



2026 Pre-Budget Consultations

Electric Mobility Canada's Priority Recommendations

SEPTEMBER 8, 2026

1 INTRODUCTION

Canada's electric mobility sector is a growing source of jobs, investment, and economic activity across the country. From vehicle and battery manufacturing to charging infrastructure, electricity systems, software, and services, transportation electrification supports more than 130,000 Canadian jobs today and has the potential to create hundreds of thousands more over the next decade

At a time of economic uncertainty and heightened trade tensions, targeted federal investments can help strengthen Canada's competitiveness, attract private capital, reduce dependence on imported fuels, and build on Canada's advantages in clean electricity, critical minerals, advanced manufacturing, and innovation. The following recommendations identify priority actions to support the continued growth of Canada's electric mobility ecosystem

These recommendations reflect input from Electric Mobility Canada's membership, which includes approximately 200 organizations representing Canada's electric mobility ecosystem, including electricity providers, vehicle and component manufacturers, charging companies, technology firms, fleet operators, research institutions, municipalities, and other industry stakeholders. Together, they identify the priority investments and policy measures needed to strengthen Canada's competitiveness and accelerate economic growth in the electric mobility sector.



2 EMC'S PRIORITY BUDGET RECOMMENDATIONS

2.1 ADOPT A STRONG CANADIAN LIGHT-DUTY VEHICLE GHG STANDARD

Canada's transportation electrification ecosystem depends on long-term investment certainty. Establishing an ambitious Canadian greenhouse gas emissions standard for light-duty vehicles will provide a clear market signal for manufacturers, charging infrastructure providers, electricity suppliers, investors, and businesses across the electric mobility value chain. This recommendation can be implemented at little to no fiscal cost while supporting jobs, investment, and economic growth.

Recommendation 1:

Adopt a strong Canadian greenhouse gas emissions standard for light-duty vehicles

- Move quickly to establish a sovereign Canadian light-duty vehicle greenhouse gas emissions standard.
- Establish annual fleet-average emissions requirements that provide a predictable pathway toward the government's objectives of 75% EV sales by 2035 and 90% by 2040.
- Ensure the regulation provides a durable market signal that supports investment in vehicle supply, charging infrastructure, electricity systems, battery supply chains, and Canadian jobs.
- Maintain Canada's regulatory autonomy while ensuring Canada remains an attractive market for zero-emission vehicle investment and deployment.

2.2 BUILD CANADA'S EV CHARGING INFRASTRUCTURE

Canada's electric vehicle (EV) charging market has matured, but important infrastructure gaps remain in multi-unit residential buildings, rural and remote communities, Indigenous communities, and other areas where private investment alone is unlikely to deliver the charging network Canadians need. Targeted federal investments can unlock private capital, support economic activity across the country, and ensure that charging infrastructure keeps pace with growing EV adoption.

Recommendation 2:

Invest \$720 million over four years in EV Charging Infrastructure

- \$400M to recapitalize ZEVIP for public charging, with priority for underserved as well as rural and remote communities, and projects located near local businesses, community amenities, tourism destinations, and main street commercial districts to support local economic development.

- Support battery energy storage, including mobile solutions, where grid capacity constraints or connection delays inhibit deployment.
- Launch a *100 Canadian Vistas Project* to ensure Canadians can access iconic destinations across Canada by EV by 2030, supported by reliable charging infrastructure, destination branding, and enhanced visitor amenities that help drive tourism and economic development in rural and remote communities.
- \$320M over 4 years for multi-unit residential building charging retrofits.
 - Funding should cover up to 50% costs of electrical upgrades, installation costs, load management systems and charging stations.

2.3 ACCELERATE MEDIUM- AND HEAVY-DUTY VEHICLE ELECTRIFICATION

Medium- and heavy-duty vehicles represent one of Canada's largest opportunities to strengthen domestic manufacturing, reduce reliance on imported fuels, and improve the competitiveness of commercial transportation and public fleets. Dedicated funding streams are required because school buses, transit buses, and commercial trucks face distinct operational requirements, infrastructure needs, and investment barriers. Small to medium fleet operators comprise the majority of fleet vehicles in Canada but they are less capitalized for higher cost EVs and the associated infrastructure.

Recommendation 3:

Invest \$600 million over four years to accelerate electric school bus adoption.

Establish a dedicated funding stream to support Electric School Bus adoption across Canada. Funds should support fleet electrification planning, vehicle acquisitions and charging infrastructure deployment.

- \$500M for vehicle acquisitions.
- \$100M for charging infrastructure and fleet electrification planning.
- Declining incentive levels over the four-year program period to support a gradual transition toward market self-sufficiency.

Recommendation 4:

Invest \$900 million (MORE) over four years to accelerate transit bus electrification.

Establish a dedicated funding stream to support Electric Transit Bus adoption across Canada. Funds should support fleet electrification planning, vehicle acquisitions and charging infrastructure deployment.

- \$700M for vehicle acquisitions.
 - Include a bonus incentive for Canadian-manufactured zero-emission buses, modeled on provincial programs such as Québec's Écocamionnage initiative.



- \$200M for charging infrastructure and fleet electrification planning.
- Declining incentive levels over the four-year program period to support a gradual transition toward market self-sufficiency.

Recommendation 5:

Invest \$900 million over four years to accelerate commercial truck electrification.

- Invest \$900M over four years to support commercial truck purchases, vehicle conversions, fleet charging infrastructure, public charging hubs and fleet electrification planning.
 - \$600M for vehicles and conversions
 - \$300M for infrastructure and planning
- Funding should support depot, shared, public and mobile charging solutions and include a bonus incentive for Canadian-manufactured zero-emission trucks.
- Ensure program eligibility supports diverse fleet and charging business models, including leased vehicles, charging-as-a-service providers, shared depot infrastructure, and other third-party charging arrangements, rather than limiting support to vertically integrated fleet owners.
- Declining incentive levels over the four-year program period to support a gradual transition toward market self-sufficiency.

2.4 BUILD CANADA'S EV WORKFORCE AND MARKET READINESS

Transportation electrification is creating demand for skilled workers across manufacturing, construction, electrical trades, software, fleet operations, and maintenance. Targeted investments in workforce development and public education will help ensure Canadians and Canadian businesses are prepared to participate in and benefit from the growth of the electric mobility economy.

Recommendation 6:

Invest in workforce training and national EV awareness initiatives.

- Fund workforce training programs for electricians, technicians, fleet operators and other EV-related occupations, including through partnerships with organizations already delivering industry training and workforce development programs.
- Fund national EV awareness and education initiatives for consumers, fleets and businesses, building on existing organizations and programs with demonstrated capacity to reach Canadians.

2.5 STRENGTHEN CANADA'S CRITICAL MINERALS AND EV BATTERY RECYCLING CAPACITY

Critical minerals are essential to Canada's economic security, industrial competitiveness, and EV supply chain. As governments invest heavily in mining and battery manufacturing, Canada must also strengthen domestic refining, black mass processing, and EV battery recycling capacity to ensure valuable materials are available for the Canadian economy and support future manufacturing growth.

Recommendation 7

Use the Critical Minerals Sovereign Fund to support critical mineral refining, black mass processing, and EV battery recycling in Canada.

- Allocate a dedicated portion of the Critical Minerals Sovereign Fund to battery recycling, black mass refining, and critical mineral processing projects.
- Support strategic facilities that recover lithium, nickel, cobalt, graphite, and other critical minerals from end-of-life batteries and manufacturing scrap.
- Provide transitional support for recycling and refining facilities facing temporary feedstock shortages while the Canadian battery market matures.
- Prioritize projects that strengthen domestic supply chains and reintegrate recovered materials into Canadian battery manufacturing.
- Recognize battery recycling and critical mineral recovery infrastructure as strategic components of Canada's critical minerals strategy.

