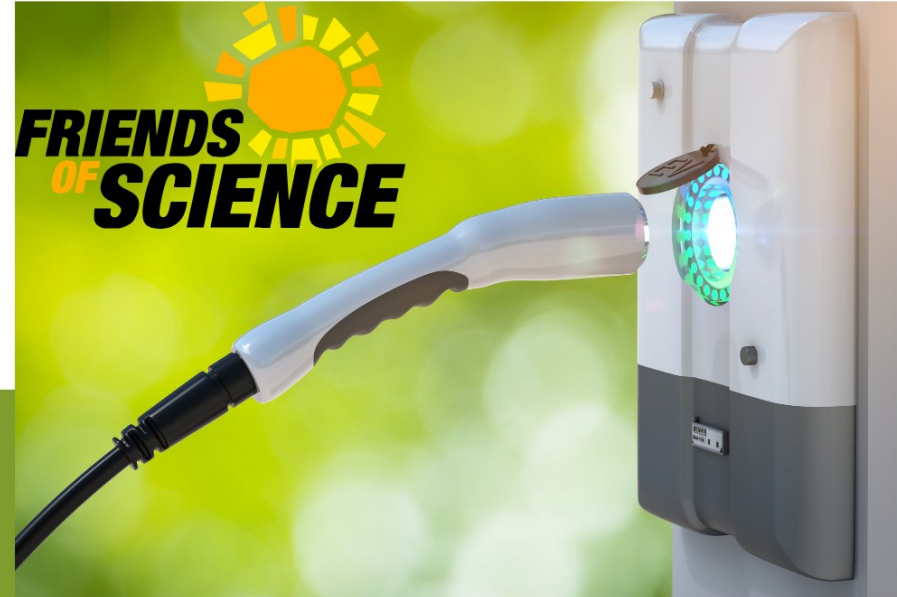


Canada's EV Mandates

PRO vs. **NO**

Insights on the Public Debate

Friends of Science Society © 2025



**How Much Are New EVs Going to Cost
Taxpayers?**

Learn about the subsidies our government is giving to new EV owners

EV Mandates – Should they stay or should they go? And do they fight climate change?

- <https://nationalpost.com/news/politics/five-auto-ceos-warned-carney-in-may-that-ev-mandate-would-inflict-serious-damage-across-industry>



OTTAWA — Less than two weeks after the Liberal cabinet was sworn in, the presidents of the five major automakers appealed directly to Prime Minister Mark Carney, requesting him to “urgently” repeal the federal zero-emission vehicle sales mandate, warning of industry-wide repercussions if it is not.

More than two months later, and with no public indication as to whether the government will listen, frustration is only building, says Brian Kingston, president and CEO of the Canadian Vehicle Manufacturers’ Association, which sent the May 26 letter and represents Ford, General Motors, and Stellantis.

The letter was signed by Ford Canada CEO Bev Goodman, General Motors Canada President Kristian Aquilina, Honda Canada President and CEO Dave Jamieson, as well as Stellantis Canada CEO Jeff Hines and Toyota Canada President and CEO Cyril Dimitris.



Dan McTeague @GasPriceWizard · 8h



I wonder why the Canadian Press, Toronto Star and Globe and Mail won't cover this? Last time I checked, the auto sector is Ontario's #1 economic engine

NerZero = Economic Collapse



Five auto CEOs warned Carney in May that EV mandate would "inflict serious d..."

From nationalpost.com

11

74

194

2.4K



Canadians for Affordable Energy @CanAffordableE · 1h

Together let's tell the Liberals to scrap their 2035 electric vehicle policy: affordableenergy.ca/issue/together...

SCRAP THE LIBERAL EV MANDATE

JUNO NEWS

Auto industry warned Carney:
EV mandates hurt consumers
and jobs

"Despite being warned months ago to repeal the federal government's zero-emission vehicle sales mandate by industry leaders, Prime Minister Mark Carney has still failed to act as sales continue to plummet."

Canadians for
Affordable Energy

AffordableEnergy.ca



Federal government says electric vehicle mandate must 'reflect' current times, after auto CEOs meet Carney

'Why, at a time when the industry is under pressure, would we keep in place a domestic policy that is hugely damaging to this industry?'

By [Stephanie Taylor](#)

Published Jul 03, 2025 Last updated Jul 04, 2025 4 minute read [745 Comments](#)



- NEWS
- Top Stories
- Local
- