry through CleanBC Go Electric programs and rebates.

To start, our "CleanBC Roadmap to 2030" detailed a range of actions to accelerate the transition to a net-zero future and achieve our legislated greenhouse gas emission reduction targets. These included strengthening the Zero-Emission Vehicles Act to require 26% of light-duty vehicle sales to be zero-emission by 2026, 90% by 2030 and 100% by 2035 - five years ahead of the original target. Legislatively speaking, we are well on our way!

Continuing to make cleaner transportation options more affordable and more accessible to all British Columbians is essential to meeting our CleanBC targets. The CleanBC Go Electric programs and rebates have driven incredible growth in the number of electric vehicles in B.C. –increasing by more than 1,900% in the past six years. For example, the number of registered light-duty EVs rose from 5,000 in 2016 to more than 100,000 today. In 2022, EVs made up over 18% of new light-duty passenger vehicles sold – the highest percentage for any province or territory in Canada.

We continue to support the widespread adoption of EVs by installing more public charging stations across B.C. We now have one of the largest public charging networks in Canada with more than 3,800 charging stations.

Our government has also expanded the CleanBC Go Electric EV Maintenance Training program to more B.C. colleges. Now more automotive technicians can upgrade their skills and more British Columbians will have the confidence to make the switch, knowing their electric vehicles will be serviced by a qualified professional.

To better support public-sector organizations in B.C. that are leading the way to a cleaner future with light-duty electric vehicle fleets, we have increased rebates to plan for and install chargers under the CleanBC Go Electric Fleets program. This additional support helps public sector organizations meet legislated emission reduction targets under the Climate Change Accountability Act.

We're also working to reduce emissions in B.C.'s commercial transport sector, which in 2018 accounted for approximately 60% of B.C.'s transport emissions and 22% of total provincial emissions. The CleanBC Go Electric Commercial Vehicle Pilots program and Go Electric rebates for medium- and heavy-duty ZEVs are designed to encourage businesses, non-profit organizations, local governments, and other public entities to adopt electric or hydrogen fuel-cell specialty use vehicles for their fleets, replacing gas or diesel vehicles.

The EV sector continues to provide great jobs for British Columbians with an estimated 270 companies that provide 6,700 full-time jobs and contribute \$622 million to the provincial gross domestic product.



It is great to see British Columbia recognized for its leadership and innovation in clean transportation. This shows that we are on the right track with our CleanBC plan to boost the economy, create good jobs for people, and make life more affordable. We're on the road to a cleaner, brighter future – and the acceleration and handling just keeps getting better!

Sincerely,

**Josie Osborne**

Minister of Energy, Mines and Low Carbon Innovation

# Zero-Emission Vehicle Market Highlights

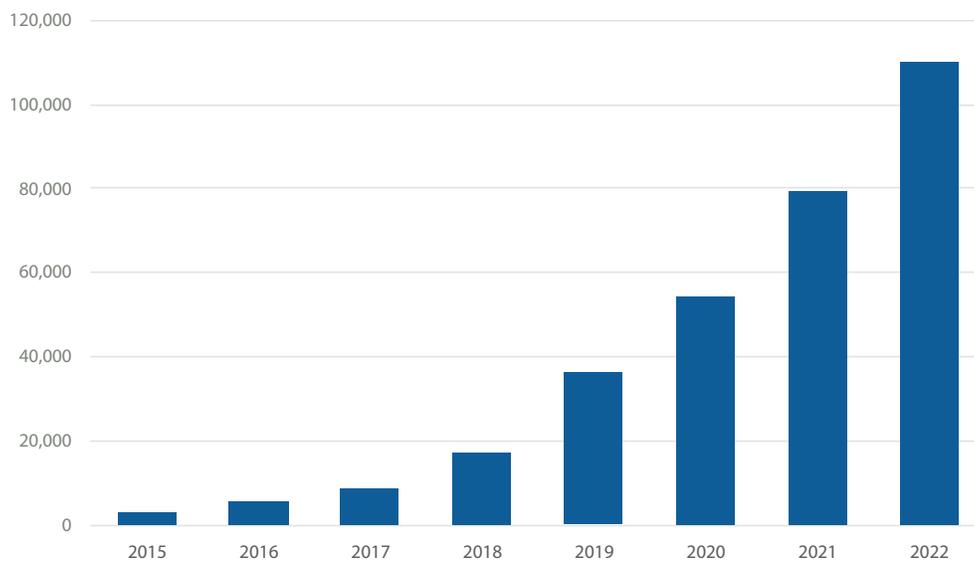
With the Go Electric Program and Zero-Emission Vehicle Act, we're getting more zero-emission vehicles (ZEVs) on the road in B.C. We're working on:

- ▶ Bringing down the price of ZEVs.
- ▶ Making it easier to charge or fuel a ZEV.
- ▶ Supporting research, jobs training, and economic development in B.C.'s ZEV sector.
- ▶ Increasing availability of ZEVs for British Columbians.

## British Columbia is leading the charge for electric vehicles

- ▶ In 2022, light-duty ZEV sales represented 18.1% of all new light-duty vehicle sales in B.C.<sup>1</sup>
- ▶ 109,873 light-duty ZEVs are registered in B.C. as of December 31, 2022.<sup>2</sup>
- ▶ At the end of 2022, there were over 3,800 public charging stations in B.C.
- ▶ In 2022, B.C. had the highest uptake rates of ZEVs in Canada.

### British Columbia Light-Duty ZEV Registration Totals



Data source: S&P Global Mobility Units in Operation Registration Data as of December 31, 2022 (Model Years 1981 and Newer) for the Province of British Columbia for 2022, 2021, and 2020, and ICBC registration data for 2015 to 2019

1 Based on 2022 Year End S&P Global Mobility New Registration Data for the Province of British Columbia and S&P Global Mobility's definition of Light Vehicles which excludes Medium and Heavy Trucks and vehicles greater than 8,500 GVW. Figures and information sourced to S&P Global Mobility within this report (the "S&P Global Mobility Materials") are the copyrighted property and of S&P Global Mobility and its subsidiaries ("S&P Global Mobility") and represent data, research, or opinions of S&P Global Mobility, and are not representations of fact. The information and opinions expressed in S&P Global Mobility Materials are subject to change without notice and S&P Global Mobility has no duty or responsibility to update the S&P Global Mobility Materials. Moreover, while the S&P Global Mobility Materials reproduced herein are from sources considered reliable, the accuracy and completeness thereof are not warranted. No further reproduction of this material is allowed without the express written permission of S&P Global Mobility.