3 EMC'S RECOMMENDATIONS ON SUPPORTING POLICIES

3.1 CLEAN FUEL REGULATION

- Extend the residential credit generation pathway under CC3 to 2040.
- Maintain and expand electricity credit-generation pathways, including pathways that support private investment in public charging infrastructure
- Further expand eligible reinvestment activities to reflect real-world infrastructure deployment and operational costs.

3.2 TRADE POLICIES THAT SUPPORT CANADA'S EV INDUSTRY AND E-MOBILITY GROWTH

- Avoid Tariffs and counter-tariffs on Critical EV Infrastructure and Components: Exclude tariffs and counter-tariffs on EV charging equipment, electrical components, and replacement parts that are



essential for the growth of Canada's EV infrastructure. Ensure that CUSMA-compliant EV components remain tariff-free to avoid hindering infrastructure expansion.

- Maintain Access to Affordable EVs through Trade Exemptions: Exempt light, medium, and heavy-duty EVs from tariffs and counter-tariffs, especially for imports from countries with which Canada has free trade agreements (FTAs), ensuring that EVs remain affordable and accessible to Canadian consumers.

3.3 AN AUTOMOTIVE TARIFF REMISSION FRAMEWORK THAT SUPPORTS EV MANUFACTURERS

- Create fairness in the remission framework for counter-tariffs by redefining eligibility criteria to support Canadian EV jobs. Some traditional automakers are shrinking their workforces while claiming remission. Yet EV automakers, such as Rivian, Tesla and Lucid, who are growing their workforces and investing in Canada are currently ineligible for remission. Remission for EV automakers will support their growth in Canada.

4 TRANSPORTATION ELECTRIFICATION: A NATION-BUILDING OPPORTUNITY

Transportation electrification is not simply an environmental objective. It is an economic development strategy that strengthens Canada's energy independence, supports domestic investment, creates high-quality jobs, and positions Canadian businesses to compete in a rapidly growing global market.

Canada's electric mobility sector has emerged as a strategic economic asset that supports domestic manufacturing, infrastructure development, electricity investment, innovation, and skilled employment in every region of the country. More than 130,000 Canadians already work in activities linked to transportation electrification, and that number should grow to between 360,000 and 600,000 jobs by 2035 under slow to medium market growth¹. The economic benefits of transportation electrification extend well beyond vehicle assembly. Jobs are being created today in critical mineral mining and refining electricity generation and distribution, charging infrastructure manufacturing, construction, deployment, maintenance and upgrade electrical contracting, software development, vehicle manufacturing, fleet services, maintenance, education, and research. Because these activities occur in communities across the country, transportation electrification creates economic opportunities ***in every region of Canada***.

At a time of heightened global economic uncertainty and ongoing trade tensions with the United States, transportation electrification can strengthen Canada's economic resilience by reducing dependence on imported fuels, improving productivity, supporting domestic supply chains, and attracting private capital.

¹ [Electrifying progress: A complete economic outlook of the Canadian EV industry, by EY for Electric Mobility Canada, April 2025.](#)

Canada possesses significant competitive advantages in the global transition to electric transportation, including abundant critical minerals, a highly integrated automotive supply chain, a skilled workforce, a world-class clean electricity system, (84% non emitting) and growing expertise in charging infrastructure, battery technologies, software, and grid integration. Predictable federal policies help crowd in private capital, accelerate innovation, and reduce investment risk, enabling Canada to capture a greater share of the economic value associated with the global transition to electric mobility.

4.1 ADOPT A STRONG CANADIAN LIGHT-DUTY VEHICLE GHG STANDARD

Transportation electrification depends on more than public funding. Businesses make long-term investment decisions based on expectations regarding vehicle adoption, market growth, and policy stability. For charging companies, electricity providers, vehicle manufacturers, battery companies, software firms, fleet operators, and investors, regulatory certainty is one of the most important factors influencing investment decisions.

