



December 19, 2012

The Honourable Terry Lake, Minister of the Environment
PO BOX 9047 STN PROV GOVT
VICTORIA BC V8W 9E2

Dear Minister Lake,

We would like to congratulate the government of British Columbia on early leadership it has taken to support electric vehicles (EVs), and encourage the Government to extend the Clean Energy for Vehicles (CEV) program beyond March 2013.

With the quickly approaching expiry of the electric vehicle programs in British Columbia, we, representatives from business, industry, NGOs and municipalities, are requesting the extension of the consumer incentives under the CEV program – specifically, the vehicle purchase incentive and the residential charging rebate. In renewing the commitment to EVs by extending the program with the remaining unspent program funds, the Government of British Columbia will provide the time and support needed to help transform the EV market from limited niche to significant solution.

Through successful and early initiatives, the province of British Columbia is quickly becoming a place where EVs are both desirable and viable. Current initiatives to create a visible safety net of public charging infrastructure through the Community Charging Infrastructure Fund (CCIF), coupled with reduced vehicle and charging purchase cost through the CEV program, are alleviating the most significant barriers to widespread electric vehicle adoption.

Our rationale for supporting British Columbia's continuing the purchase incentive and residential charging rebate programs are as follows:

- **EVs can significantly reduce the greenhouse gas emissions associated with transportation in British Columbia.**
- **The time is right for EVs in British Columbia as major barriers are being overcome.**
- **Despite growing momentum, an incentive is still needed in British Columbia.**

Each of these will be briefly described below.

EVs can significantly reduce the greenhouse gas emissions associated with transportation in British Columbia. Taking lifecycle emissions into account, EVs in regions with a renewably powered grid

produce 80% fewer greenhouse gas emissions than a conventional vehicle of comparable size. Continued investment to support the transition from gas-powered vehicles to electric-powered vehicles will have long-term environmental benefit, especially when complemented by investments in initiatives to reduce vehicle use altogether.

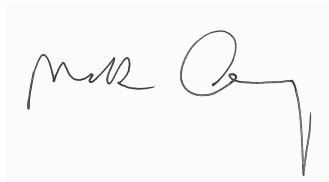
The time is right for EVs in British Columbia as major barriers are being overcome. The visible charging network across British Columbia, created by the CCIF, will address range concerns and questions from B.C. residents. In addition, many new and second generation electric vehicle models will be making their way to dealerships in the next year. With growing presence and choices, the stage is set for EV adoption; however, British Columbians still need time to learn how EVs can fit their lives.

Despite growing momentum, an incentive is still needed in British Columbia. Initial purchase price continues to be the largest barrier in making the switch to EVs. Due to the continuing high price of EVs many provincial governments, as well as the U.S. government, are continuing their existing consumer incentive programs.

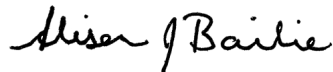
With momentum building and support growing for EVs, we, the signatories believe that allowing the consumer incentives (purchase incentive and residential charging rebate) to expire has the potential to derail the growth of EVs in British Columbia. The CEV program was created with the intention of facilitating transformative change in the personal vehicle market for the purpose of clean air and lower greenhouse gas emissions and while there is great momentum, that change has not yet come. By extending the existing program to allow the public to access the remaining unspent program funds, there is great potential to build on early successes and to realize the original goal.

We are committed to working with the government of B.C. to help speed the transition to EVs and sustainable mobility. We would be pleased to discuss these and other recommendations and reasoning in more detail in the future.

Sincerely,



Mark Donnelly, President and Chief Operations Officer, BCAA Road Safety Foundation; Director, BCAA Corporate Communications.



Alison Bailie, Senior Technical and Policy Advisor, Pembina Institute



Linda Nowlan, Director, Pacific Conservation, WWF-Canada