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# ZEV Targets

B.C. became the first jurisdiction in the world to legislate a 100% ZEV sales requirement. The ZEV Act, passed on May 30, 2019, requires automakers to meet ZEV sales targets reaching 10% of new light-duty vehicle sales by 2025, 30% by 2030, and 100% by 2040. In the Roadmap to 2030, the Province committed to increase the stringency of the ZEV Act such that ZEVs will make up 26% of light-duty vehicle sales by 2026, 90% by 2030, and 100% by 2035. The legislation aims to ensure a greater availability of ZEVs at more affordable prices in B.C.

In the Roadmap to 2030, the Province also committed to implement ZEV targets for medium- and heavy-duty vehicles, and to develop a Clean Transportation Action Plan that will identify the next set of actions to reduce greenhouse gas emissions in the transportation sector by 27-32% by 2030, including actions to shift transportation to more energy-efficient modes.

We are well on our way to achieving the 2026 ZEV sales targets. In 2022, there were 30,004 new ZEVs registered in B.C., which represented 18.1% of all new light-duty vehicle registrations in B.C.<sup>1</sup>

## British Columbia Light-Duty Vehicle ZEV Sales Rates

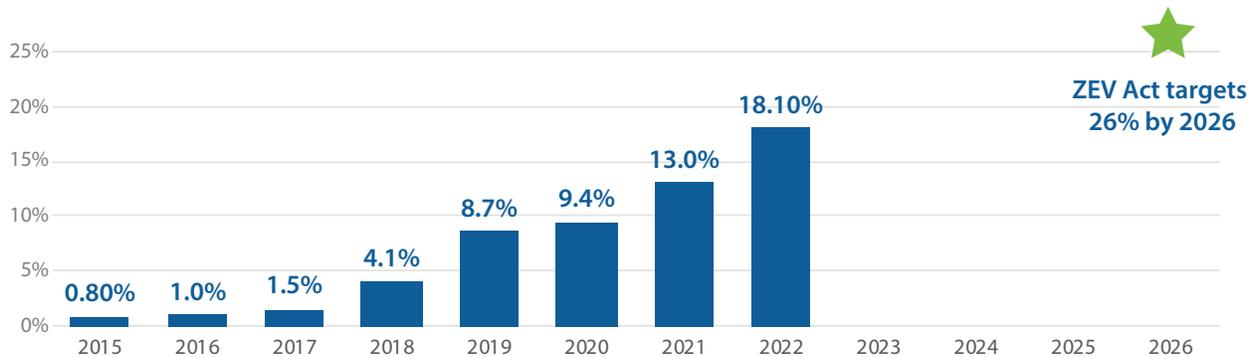


Photo Credit: City of Victoria

<sup>1</sup> Based on 2022 Year End S&P Global Mobility New Registration Data for the Province of British Columbia and S&P Global Mobility's definition of Light Vehicles which excludes Medium and Heavy Trucks and vehicles greater than 8,500 GVW. Figures and information sourced to S&P Global Mobility within this report (the "S&P Global Mobility Materials") are the copyrighted property and of S&P Global Mobility and its subsidiaries ("S&P Global Mobility") and represent data, research, or opinions of S&P Global Mobility, and are not representations of fact. The information and opinions expressed in S&P Global Mobility Materials are subject to change without notice and S&P Global Mobility has no duty or responsibility to update the S&P Global Mobility Materials. Moreover, while the S&P Global Mobility Materials reproduced herein are from sources considered reliable, the accuracy and completeness thereof are not warranted. No further reproduction of this material is allowed without the express written permission of S&P Global Mobility.

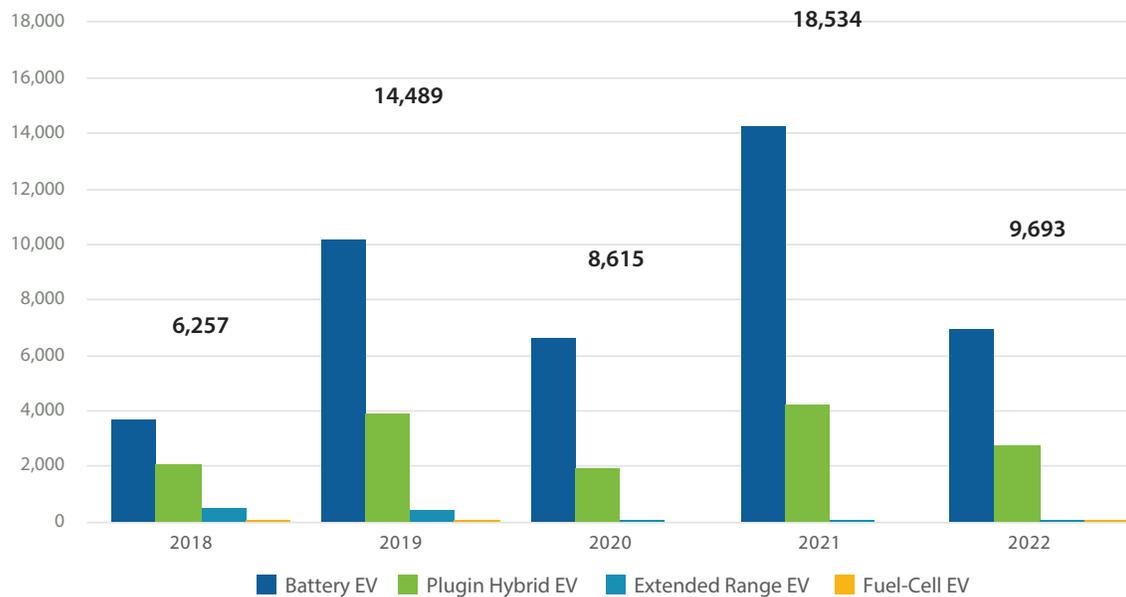
# Passenger Vehicle Rebate

As of December 2022, the Province has provided rebates for 61,680 ZEVs through the Go Electric Passenger Vehicle Rebate program, totalling \$198,385,855 since April 2015.

On August 2, 2022, the Passenger Vehicle Rebate program switched to an income-tested rebate program to make EV rebates accessible to those who need them most. Rebates are now based on income on a sliding scale. Individuals with incomes less than \$80,000 can receive the full rebate amount, up to \$4000; individuals with incomes between \$80,001 and \$100,000 are eligible for rebates ranging from \$500 to \$2,000, depending on income level and vehicle type. Individuals with annual incomes of more than \$100,000 are not eligible to receive the vehicle rebates.

The eligible vehicle rules also changed as of August 2, 2022. Vehicles are now split into 2 categories, “Cars” and “Larger Vehicles” according to the NRCAN Fuel Consumption Guide Classification. Cars eligible for the rebate must have a base MSRP under \$55,000, and Larger Vehicles must have a base MSRP under \$70,000.

## Number of Light-duty vehicle rebates by year



### Top 5 light duty ZEVs to receive rebates in 2022

- Tesla Model 3
- Chevrolet Bolt
- Hyundai Kona
- Hyundai IONIQ 5
- Mini Cooper BEV



# Hydrogen Fleet Program

In partnership with the Canadian Hydrogen and Fuel Cell Association (CHFCA), the Go Electric Hydrogen Fleet program provides rebates to fleet operators for the purchase of fuel-cell electric vehicles (FCEVs) currently available in B.C. In 2022, the program issued 33 rebates, totaling \$264,000.

## Commercial Vehicles

The Go Electric Commercial Vehicle Pilots (CVP) program and Go Electric vehicle purchase rebates are designed to support the adoption of commercial\* ZEVs in a variety of applications.

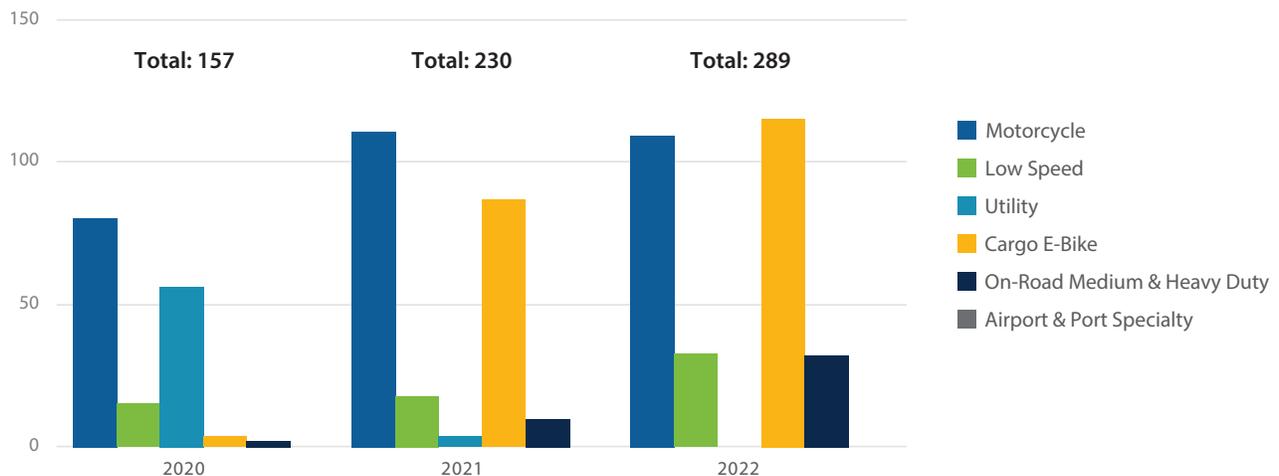
Go Electric post-purchase rebates are also available on eligible commercial and speciality use vehicles for B.C. businesses, local and regional governments, public sector organizations, and non-profit organizations. Individuals can also receive rebates on zero-emission motorcycles and neighbourhood ZEVs.

The CVP program is a competitive program that supports pilot projects focused on the development and deployment of commercial zero-emission medium and heavy-duty vehicles and associated fuelling and charging infrastructure across all modes of transportation. The program is available to B.C. businesses, local and regional governments, public sector organizations and non-profit organizations. Selected projects can receive up to 33% of the cost for both eligible vehicles and fuelling infrastructure.

### Highlights

- ▶ Since November 2017 the Go Electric program has distributed \$6,746,565 in specialty vehicle rebates, providing a total of 1066 rebates for commercial vehicles, e-bikes, and electric motorcycles.
- ▶ Since the CVP Program launched in January 2021, \$21 million has been allocated across 22 projects representing 48 on-road battery electric vehicles (BEV), 18 off-road BEVs, and 5 off-road hydrogen fuel-cell electric vehicles (FCEV), as well as 60 commercial vehicle charging points.
- ▶ Since 2020, a total of 72 electric school buses have been ordered through the Go Electric School Bus program, a successful partnership between the Ministry of Education, the Ministry of Energy, Mines and Low Carbon Innovation and the Association of School Transportation Services of B.C. Out of the 81 school buses (all fuel types) ordered in 2022 by school districts, 18 were electric representing a 22% adoption rate.

### Number of specialty Go Electric Rebates by Year



\*Commercial vehicles include on-road and off-road medium, heavy-duty trucks, vans, buses, marine vessels, port, airport equipment, etc.



Photo credit: Michael Stanyer - Plug In BC.

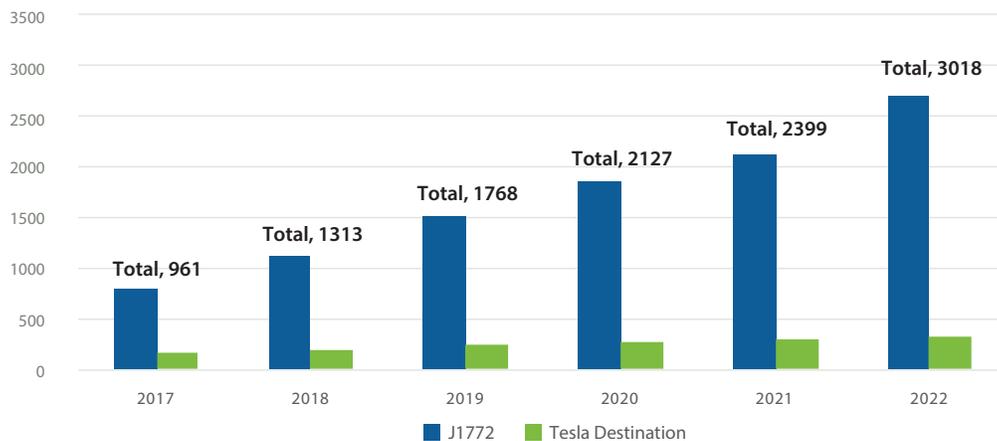
## Public Charging and Fuelling Infrastructure

### Public EV Charging Infrastructure Funding

Through the Go Electric Public Charger program, Indigenous applicants can receive up to 90% of project costs to a maximum of \$130,000 per fast-charging station and \$7,500 per level 2 charging station, while all other applicants can receive up to 50% of project costs, to a maximum of \$80,000 per fast-charging station and \$5,000 per level 2 charging station. In the Roadmap to 2030, the Province committed to having 10,000 public EV charging stations in B.C. by 2030.

Additionally, Go Electric funding provides successful applicants of Natural Resources Canada’s (NRCan) Zero Emission Vehicle Infrastructure Program (ZEVIP) with top up funding of up to 25% of project costs to a maximum of \$25,000 for public fast-charging projects located in B.C. This funding is in addition to funding of up to 50% of project costs provided by NRCan.

### Public Level 2 Charging Station Growth



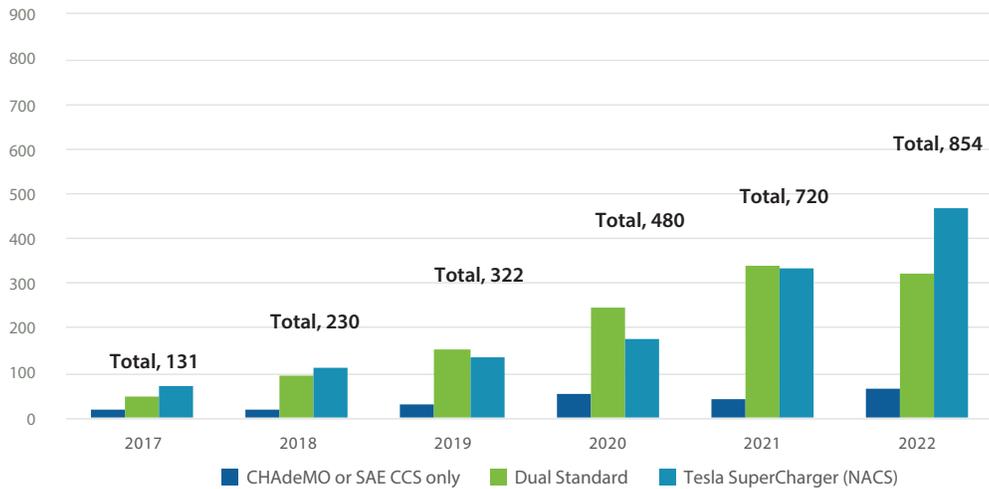
Data for 2022 is from the NRCan Electric Charging and Alternative Fuelling Stations Locator, end of Q4 2022. Data for prior years is provided by PlugShare

### Hydrogen Fuelling

The Go Electric Hydrogen Fuelling Program provides funding to public hydrogen fuelling station developers in B.C. At the end of 2022, there was a network of four public hydrogen fuelling stations for light-duty vehicles in B.C., with two more planned for completion in 2023.

# Public Charging and Fuelling Infrastructure

## Public Fast-Charging Station Growth



Data for 2022 is from the NRCan Electric Charging and Alternative Fuelling Stations Locator, end of Q4 2022. Data for prior years is provided by PlugShare

Public charging station numbers grew by 24% in 2022, compared with 2021. By the end of 2022, there were 854 fast charging stations across 277 public fast-charging sites (45 of those sites were Tesla Supercharger sites). Approximately 70% of the core network of fast-charging sites enabling travel throughout B.C. are now ready.

Charger Type	Description
SAE CCS	A type of connector for charging an EV at a public fast charger, mostly associated with American-brand EVs.
CHAdeMO	A type of connector for charging at a public fast charger, mostly associated with Japanese brand EVs.
Dual Standard	A station that has both a CHAdeMO and SAE CCS connector. Public fast charging stations being deployed in B.C. are largely dual standard. All EVs with fast-charging capability can charge at these stations (including Tesla's with an adaptor).
Tesla Supercharger	Tesla connector for fast charging stations. In November 2022, Tesla changed the name of its charging connector to the North American Charging Standard (NACS) and opened its connector to the industry as a public standard. As of the end of 2022, NACS is only used by Tesla vehicles.

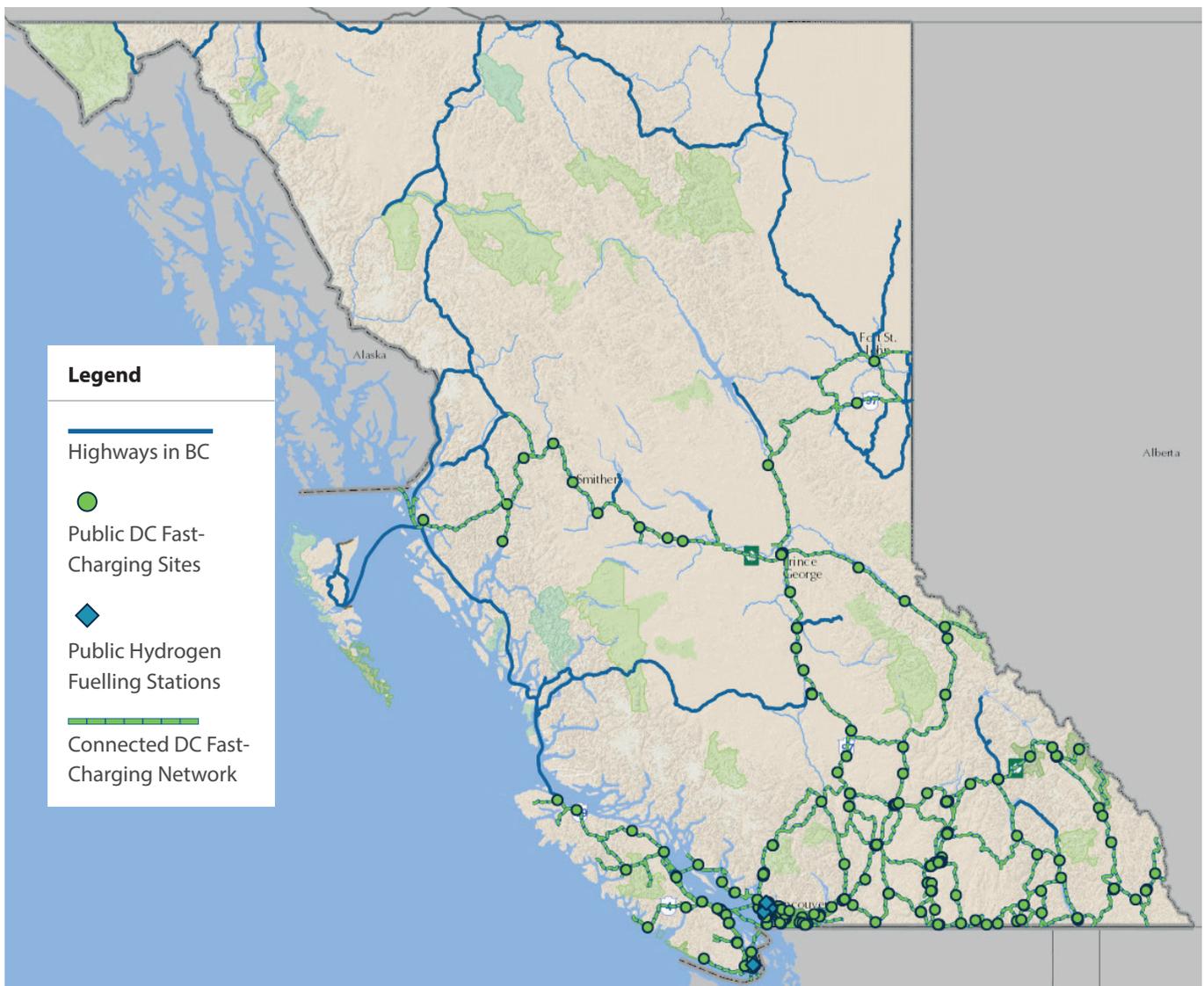


Photo credit: Community Energy Association

# Public ZEV Infrastructure Network

The network of public fast-charging and hydrogen-fuelling stations is expanding along B.C.'s primary and secondary highway systems, major roads, and in community centres. The Ministry is working with its partners to support a network that continues to allow safe and convenient travel in a ZEV throughout B.C.

The [British Columbia Public Light-Duty ZEV Infrastructure Study](#) serves as a guide for utilities, municipalities, First Nations communities, and the private sector to invest in further expansion of the EV fast-charging and hydrogen-fuelling network in B.C. Based on modelling all routes with a 30 kWh EV, the study identified 194 charging sites that are needed to have geographic coverage along primary and secondary highways. Due to the evolution of the EV market towards having larger battery sizes, since original geographic connectivity modelling was conducted in 2017, the routes were remodeled with a 60-kWh vehicle – resulting in 169 strategically located sites being required for geographic connectivity province-wide. Approximately 119, or 70%, of the 169 sites identified have active fast charging stations.



# Home, Workplace, and Fleet Charger Rebates

The Go Electric EV Charger Rebate program offers rebates for the purchase and installation of Level 2 charging stations in single-family homes, apartments, condominiums, and workplaces. Increased rebates are available for Indigenous communities and businesses. Up to five hours of free support services provided by an EV Advisor are available for apartments, condos, and workplaces. The program also provides rebates for apartment and condo buildings to complete an EV Ready plan, install electrical infrastructure to implement the EV Ready plan, and install charging stations.

## EV Charger Rebate Program Statistics (January to December 2022)



2,318

Home EV charging stations installed.



547

Multi-unit residential building (MURB) EV charging stations installed.



249

Workplace EV charging stations installed.



170

Site visits and virtual presentations completed by an EV advisor to workplaces and MURBs.

The Go Electric Fleets program offers rebates for ZEV fleet assessments, infrastructure assessments, electrical upgrades, and Level 2 and fast-charging stations for fleets. Eligible businesses and municipalities can also access technical support, including up to 40 hours of free support services from a ZEV fleet advisor. Increased rebates are available for Indigenous communities and businesses. In 2022, the Fleets program provided rebates for 74 level 2 chargers and four fast chargers.

