
Clean Transportation Action Plan

Request for Input

February 2023

1. Context

Building on its 2018 CleanBC plan, in October 2021, the Province of British Columbia (B.C.) released the [Clean BC Roadmap to 2030](#) (Roadmap) outlining additional measures to reach its legislated greenhouse gas (GHG) emission reduction targets of 16% by 2025, 40% by 2030, 60% by 2040, and 80% by 2050, relative to a 2007 baseline. The Province has also committed to net-zero GHG emissions by 2050, and a transportation sector GHG emissions reduction target of 27-32% by 2030, relative to 2007. The transportation sector comprises all classes of on-road vehicles, and off-road vehicles such as those in mining, agricultural, forestry, port/airport, and construction, domestic marine vessels, domestic aircraft, and domestic rail.

Why a Clean Transportation Action Plan is needed

Transportation is the largest source of GHG emissions in B.C. and emissions in this sector are rising. The integrated nature of the transportation system in our economy means that decisions we make on how we move goods and people, what vehicles and modes we use on and off road across all sectors, how we design our communities, and how we run our businesses, all influence transportation emissions.

As part of the Roadmap, the Province committed to releasing a Clean Transportation Action Plan (CTAP) in 2023 covering five themes:

- Reduce distances traveled (vehicle kilometers traveled (VKT));
- Shift to more efficient modes;
- Improve vehicle efficiency;
- Adopt zero-emission vehicles (ZEVs); and
- Use cleaner fuels.

The Roadmap identifies specific transportation targets related to the CTAP, including:

- Vehicle kilometres travelled reduction targets:
 - Reduce light-duty VKT by 25% by 2030, compared to 2020.
- Mode share targets:
 - Increase share of trips (e.g., commuting for work and personal activities) made by walking, cycling, transit to 30% by 2030, 40% by 2040, and 50% by 2050.
- Energy intensity targets for personal and commercial transportation:
 - Reduce the energy intensity of goods movement (tonne-kilometres) by at least 10% by 2030, 30% by 2040, and 50% by 2050, relative to 2020.

- Zero-emission vehicles targets:
 - Accelerated ZEV Act targets: 26% of new light-duty vehicles by 2026, 90% by 2030, 100% by 2035;
 - New ZEV targets for medium- and heavy-duty vehicles aligned with the approach taken by the State of California;
 - Completing B.C.'s Electric Highway (i.e., broad B.C. geographic coverage of fast-charger EV sites) by summer 2024, and 10,000 public ZEV charging stations by 2030.
- Low Carbon Fuels:
 - Increase the Low Carbon Fuel Standard targets beyond the current 20% carbon-intensity reduction for gasoline and diesel by 2030 using 30% by 2030 (relative to 2010) as a starting point for further analysis and consultations.

To achieve these outcomes, the CTAP aims to identify measures that will both add to, and build on, existing measures (e.g., Zero-Emission Vehicles Act, Low Carbon Fuels Act, Active Transportation programs, initiatives to integrate transportation and land use planning, and the suite of Go Electric programs).

2. Purpose of this Consultation

The Province is seeking input from stakeholders to inform priority measures that will be included in the forthcoming CTAP. Your input is critical to ensuring the CTAP is designed to support transportation emissions reductions in line with CleanBC, enhance access to safe, reliable and equitable transportation, and develop economic opportunities for people and businesses in B.C.

To achieve our targets, behaviour change and market transformation across all modes in every sector is required. As such, the Province is looking for feedback from all stakeholders including in transportation-related industries such as the natural resource industry. Your input will help guide the development of CTAP. Any information or comments related to this consultation will not be published, but a summary of engagement activities will be incorporated within the CTAP.

Specifically, the Province is interested in your input on the list of questions in Section 3 below. Guidelines for providing input are in Section 4 below.

3. Questions to inform the CTAP

1. Reduce Distance Traveled and Increase Mode Shift

- a) What are the key Provincial policy actions (one to three) that need to be considered to achieve the VKT reduction and mode share targets, including in relation to the built environment/community design?
- b) What are the barriers, if any, in achieving these targets?

- c) What are the key actions your organization or sector can do to help achieve the VKT reduction and mode share targets, including actions in relation to the built environment/community design ?

2. Adopt ZEVs

- a) What are the key Provincial policy actions (one to three) that need to be considered to achieve the ZEV targets?
- b) What are the barriers, if any, in achieving these targets?
- c) What are the key actions your organization or sector can do to help achieve the ZEV targets?

3. Use Clean Fuels

- a) What are the key Provincial policy actions (one to three) that need to be considered to achieve the low carbon fuel target?
- b) What are the barriers, if any, in achieving this target?
- c) What are the key actions your organization or sector can do to help achieve the low carbon fuel target?

4. Which of the actions you have identified in questions 1-3 should be prioritized and why?
5. Do you have any suggestions to help improve affordability and equity in British Columbia as part of the CTAP¹?

4. Providing Input

Please provide your input on the questions in section 3 above, or any additional insights on CTAP, to the Ministry of Energy, Mines and Low Carbon Innovation, via **email by April 5, 2023 (4pm, PST)** to: CleanTransport@gov.bc.ca.

Please limit your response to five pages (excluding appendices).

If you have any questions regarding this consultation, please contact CleanTransport@gov.bc.ca

¹In the CTAP context, *Affordability* refers to British Columbians' ability to access basic mobility options within their budget, and *Equity* refers to safe, reliable, accessible, and affordable transportation options for all British Columbians.