

COLUMNIST

So, what would it cost to own a new car in Canada for the next 8 years, driving 20,000 kilometres per year, if gas prices held steady at the 2021 national average of \$1.35/L?

How much will it really cost to switch to electrical vehicles?

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In the most recent Quebec budget, it was announced that rebates on electric vehicle (EV) purchases will be reduced as of April 1, 2022.

New fully-electric vehicle purchases will be eligible for provincial rebates up to \$7,000, down from \$8,000. New plug-in hybrids will decrease to \$5,000 from \$8,000, and the maximum rebate for a used fully-electric purchase will be just \$3,500, down from \$4,000.

Quebec's subsidies remain among the most generous in Canada. Many provinces have yet to offer EV rebates of their own.

The federal government offers an additional rebate of up to \$5,000, in addition to provincial subsidies.

Statistics Canada has reported more than 65,000 battery-only or plug-in hybrid cars were registered in Canada in the first three quarters of 2021, more than in all of 2020. Three quarters of all Canadian electric vehicles were registered in British Columbia and Quebec. BC posted the highest percentage of EV registration per capita.

In Quebec, EV purchase rebates apply to approved models with a retail price under \$60,000. The purchase of a 240-volt home charging station is also eligible for support up to \$600. A full list of eligible vehicles and charging stations is available at www.vehiculeselectriques.gouv.qc.ca/english

The Legault government announced in November 2020 that Quebec plans to

ban sales of new gas-powered vehicles in the province by 2035. The provincial government has also targeted 1.5 million electric vehicles on Quebec roads by 2030.

Clean Energy Canada published a report on March 30 titled The True Cost, which strives to simplify the cost comparison of ownership of a new EV in Canada.

The sticker price for an EV, plug-in hybrid, or hybrid is typically markedly higher than a comparable gas-powered model, even after rebates. However, regular cars cost more to operate and maintain. Monthly payments on an EV purchase may be higher, but the cost of gas, oil changes and other combustion engine-related consumables are nil.

So, what would it cost to own a new car in Canada for the next 8 years, driving 20,000 kilometres per year, if gas prices held steady at the 2021 national average of \$1.35/L?

To span the range of choices, the report compares one fully-electric and one gas-powered model of a hatchback, sedan, SUV, crossover, premium and truck from manufacturers ranging from Ford, Tesla, Lexus, Volkswagen, Honda, Hyundai, Nissan, Toyota to Chevrolet.

Let's highlight their comparison of a 2022 Chevy Bolt versus a 2022 Corolla Hatchback, because that is the only case where a third scenario at a more extreme \$2/L average for gas was also calculated in full.

Average cost per kilometer to own and maintain a 2022 Chevy Bolt for 8-years, including depreciation, fuel, maintenance, repairs, taxes, insurance,

and other costs, was projected at \$0.33/km.

If gas were to hold steady at an average \$1.35/L, the 2022 Corolla Hatchback was projected to average \$0.45/km (+37 per cent) over the same timeframe and use.

So, in 2022 it costs \$38,198 to buy the Bolt and just \$21,450 to buy the Corolla Hatchback. But driving 20,000 kilometres a year with gas stayed at \$1.35/L, by 2030 owning the Bolt is projected to cost \$51,848 versus \$71,162 (+\$19,314) for the Corolla Hatchback.

But in the more extreme case of gas averaging \$2/L over that same time, the estimate would climb to \$0.50/km (+54 per cent) and total cost would reach \$80,058 (+\$28,210) by 2030.

The Ford F150 Lightning XLT was also an interesting case, because it is too expensive to qualify for rebates.

Still, the unreputed Lightning was projected to cost 3¢/km less to own for eight years than the SuperCrew bringing the two vehicles pretty close to parity.

That is, the unreputed EV pick-up purchased as \$68,000 in 2022 was projected to cost \$2,655 less to own until 2030, compared to the \$50,684 gas-powered 4x4 over the same duration. This, based on driving 20,000 kilometres per year with gas pinned at a \$1.35/L average.

Of course, higher mileage, higher gas prices, lower electricity prices, or a longer vehicle life would tilt the economics even more in favour of EV ownership.

The full report, including survey data and more details about

methodologies, is available for download at www.cleanenergycanada.org/report/the-true-cost

For its part, Hydro Quebec's website says that "if you drive an average of 20,000 kilometres a year, that's approximately \$400 in electricity—compared to \$1,500 to \$2,000 in gas." Hydro Quebec also touts lower maintenance costs and hassles, notes that EV batteries are covered by an eight-year manufacturer's warranty, and many insurers offer preferential rates to EV drivers.

The utility's site also says there is an expanding network of 3,000 charging stations across Quebec. One grid predicts a 40-kilometre recharge will take just 8 minutes at a 100-kW fast-charge station, 30 minutes at a 25-kW station, 1 to 3 hours at a 7-kW station, or 8 hours on a standard outlet. Ten per cent of EV charging happens at a public charging station. The other 90 per cent is done at home or at work.

Visit www.hydroquebec.com/transportation-electrification/electric-vehicles for more information about EVs from Hydro Quebec.

CAA Quebec notes that the most popular EV models will travel 200 to 600 kilometers on a single charge, but cold temperatures can decrease range by as much as 40 per cent.

CAA Quebec has pages dedicated to advice for buying new or used EVs, including road tests and reviews of many models from 2013-2022.

Visit <https://www.caaquebec.com/en/electric-mobility> for more information on EVs from CAA Quebec.

Volunteer centre purchases St. Paul's Anglican Church in Mansonville



THE SCOOP MABLE HASTINGS

In February 2022, the Missisquoi North Volunteer Centre (CABMN) located in Potton, a non-profit charitable organization celebrating its 40th Anniversary this year, purchased

St. Paul's Anglican Church located at 309 Principale in Mansonville. The hall portion adjacent to the church will be used to house the CABMN Senior Services with the official name of the location now the "Centre La plume au vent" Senior Centre (a nod to CABMN senior service animator, Angelle Laplume who has been working with seniors in the area for over 25 years).

Thanks to the kindness of the Anglican Church Diocese and the local Anglican church congregation as well as the generosity of a private donor, the non-profit organization was able to purchase the building outright. The challenge will now be finding subsidies and support to do some of the many needed renovations to both the "hall" portion and the church building itself.

Recently the CABMN was informed

that it had been granted a New Horizons subsidy through the Federal Government and this will allow for the installation of new windows and doors in the entire hall. It is hoped that money will be found for insulating and repairing the floor of the hall space as well as expanding on the bathroom to assure that it is handicapped accessible to accommodate the needs of the senior population. There are a few other immediate improvements that must be made to assure lower heating costs and comfort for the senior clientele. Use of the Church building itself will be determined by the CABMN Board of directors in the coming months.

"I am hoping to obtain further funding through the MRC Memphremagog," said Mable Hastings, director of the CABMN.

"The vision of having a location where the senior population is

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