### Highlights

- ▶ Total charger rebates/installs grew by 3.5 times compared to 2021, which includes chargers installed through the EV Ready stream
- ▶ As of the end of 2022, approximately 1.9% of the roughly 15,000 multi-unit residential buildings in B.C. have EV Ready Plans
- ▶ The number of EV Ready stalls increased by 1,450% since 2021



Photo credit: Finest at Sea



## Training and Jobs

The Go Electric Training program helps prepare B.C.'s workforce to be leaders in the transition to ZEVs. Go Electric funding supports Red Seal Electricians in B.C. to complete the Electric Vehicle Infrastructure Training Program (EVITP) delivered by the Electrical Joint Training Committee (EJTC). This program provides training and certification for electricians installing EV charging infrastructure. In 2022, 57 electricians completed the EVITP.

The EV Maintenance Training program offers courses for the servicing of ZEVs. Courses are designed as an upgrade option for existing Red Seal Automotive Service Technicians. A total of 317 students have now taken the course, including 167 in 2022. Red Seal Automotive Service Technicians can now access this training program at the following schools:

- ▶ British Columbia Institute of Technology (BCIT)
- ▶ Camosun College
- ▶ Okanagan College
- ▶ College of New Caledonia

### EVs are leading the way in creating good jobs and economic growth.

The Automotive Retailers Association of British Columbia (ARA) launched EVfriendly, an industry led certification, sponsored by the Go Electric program, designed to cultivate a higher degree of confidence in ZEV ownership. The program helps ensure that only trained and qualified industry professionals are selling, servicing, repairing, and recycling ZEVs, in a responsible and safe manner.



312

Electricians trained through the Electric Vehicle Infrastructure Training Program in BC



317

Automotive technicians completed the Electric Vehicle Maintenance Training Program.\*

\* As of the end of December 2022. Number shown is the total number of people who have been trained since Program offering became available.



Photo credit: Community Energy Association

## ZEV Economic Development

The Go Electric Advanced Research and Commercialization (ARC) program supports B.C.'s ZEV sector by providing reliable and targeted support for research and development, commercialization, and demonstration of B.C.-based ZEV technologies, services and products.

**Since the ARC Program launched in 2018, more than \$9 million has been distributed to 21 projects across two funding calls. Approximately 175 full-time equivalent jobs are anticipated to be created and sustained by the projects. Two projects from the first funding call and one project from the second funding call are complete.**

Some of the successful, ongoing projects from the second funding call are below:

- ▶ Powertech Labs Inc. (\$394,201): development of a medium/heavy-duty hydrogen fuelling dispenser to test fuelling protocols and dispenser performance.
- ▶ CORE (\$389,638): fabrication and production of prototype membrane humidifiers for hydrogen fuel-cell electric vehicles (FCEVs).
- ▶ Gregory C. Marshall Naval Architect (\$948,000): development of a high-efficiency, low-weight, 40-foot electric utility catamaran.
- ▶ Delta-Q Technologies (\$300,000): development of a family of high-power and high-voltage onboard battery chargers for commercial and industrial electric vehicles.
- ▶ Moment Energy (\$320,000): development of a reliable low-carbon energy storage system from repurposed EV batteries.
- ▶ Grin Technologies (\$348,000): scaling-up the production and manufacturing processes for an All-Axle motor - an electric bike hub motor that offers single-sided installation capabilities, which can be used for bicycle, tricycle and quad-vehicle conversions to electric power.



## Public Outreach

The Go Electric Community Outreach Incentive Program (COIP) provides funding to communities and non-profit organizations in B.C. to deliver EV outreach activities and events. To date, COIP has delivered funding to 61 community-led awareness projects. In 2022, COIP funding was provided to 13 projects from a variety of regions across British Columbia to support EV awareness, including digital marketing campaigns, educational videos, virtual events, and in-person EV demonstrations. Among them, the Musqueam Indian Band created a video for Musqueam employees about going electric with EV fleet vehicles in their community ([youtube.com/watch?v=-HMBnAEM33c](https://youtube.com/watch?v=-HMBnAEM33c)).

In 2022, 42 Emotive events, supported by Go Electric, occurred in communities across B.C. that included car show demonstrations, test-drive events, scavenger hunts, and various local events.

To learn more about Emotive, the Provincial and local government outreach partnership, visit [emotivebc.ca](http://emotivebc.ca) or follow them on [Instagram](#), [Facebook](#) or [YouTube](#).



**205**

Supported events  
(both in-person and online)



**56**

Ride n' Drives completed



**8092**

Test Drives completed  
in the year



**61**

Community outreach  
incentives distributed



**56**

Outreach Videos created  
in the year



**5**

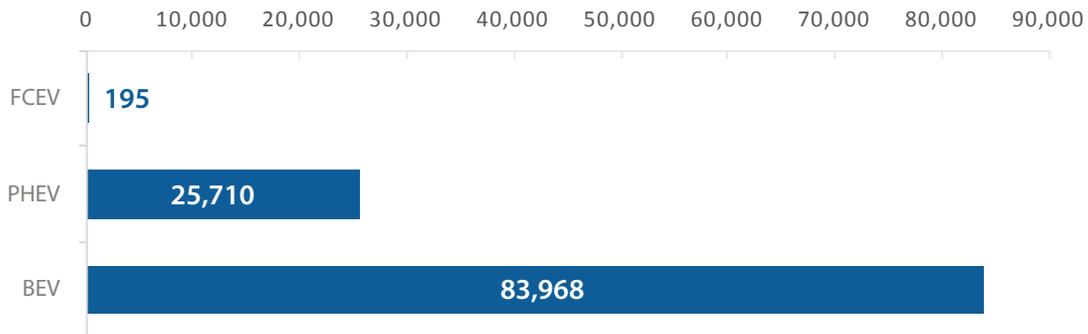
Indigenous Projects  
or Events



Photo credit: Community Energy Association

## Other ZEV Data

### Light-duty ZEVs Registered in B.C.<sup>1</sup>



### Registration Totals for 2022 by Development Region<sup>1</sup>

Region	ZEV Registrations
Cariboo	434
Kootenay	853
Lower Mainland/Southwest	83,988
Nechako	100
North Coast	165
Northeast	100
Thompson-Okanagan	5,791
Vancouver Island/Coast	17,748
Other	694

<sup>1</sup> Based on S&P Global Mobility Units in Operation Registration Data as of December 31, 2022 (Model Years 1981 and Newer) for the Province of British Columbia. Figures and information sourced to S&P Global Mobility within this report (the "S&P Global Mobility Materials") are the copyrighted property and of S&P Global Mobility and its subsidiaries ("S&P Global Mobility") and represent data, research, or opinions of S&P Global Mobility, and are not representations of fact. The information and opinions expressed in the S&P Global Mobility Materials are subject to change without notice and S&P Global Mobility has no duty or responsibility to update the S&P Global Mobility Materials. Moreover, while the S&P Global Mobility Materials reproduced herein are from sources considered reliable, the accuracy and completeness thereof are not warranted. No further reproduction of this material is allowed without the express written permission of S&P Global Mobility.



## Model Year 2021 Zero-Emission Vehicle Act Compliance Report

The purpose of this report is to provide data on the status of vehicle suppliers' compliance with the British Columbia *Zero Emission Vehicles (ZEV) Act* and Regulation. The ZEV Act establishes ZEV sales targets requiring that 10% of new light-duty vehicle sales by 2025, 30% by 2030, and 100% by 2040 be ZEVs. The ZEV Act establishes a ZEV unit system in which suppliers must obtain ZEV credits (positive ZEV units) in each model year compliance period, equal to, or greater than, the ZEV units that will be deducted from their ZEV unit balance each year on the compliance date.

### Model Year 2021 Annual Compliance Requirements

Vehicle suppliers are required to demonstrate compliance with the ZEV Act for each model year. For model year 2021, medium and large volume class suppliers must accumulate a minimum number of ZEV credits equivalent to 12% of their total consumer sales<sup>1</sup> of model year 2021 light duty vehicles. Small volume suppliers are not required to meet an annual compliance requirement.

A total credit balance of zero or greater at the end of the compliance date of September 30, 2022, indicates the supplier is compliant with the ZEV Act for model year 2021. There is no restriction on which model year of credits a supplier uses to meet their compliance requirements for a given model year, but as a rule, the oldest model year of credits is used first to meet compliance requirements.

Suppliers earn credits for consumer sales of ZEVs; the credit value is based on the ZEV type and range of the vehicle model. Suppliers can also obtain credits through credit transfers with other suppliers.

Consumer sales of ZEVs generate credits based on the ZEV Class and range of the vehicle model. The definitions of the types of ZEVs eligible to generate credits, and the formulas for calculating credits, are set out in the ZEV Regulation Sections (1) and (14), respectively.

ZEV models are divided into Class A and Class B. Battery electric, hydrogen fuel cell electric, and longer-range extended-range electric vehicles are classified as "ZEV Class A" models. Shorter-range extended range electric vehicles and plug-in hybrid electric vehicles are classified as "ZEV Class B" models. The class of credits a supplier receives corresponds with the ZEV class of the vehicle that was sold. Medium volume supplier compliance requirements can be met with either Class A or Class B credits. For model year 2021, large volume supplier compliance requirements must be met with at least 8% Class A credits, while the remaining 4% may be met with Class B or Class A credits.

The table below shows the volume class and credit requirements for vehicle suppliers that have a ZEV requirement for model year (MY) 2021. The table also shows suppliers' total number of new model year 2021 light-duty consumer sales in B.C., which is used to calculate suppliers' compliance credit requirements.

<sup>1</sup> A consumer sale is the retail sale or lease of a motor vehicle in B.C. that is the first retail sale or lease of that motor vehicle in B.C. (Section 1 *ZEV Act*)

Vehicle Supplier	Volume Class	Total Light-duty Consumer Sales MY 2021	Minimum A Credits Required	A or B Credits Required	Total Credits Required
BMW	Large	4,736	378.88	189.44	568.32
FCA	Large	18,236	1,458.88	729.44	2,188.32
Ford	Large	20,056	1,604.48	802.24	2,406.72
GM	Large	15,707	1,256.56	628.28	1,884.84
Honda	Large	10,377	830.16	415.08	1,245.24
Hyundai	Large	8,918	713.44	356.72	1,070.16
Jaguar Land Rover	Medium	1,528	-	183.36	183.36
Kia	Large	8,499	679.92	339.96	1,019.88
Mazda	Large	10,455	836.40	418.20	1,254.60
Mercedes	Large	5,530	442.40	221.20	663.60
Mitsubishi	Medium	1,104	-	132.48	132.48
Nissan	Large	9,121	729.68	364.84	1,094.52
Porsche	Medium	1,486	-	178.32	178.32
Subaru	Large	7,138	571.04	285.52	856.56
Tesla	Large	12,588	1,007.04	503.52	1,510.56
Toyota	Large	32,636	2,610.88	1,305.44	3,916.32
Volkswagen	Large	9,529	762.32	381.16	1,143.48
Volvo	Medium	1,242	-	149.04	149.04
<b>Total</b>	-	<b>178,886</b>	<b>13,882.08</b>	<b>7,584.24</b>	<b>21,466.32</b>

## Credits Issued During the Model Year 2021 Compliance Period

The table below shows the number of consumer ZEV sales, and the number of credits issued to each supplier, by ZEV class, during the model year 2021 compliance period.

Model Year 2021 Compliance Period				
Vehicle Supplier	ZEV Class A Consumer Sales	ZEV Class A Credits Issued	ZEV Class B Consumer Sales	ZEV Class B Credits Issued
BMW	172	290.76	448	238.34
FCA	-	-	814	447.58
Ford	1,410	4,109.33	744	489.68
GM	289	870.69	-	-
Honda	-	-	4	3.12
Hyundai	1,634	4,963.28	118	69.62
Jaguar Land Rover	6	17.04	35	17.15
Kia	839	2,326.33	165	92.40
Mazda	-	-	-	-
Mercedes	-	-	-	-
Mitsubishi	-	-	98	52.92

Model Year 2021 Compliance Period				
Vehicle Supplier	ZEV Class A Consumer Sales	ZEV Class A Credits Issued	ZEV Class B Consumer Sales	ZEV Class B Credits Issued
Nissan	188	449.45	-	-
Porsche	111	278.08	151	67.31
Subaru	-	-	-	-
Tesla	10,675	35,877.91	-	-
Toyota	-	-	1,564	1,319.54
Volkswagen	704	2,011.51	22	10.77
Volvo	194	513.27	316	153.48
<b>Total</b>	<b>16,222</b>	<b>51,707.65</b>	<b>4,479</b>	<b>2,961.91</b>

## Vehicle Supplier Credit Transfers

Below are the recorded credit transfers, by ZEV Class and model year, for the model year 2021 adjustment period from October 1, 2021 to September 30, 2022.

