Electric Mobility Canada's updated position on Canada-U.S. Tariffs

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Electric Mobility Canada (EMC) supports predictable, tariff-free trade between Canada and the United States. The economic benefits of the trading relationship occur at almost every stage of the electric mobility supply chain, from critical mineral extraction to vehicle assembly, to charging infrastructure deployment, on both sides of the border. Canada has the potential to become very competitive in the global EV industry, thanks to major investments by the federal government and provincial governments since 2020.

Considering the potential trade war looming ahead, we urge the Canadian government to see this as an opportunity to foster job creation and invest in clean energy and transportation sectors ***that cannot be relocated outside of Canada.***

By prioritizing domestic initiatives such as electricity production and distribution projects, EV charging infrastructure deployments, investments in research and development, education and training, and green technology commercialization, Canada can build a sustainable and resilient economy and create hundreds of thousands of well-paid sustainable jobs. These investments will not only drive innovation but also ensure economic benefits within Canada, strengthening our position as a leader in the global clean energy transition.

EMC does not support policies that inhibit free trade.
We recognize the government's efforts to ensure fair trade practices and support Canadian businesses. In this context, we respectfully recommend any measures do not inadvertently hinder the growth of Canada's e-mobility sector. Should the Government of Canada decide to implement retaliatory tariffs in response to US trade policy, EMC urges Canada to:

1. **Exclude Tariffs on:**

   a) **Critical EV Charging Equipment and Associated Electrical Infrastructure**: Avoid tariffing or make exemptions for CUSMA-compliant EV charging (8504.40.90, 8537.10.99, 8504.90.10, 8504.50.00), and related electrical equipment to ensure that necessary components within a narrow supply chain remain affordable and accessible to Canadians and Canadian businesses.

   b) **Light, medium and heavy-duty EVs**: Avoid tariffing or make exemptions for EVs that come from any country that has a free trade agreement with to ensure driving electric remains affordable and accessible to Canadians.

   c) **EV replacement parts:** To mitigate vehicle repair cost increases.

   d) **Components necessary in automating EV assembly lines:** To maintain industry investments in new assembly lines and upgrades.

2. **Deploy an ambitious and interconnected pan-Canadian EV charging network** so Canadians can travel everywhere from highways to rural and tourist areas. This project will create well paid sustainable jobs in every region across Canada.

   a) **Update EV charging infrastructure deployment targets across Canada and meet those targets in collaboration with the private sector:** Access to reliable charging infrastructure is critical to the success of the national transition to EVs. While Canadians need more public EV chargers, the backbone of charging remains home charging.

   b) **Financially support charging in multi-unit residential buildings (MURBs)**: We recommend making 1.6 million condominiums and apartments EV-ready[1] by 2030. Nearly 30% of Canadians live in apartments or condominiums (Statistics Canada, 2021). We recommend that the government allocates $250 million/year for five years to fund 50% of electrical upgrades and make-ready infrastructure costs in existing MURBs.

   c) **Recapitalize NRCan's flagship Zero Emission Vehicle Infrastructure Program (ZEVIP)** administered in a predictable, regular, and consistent way to build out a reliable public network of charging infrastructure across the country.

   d) **Incorporate EV-Readiness into the Model National Building Code:** Ensuring electrical infrastructure is installed when a building is in development will reduce long-term costs and accelerate EV adoption by increasing access to charging where it is needed the most: at home.

   e) **Introduce residential EV charging incentives** as part of the Energy efficiency program so homeowners can get financial support for the installation of an EV charger and/or related equipment.

Further tariffs would affect the pace of deployment and the achievement of Canada's transport electrification objectives, hinder the economic development of this strategic sector, make Canada less competitive. This would also hurt its GHG emission reduction targets where we are already lagging.

Contact Information

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[1] "EV Ready" parking features an adjacent electrical outlet (e.g., a junction box or a receptacle), at which an EV charger can be installed in the future when needed.