



Proposals from Quebec's major political parties on transportation electrification and sustainable transportation

Analysis by Electric Mobility Canada

(Document based on party platforms, discussions during the September 24 debate at Paccar, and various public statements made during this election campaign)

September 30, 2026

Quebec Liberal Party:

Transportation Electrification Measures (7)	Sustainable Mobility Measures (3)
Ensure that transportation electrification policies are predictable: • Maintain the ZEV standard as adopted by the CAQ—80% of vehicle sales to be ZEVs by 2035, including credits for non-rechargeable hybrids for the 2025, 2026, and 2027 model years • Maintain other transportation electrification programs, such as those adopted by the CAQ • Partner with the City of Montreal to renovate and modernize the metro • Evaluate whether to continue the eco-trucking program • Rely on experts for the deployment of charging infrastructure • Ensure redundancy in charging stations • Supports the Alto project	• Maintain the FECC (Electrification and Climate Change Fund) and the SPEDE (Greenhouse Gas Emissions Cap-and-Trade System) as they are. • Establish sustainable and predictable funding for public transit • Decarbonize heavy-duty transportation without affecting its competitiveness

Platform: <https://plq.org/engagements/>



Parti Québécois:

Transportation Electrification Measures (13)	Sustainable mobility measures (13)
• Maintain a credible standard for zero-emission vehicle sales targeting 85% of sales by 2034, while preserving the integrity of the credit system (excluding non-rechargeable hybrid vehicles) and the goal of electrifying the Quebec market. • Promote access to affordable electric vehicles for Quebec households by maintaining the current \$2,000 rebate on the purchase and lease of electric vehicles with a transaction price of less than \$50,000. • Establish a four-year phase-out schedule for the rebates and limit the number of rebates per person, per company, per year for the duration of the program. • Consider implementing a mechanism whereby zero-emission vehicles costing less than \$35,000 could qualify for a rebate higher than the current one, in order to put pressure on the industry and promote the marketing of affordable cars for middle-class and lower-income citizens. • Offer assistance for the installation of home electric vehicle charging stations. • Accelerate the deployment of fast-charging stations along major highways and in residential neighborhoods. • Promote vehicle-to-grid (V2G) options, enabling Quebecers to become active participants who can resell energy from their batteries, thereby optimizing Quebec's energy system. • Demand that the federal government remove trade and regulatory barriers to allow European electric vehicles access to the Canadian market, thereby offering Quebecers a wider selection of affordable electric vehicles and increasing competition.	• Keep the FECC • Create a Mobility Pass available for \$95 per month, providing access to all urban and regional public transit networks in Quebec. • Explore the integration of bike-sharing services into the Mobility Pass for an additional flat fee. • Ensure stable, predictable, and adequate funding for public transit in partnership with municipalities, transit agencies, and regional organizations, for both capital expenditures and operations. • Increase investments in public transit under the Quebec Infrastructure Plan. • Increase investments in municipal active transportation infrastructure. • Revitalize the sustainable mobility policy. • Support new mobility options, including car-sharing, bike-sharing, on-demand transportation, carpooling, and employer initiatives that promote public transit or active transportation, and foster better integration of services. • Support the development of public transit services between regions, particularly through the purchase of buses • Adopt a national strategy for decarbonizing freight transportation, promoting the use of the most efficient mode of transport based on the goods being transported and the distances to be covered. • Rely more on rail and maritime transport when these modes offer a more efficient solution, while improving connections between different transportation networks. • Promote improved logistics for short- and medium-distance transport to reduce empty-run kilometers, better coordinate deliveries, and increase the efficiency of supply chains.