Seller	ZEV Class of Credit	Model Year of Credits	Total Credits	Buyer	ZEV Class of Credit	Model Year of Credits	Total Credits
Tesla	A	2020	560	Mazda	A	2020	560
	A	2021	5,000	Toyota	A	2021	5,000

## Vehicle Supplier Credit Balances for Model Year 2021

The table below shows each suppliers' credit balance prior to, and after, their compliance credit reduction, as well as the compliance ratio credit reduction, broken down by ZEV class, on the model year 2021 compliance date of September 30th, 2022. For model year 2021, all suppliers were assessed to be in compliance with section 10(2) of the ZEV Act.

Vehicle Supplier	ZEV Class of Credit	Credit Balance Before Compliance Reduction*	Compliance Ratio Credit Reduction*	Credit Balance After Compliance Reduction*
BMW	A	538.64	378.88	159.76
	B	238.34	189.44	48.90
FCA	A	4,242.20	1,729.55	2,512.65
	B	458.77	458.77	-
Ford	A	4,240.98	1,917.04	2,323.94
	B	489.68	489.68	-
GM	A	6,569.14	1,884.84	4,684.30
	B	-	-	-
Honda	A	18,771.81	1,242.12	17,529.69
	B	3.12	3.12	-
Hyundai	A	10,175.08	1,000.54	9,174.54
	B	69.62	69.62	-

Vehicle Supplier	ZEV Class of Credit	Credit Balance Before Compliance Reduction*	Compliance Ratio Credit Reduction*	Credit Balance After Compliance Reduction*
Jaguar Land Rover	A	183.92	166.21	17.71
	B	17.15	17.15	-
Kia	A	6,686.43	773.69	5,912.74
	B	246.19	246.19	-
Mazda	A	2,052.64	1,254.60	798.04
	B	-	-	-
Mercedes	A	1,505.38	663.60	841.78
	B	-	-	-
Mitsubishi	A	-	-	-
	B	715.40	132.48	582.92
Nissan	A	3,654.50	1,094.52	2,559.98
	B	-	-	-
Porsche	A	836.95	111.01	725.94
	B	67.31	67.31	-
Subaru	A	898.02	856.56	41.46
	B	-	-	-
Tesla	A	50,606.35	1,510.56	49,095.79
	B	-	-	-
Toyota	A	9,920.36	2,610.88	7,309.48
	B	1,874.49	1,305.44	569.05
Volkswagen	A	3,475.59	1,132.71	2,342.88
	B	10.77	10.77	-
Volvo	A	513.27	-	513.27
	B	153.64	149.04	4.60
<b>Total</b>	-	<b>129,215.74</b>	<b>21,466.32</b>	<b>107,749.42</b>

\* Credit balances may be subject to change due to ongoing reassessments of previous compliance period.

# Glossary

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<b>ZEV</b>	Zero-Emission Vehicle - used interchangeably with “EV”, and includes BEVs, FCEVs, EREVs, and PHEVs.
<b>DCFC</b>	Direct Current Fast Charger - the public fast chargers that today allow EVs to get 100 - 300km in 30 minutes of charging (but faster chargers giving more range in less time are coming out every year).
<b>EV</b>	Electric Vehicle - used interchangeably with “ZEV”, and includes BEVs, FCEVs, EREVs, and PHEVs.
<b>BEV</b>	Battery Electric Vehicle - powered 100% with electricity.
<b>FCEV</b>	Fuel-Cell Electric Vehicle - powered 100% with hydrogen.
<b>EREV</b>	Extended Range Electric Vehicle - has an electric motor and battery, but the battery is recharged with a combination of electricity and gas.
<b>PHEV</b>	Plugin Hybrid Electric Vehicle - has both an electric motor powered by electricity from a battery and a gas engine fueled by conventional gas.
<b>EVSE</b>	Electric Vehicle Supply Equipment - an industry term for charging stations.
<b>SUVI</b>	Specialty Use Vehicle Incentive - “specialty use” in the Go Electric programs is the term we use for anything that is not a car or light-duty truck (bikes, buses, delivery vans, transport trucks, ferries, etc.).

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To learn more about the Province’s clean transportation actions, visit [gov.bc.ca/zeroemissionvehicles](https://gov.bc.ca/zeroemissionvehicles). To find Go Electric rebates, visit [goelectricbc.gov.bc.ca](https://goelectricbc.gov.bc.ca).

## Thank You to our Partners

Thank you to all the EV associations, local communities, academic institutions, original equipment manufacturers, industry associations, infrastructure vendors and installers, and other organizations for continuing to support the adoption of EVs in B.C. and contributing to the implementation of EV policies and programs.





WARNING: NEVER OPERATE THIS EQUIPMENT WHILE UNDER THE INFLUENCE OF ALCOHOL, DRUGS, OR MEDICATIONS THAT MAY IMPAIR YOUR ABILITY TO DRIVE SAFELY. ALWAYS WEAR YOUR SEATBELT AND PLEASE DON'T DRINK AND DRIVE. ALWAYS USE PROPER TIE-DOWN TECHNIQUES TO SECURE LOADS. ALWAYS WEAR YOUR SAFETY BELT AND PLEASE DON'T DRINK AND DRIVE. ALWAYS USE PROPER TIE-DOWN TECHNIQUES TO SECURE LOADS.



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