



THE FORD GOVERNMENT

CLIMATE CRIME # 4 UPDATE JAN 2023

Ford's electric vehicle scheme: Driving in circles

Ontario's largest source of greenhouse gas emissions is the transportation sector. So, making a significant dent in our emissions requires us to adopt more free public transit while moving to electric vehicles (EVs) – cars, trucks, trains, buses, and heavy equipment such as forklifts and snowplows.

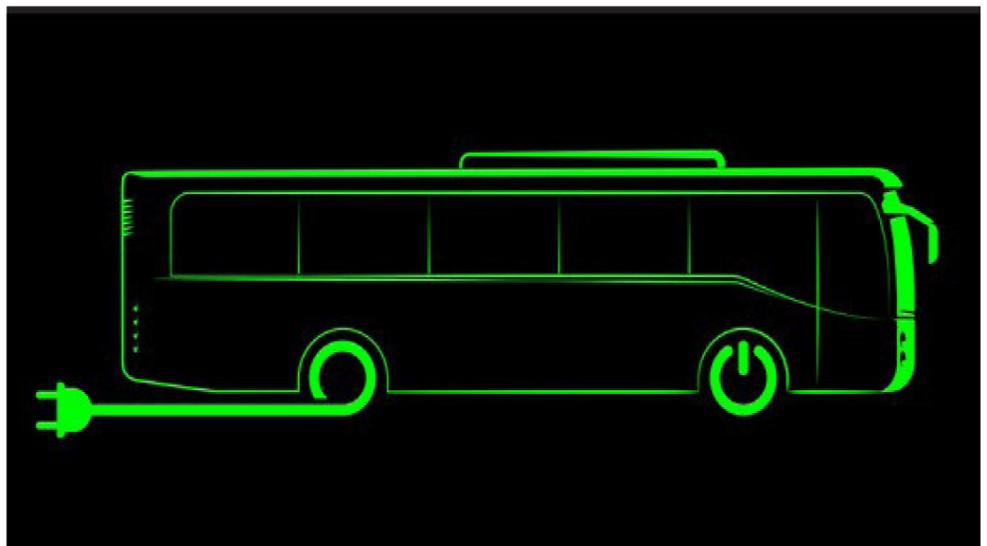
Yet in 2018, the Ford Government cancelled the groundbreaking Green Commercial Vehicle Program. It had been helping operators of large diesel trucks to either shift to electric vehicles or to implement emission cutting technologies. Doug Ford also deleted a section of the Ontario Building Code that required any new home to include a “rough-in” for an electric vehicle charger.

And then, under the guise of wanting to decrease gasoline prices, Ford cancelled the previous government's rebate program on the purchase of EVs. This rebate had been financed by the government's “cap and trade” program,

also nixed by Ford. The EV incentive program had been massively popular, allowing Ontarians to receive from \$5,000 to \$14,000 (for a Tesla 3) when purchasing an electric vehicle.

As incentives were eliminated, electric vehicle sales plummeted 55 per cent in Ontario where a mere three per cent of vehicle sales are EVs.¹ It is 14 per cent in BC.

Ford is proposing to take us from the frying pan into the fire. His government wants to open a mineral rich area of northern Ontario called the Ring of Fire. The chromite and nickel in the swampy James Bay lowlands could be key to the EV transition. A publicly financed road would cost at least \$1.6 billion. Indigenous communities are divided on this road to resources push. The northern peatlands contain



¹ *Electric Mobility Canada*, in *Global News*, December 15, 2019.



untold amounts of stored carbon that, if disturbed, holds the potential of becoming a “carbon bomb” instead of a “carbon sink.”²

Testing EVs with the ventilation systems running, the American Automobile Association found that range dropped significantly with both rising and dropping temperatures. An excellent reason to avoid the temperature swings of climate breakdown. But **Ford is bent on ignoring the climate emergency, driving climate catastrophes and climate solutions in circles.**

In 2020, Ottawa announced \$295 million in support for EV production at the Ford Motor Company’s Oakville plant. Caught off balance and - for once - not wanting to appear on the wrong side of history, Ontario matched the federal subsidy.

In 2022, a Lithium-Ion battery plant was announced in Windsor. Almost simultaneously, the Federal and Provincial Governments, together with CAMI Automotive, announced joint

funding of \$1B to retool the Ingersoll plant to produce electric delivery vehicles. Doug Ford suddenly began claiming that Ontario will become a world leader in the production of EVs.

Reversing Ford’s earlier scrapping of EV requirements, the Ontario Electrical Safety Code (May 2022) again requires new homes to have a 200 Amp service and a “rough-in” for EV charging. The government also provides funding up to \$2,500 to assist with the installation of a single-dwelling charging station for an EV. Electrical engineers are working on charging systems for office buildings and multi-residential parking spaces that will not overload the main breakers.

Yet, a real climate-first Ontario transportation plan would invest heavily in public transit to reduce the need for private vehicles. Imagine 18 million EV owners wanting to plug in whenever they want. There is concern that EV charging will overload parts of the grid, causing unpredictable blackouts. Having everyone own an EV is not a solution to climate breakdown.

² *Globe and Mail*, November 10, 2021.