The federal government's decision to develop a sovereign Canadian greenhouse gas emissions standard for light-duty vehicles presents an opportunity to provide that certainty. A strong fleet-average emissions standard can serve as a durable and technology-neutral mechanism to support the government's objective of achieving 75% EV sales by 2035 and 90% by 2040 while giving businesses greater confidence to invest in Canadian projects.

An ambitious and predictable GHG standard would help ensure Canada remains a priority market for zero-emission vehicles while supporting investment in charging infrastructure, electricity systems, battery supply chains, critical mineral development, and advanced manufacturing. More than 130,000 Canadians are already employed in activities linked to transportation electrification, and future growth in these sectors will depend in part on clear and stable policy signals.

Unlike direct spending programs, a GHG standard can help unlock substantial private-sector investment with little direct fiscal cost to government. As Canada responds to economic uncertainty and increased global competition for clean technology investment, regulatory certainty will be essential to attracting capital, supporting jobs, and strengthening Canada's long-term competitiveness.

Key recommendation: The Government of Canada should move quickly to establish a strong Canadian light-duty vehicle greenhouse gas emissions standard with annual compliance requirements that provide a predictable pathway toward the government's 2035 and 2040 EV objectives.

4.2 BUILD CANADA'S EV CHARGING INFRASTRUCTURE

Charging infrastructure is both an enabling condition for transportation electrification and a significant source of economic activity in its own right. Investments in charging infrastructure create jobs for

electrical contractors, engineers, equipment manufacturers, utilities, software providers, and construction firms while supporting long-term private-sector investment throughout Canada's economy.

Much like previous generations invested in highways, pipelines, electricity networks and rural electrification, Canada must now build the infrastructure required to support the next generation of transportation. Charging infrastructure should increasingly be viewed as nationally important economic infrastructure that supports productivity, mobility, trade, economic development and national security.

Strategic charging infrastructure investments can also support local economic development. Public charging stations located near main streets, commercial districts, tourism destinations, restaurants, and community amenities encourage EV drivers to spend time and money in local communities while charging. In rural and small communities, charging infrastructure can help attract visitors, support local businesses, and strengthen regional tourism economies. Similar to traditional transportation infrastructure, the economic value of charging infrastructure extends beyond mobility alone.

While Canada's charging market has matured considerably, important gaps remain in segments where the business case remains challenging. Rural and remote communities, Indigenous communities, multi-unit residential buildings, and certain public charging applications continue to face barriers that private investment alone is unlikely to overcome. Federal support remains necessary to ensure equitable access to charging infrastructure and to support the continued growth of EV adoption nationwide.

Future infrastructure programs should prioritize:

- Multi-unit residential building retrofits.
- Rural, northern and remote charging deployments, particularly projects that support local businesses, tourism assets, downtown commercial districts, and community amenities.
- Community-scale and Indigenous-led projects.
- Battery energy storage and mobile charging solutions where grid constraints or utility connection timelines delay deployment.
- Predictable, continuous program intakes and streamlined approval processes to reduce project cancellations and accelerate investment.
- The 100 Canadian Vistas Project, a nationally branded network of EV-accessible destinations that combines charging infrastructure, tourism development, and enhanced visitor amenities at iconic locations across Canada

The proposed 100 Canadian Vistas Project would serve as a flagship initiative demonstrating that EV travel is practical, convenient, and enjoyable across Canada. The project would identify 100 iconic destinations and support the deployment of reliable charging infrastructure, destination branding, and enhanced visitor amenities that encourage Canadians to explore the country by EV. The initiative would also help build consumer confidence in Canada's charging network by showcasing real-world travel



opportunities and addressing persistent misconceptions regarding the availability of public charging infrastructure.