• Enhance programs for the deployment of public and residential charging infrastructure for light-duty vehicles, particularly in rural and remote areas, and facilitate residential charging in multi-unit buildings through support for charging stations, electrical upgrades, and smart charging management systems. • Promote the electrification of medium- and heavy-duty vehicles, notably by deploying charging infrastructure tailored to the needs of these vehicles. • Require that future government-funded electric ferries be built in Quebec. • Fully integrate battery recycling into Quebec's critical minerals strategy. • Opposes the Alto Project	• Reduce unnecessary movement of goods, particularly through the development of the circular economy, better material recovery, and more regionally focused supply chains.
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Platform: https://pq.org/wp-content/uploads/2026/08/PQ-plateforme-enviro-V_FINALE.pdf



Québec Solidaire:

Transportation Electrification Measures (8)	Sustainable mobility measures (14)
• Reinstate the ban on the sale of new gasoline-powered light-duty vehicles starting in 2035 and prohibit the registration of new gasoline-powered vehicles starting in 2045. • Adopt an ambitious zero-emission vehicle (ZEV) standard for medium- and heavy-duty trucks. • Facilitate access to electric vehicles by increasing financial incentives for purchasing them, making them truly affordable for Quebec households. • Add public and residential charging stations. • Require public, parapublic, and large private organizations that own vehicle fleets to develop a transition plan toward zero-emission vehicles that is consistent with national targets. • Complete the transition of local delivery vehicles to zero-emission vehicles by 2035 by supporting businesses in renewing their fleets. • Accelerate the electrification of taxis through financial incentives and additional charging stations to achieve a fully zero-emission fleet by 2035 • Supports the Alto Project	• Create a buyback program for used gasoline-powered vehicles, offering owners monetary compensation in addition to a free one-year transit pass. • Strengthen requirements for the blending of low-carbon fuels into liquid fuels and prioritize renewable fuels for applications that are difficult to electrify, particularly heavy-duty transportation. • Adopt a Freight Transportation Strategy to reduce truck travel and increase rail and maritime transport. • Optimize supply chains to reduce unnecessary freight travel • Require public and semi-public organizations, as well as companies with more than 50 employees, to adopt a travel management plan that includes public emission reduction targets. • Make public transit free for people aged 25 and under and those aged 65 and over. • Introduce a 20% tax credit on public transit passes. • Repair existing infrastructure (subway, commuter rail, buses) and expand service offerings. • Expand the transit network and launch long-delayed projects: streetcars in Quebec City and Gatineau, extension of the Orange Line to Laval, etc. • Provide predictable and stable funding to municipalities to maintain and expand their public transit networks. • Nationalize intercity bus companies to create an integrated, efficient, and affordable intercity transit network connecting all regions of Quebec.



	• Plan projects in anticipation of the arrival of high-speed rail that take advantage of this rapid, infrastructure-building corridor, which will become the backbone of the regional network. • Increase the proportion of investment in public transit to more than 50% of public transportation spending. • Create a car-sharing and bike-sharing service to be managed regionally by municipalities and RCMs.
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Platform: https://cdn.prod.website-files.com/6a58006e8d06c0d8d7cc521d/6aad7ad93e5e60bf879f0e9f_Transition-8%2C5x11_WEB-VFF.pdf



Coalition Avenir Québec

No official platform in 2026

Transportation Electrification Measures (7)	Sustainable Mobility Measures (0)
• Lower the ZEV standard with a target of 80% ZEV sales by 2035, including credits for non-rechargeable hybrid vehicles for the years 2025, 2026, and 2027 • End purchase rebates for ZEVs in 2026 • Introduce a registration tax on zero-emission vehicles in 2027: • <i>\$125 per year for 100% electric vehicles</i> • <i>\$62.50 per year for plug-in hybrids</i> • End the Eco-cammionage program on March 31, 2028 • Offer a fixed amount of \$600 toward the purchase of a charging station; • Offer an amount equal to 50% of eligible expenses related to the installation of a charging station and the electrical infrastructure required for its operation, in certain cases. • Supports the Alto project	



Quebec Conservative Party

No specific platform on transportation or the environment

Transportation Electrification Measures (3)	Sustainable Mobility Measures (1)
• Eliminate the ZEV standard • Opposes the Alto project • Opposes the Quebec City tramway	• Withdraw from SPEDE

Platform: https://www.pcqorg.ca/wp-content/uploads/2026/08/Plateforme-eelectorale_version-finale-1-1.pdf