In addition to supporting charging network expansion, the initiative would promote tourism, strengthen economic activity in rural and remote communities, and showcase the role transportation electrification can play in connecting Canadians to destinations across the country. By highlighting successful EV travel routes and destinations, the project would complement broader public awareness efforts and help demonstrate that EVs are well suited not only for daily commuting, but also for tourism and long-distance travel. Similar to historic investments in highways, parks, and tourism infrastructure, the project would combine economic development, consumer education, national pride, and infrastructure investment within a single nation-building initiative.

Federal investments in charging infrastructure play a catalytic role by unlocking significantly larger private-sector investments while supporting local job creation in communities across Canada.

4.3 ACCELERATE MEDIUM- AND HEAVY-DUTY VEHICLE ELECTRIFICATION

Medium- and heavy-duty vehicles represent one of Canada's largest transportation electrification opportunities and one of the most significant areas for future private-sector investment. Electrifying school buses, transit fleets, and commercial trucks reduces operating costs, supports Canadian manufacturing, decreases exposure to volatile fuel prices, and strengthens Canada's long-term economic competitiveness.

Because operating models vary significantly across fleet segments, a one-size-fits-all approach is unlikely to succeed. Dedicated funding streams should be maintained for school buses, transit buses, and commercial truck fleets while integrating vehicle acquisition, infrastructure, and fleet planning support within a single application process wherever possible. This approach would reduce administrative complexity, improve program efficiency, and accelerate deployment.

4.3.1 Electric School Buses

School bus electrification delivers economic, operational, health, and educational benefits while creating demand for charging infrastructure and electrical upgrades across communities of every size. Dedicated funding remains necessary because school boards and private operators often lack access to the capital required to support large-scale vehicle replacement and charging infrastructure deployment.

EMC recommends a four-year funding program with gradually declining incentive levels for both vehicle acquisitions and charging infrastructure. This approach provides manufacturers, school transportation operators, charging providers, and other stakeholders with the predictability needed to plan

investments and deployment activities while encouraging early adoption when purchase price differentials and market barriers remain highest. A declining incentive structure also creates a clear signal that public support is intended to accelerate market transformation rather than provide permanent subsidies. As vehicle costs approach parity, charging infrastructure becomes more widely available, and industry experience grows, lower incentive levels can continue supporting adoption while improving overall program cost-effectiveness. Predictable phase-outs can help avoid market disruptions associated with abrupt program cancellations, encourage timely investment decisions, and maximize the number of electric school buses deployed with available public funds.

Electric School Buses Vehicle and charging infrastructure funding program			
YEAR	Vehicle Rebate program	Charging Infrastructure Funding	TOTAL
1	\$150,000,000	\$40,000,000	\$190,000,000
2	\$130,000,000	\$30,000,000	\$160,000,000
3	\$115,000,000	\$20,000,000	\$135,000,000
4	\$105,000,000	\$10,000,000	\$115,000,000
TOTALS	\$500,000,000	\$100,000,000	\$600,000,000

4.3.2 Electric Transit Buses

Transit agencies face some of the largest electrification costs in the transportation sector. Vehicle procurement, depot electrification, utility service upgrades, and operational planning all require substantial capital investments that exceed the financial capacity of many municipal transit agencies. Supporting transit electrification helps reduce operating costs over time while strengthening public transportation systems and creating local economic activity. Transit electrification also supports Canadian bus manufacturing, charging infrastructure deployment, electrical contracting, and utility investment across the country.

EMC recommends a four-year funding program with gradually declining incentive levels for transit bus acquisitions and charging infrastructure. A predictable funding trajectory allows transit agencies, transit authorities, and infrastructure providers to align fleet replacement plans, procurement schedules, service upgrades, and charging investments with available funding. Higher funding levels in the early years will help accelerate large-scale fleet transition projects, support agencies currently undertaking electrification planning, and reduce barriers associated with initial deployments. A declining incentive structure provides a clear market signal that public funding is intended to accelerate the transition while encouraging transit agencies to integrate vehicle electrification into long-term capital planning. Predictable phase-outs can also reduce market disruption, support more efficient program delivery, and maximize the number of transit buses deployed with available public funds.

Transit Electrification : Vehicle and charging infrastructure program			
YEAR	Vehicle Rebate program	Charging Infrastructure Funding	TOTAL
1	\$200,000,000	\$75,000,000	\$325,000,000
2	\$180,000,000	\$55,000,000	\$255,000,000
3	\$165,000,000	\$40,000,000	\$190,000,000
4	\$155,000,000	\$30,000,000	\$130,000,000
TOTALS	\$700,000,000	\$200,000,000	\$900,000,000

4.3.3 Commercial Electric Trucks

The electrification of freight transportation is critical to Canada's long-term economic competitiveness. Commercial fleets move goods throughout Canada's economy and are increasingly seeking ways to reduce operating costs and exposure to volatile fuel prices while meeting customer and investor expectations.

Commercial truck programs should support:

- Vehicle purchase incentives and vehicle conversions where appropriate.
- Depot, public, shared and mobile charging solutions, including third-party charging service models and shared-use infrastructure.
- Publicly accessible truck charging corridors and megawatt charging infrastructure.
- Fleet electrification planning and technical assistance.
- Bonus incentives for Canadian-manufactured zero-emission trucks.

Commercial fleet operations are highly diverse, and many fleets do not own all vehicles, facilities, or charging assets directly. Federal programs should therefore support a range of business models, including leased vehicles, charging-as-a-service arrangements, and shared charging infrastructure, to ensure that funding reflects real-world fleet operating practices and maximizes participation across the sector.

Given the high capital requirements and utilization risks associated with commercial truck charging infrastructure federal participation will be necessary to attract private investment and accelerate deployment in the near term.

EMC recommends a four-year funding program with gradually declining incentive levels for commercial vehicle acquisitions, charging infrastructure deployment, and fleet electrification planning. A predictable funding trajectory allows fleets, charging providers, vehicle manufacturers, and financing partners to plan investments with confidence while accelerating deployments during the period when upfront vehicle and infrastructure costs remain significant barriers. Higher funding levels in the early years will help establish the market, stimulate private-sector investment, and support early fleet deployments that can demonstrate successful operating models across a range of commercial

applications. A declining incentive structure provides a clear signal that public support is intended to accelerate market adoption rather than provide permanent subsidies, while encouraging industry participants to move quickly as funding levels gradually decrease. Predictable phase-outs will support orderly market growth, reduce investment uncertainty, and maximize the number of commercial vehicles and charging projects deployed with available public funds.

Commercial truck electrification : Vehicle and charging infrastructure program			
YEAR	Vehicle Rebate program	Charging Infrastructure Funding	TOTAL
1	\$200,000,000	\$100,000,000	\$325,000,000
2	\$170,000,000	\$80,000,000	\$255,000,000
3	\$130,000,000	\$70,000,000	\$190,000,000
4	\$100,000,000	\$50,000,000	\$130,000,000
TOTALS	\$600,000,000	\$300,000,000	\$900,000,000

4.4 BUILD CANADA'S EV WORKFORCE AND MARKET READINESS

The growth of the electric mobility sector depends on the availability of skilled workers and informed consumers. Transportation electrification creates demand for electricians, engineers, technicians, software developers, charging specialists, fleet managers, first responders, vehicle service professionals, and many other occupations. Investments in training programs will help ensure Canadian workers can benefit from the jobs created by the sector's continued growth, while workforce development efforts should support electricians, technicians, fleet operators, vehicle service professionals, charging specialists and other occupations that are critical to sector growth.

Public awareness and education initiatives also remain important. Consumer confidence, fleet readiness, and business adoption continue to depend on access to reliable information regarding vehicle availability, charging, operating costs, and business opportunities associated with transportation electrification. Supporting market readiness will help maximize the impact of public and private investments made across the sector.

Canada already benefits from a growing network of industry associations, colleges, utilities, training providers, non-profit organizations, and sector partnerships that are delivering workforce development and EV education activities. Future federal investments should prioritize scaling successful programs and expanding their reach, allowing proven initiatives to serve more workers, businesses, fleets, and consumers across Canada.

4.5 STRENGTHEN CANADA'S CRITICAL MINERALS AND BATTERY RECYCLING CAPACITY

Canada has made substantial investments across the critical minerals and battery supply chain, including mining, processing, battery manufacturing, and vehicle production. However, less attention has been given to the recovery and refining of critical minerals from end-of-life EV batteries and manufacturing scrap. Battery recycling represents a strategic opportunity to strengthen domestic supply chains, improve resource security, and create additional economic value from materials already circulating within the Canadian economy.

EV battery recycling should be viewed as a critical minerals' strategy, not simply a waste management activity. Recovered lithium, nickel, cobalt, graphite, copper, and other materials can become an increasingly important domestic source of supply as EV adoption grows. Recycling also supports compliance with emerging international requirements related to recycled battery content and strengthens Canada's attractiveness as a location for battery manufacturing investment.

Despite its long-term potential, Canada's battery recycling sector is facing significant challenges. End-of-life battery volumes remain lower than originally projected because EV batteries are lasting longer than expected, while delays in battery manufacturing projects have reduced the availability of production scrap that many recycling facilities rely upon. At the same time, low critical mineral prices have placed considerable financial pressure on recycling and refining companies. Recent difficulties experienced by several North American recyclers highlight the importance of maintaining domestic processing capacity during this transitional period.

The loss of domestic recycling and the lack of black mass refining capacity increases Canada's reliance on foreign processing, reduces the value captured from publicly supported critical mineral and EV investments, and weakens the resilience of domestic supply chains.

Federal support through the Critical Minerals Sovereign Fund can help bridge this market transition, preserve strategic industrial capacity, attract private investment, and ensure Canada remains positioned to capture the growing economic value associated with EV battery recycling and critical mineral recovery. As EV battery volumes continue to increase over the next decade, recycling and refining will become increasingly important pillars of Canada's critical minerals and battery ecosystem.

Key recommendation: Dedicate a portion of the Critical Minerals Sovereign Fund to support critical mineral refining, black mass processing, and battery recycling projects that strengthen Canada's domestic EV supply chain and resource security.

4.6 SUPPORTING POLICIES TO ATTRACT INVESTMENT AND STRENGTHEN COMPETITIVENESS

Federal investments are most effective when supported by stable and predictable policy frameworks. Businesses make long-term investment decisions based on expectations regarding market growth, regulatory certainty, infrastructure development, and policy continuity. Recent fluctuations in federal transportation electrification policies have created challenges for investors and industry participants throughout the electric mobility ecosystem. Regulatory predictability is particularly important for capital-intensive investments in charging infrastructure, fleet electrification, electricity systems, and manufacturing.

Maintaining and strengthening supporting policy measures such as the Clean Fuel Regulations, targeted trade policies, and a fair tariff remission framework can help attract investment, improve business confidence, and ensure that Canada remains competitive as jurisdictions around the world continue to advance transportation electrification. Policies that support charging infrastructure deployment, domestic manufacturing, and Canadian innovation can further strengthen Canada's position within global EV supply chains while supporting jobs and economic growth across the country.

5 ABOUT EMC

Founded in 2006, Electric Mobility Canada (EMC) is Canada's **national EV industry association**. Our mission is to enable and accelerate the transition to sustainable electric mobility in Canada through advocacy, collaboration, education, and thought leadership, with the ultimate goal of creating a cleaner, healthier, and more prosperous future for all Canadians.

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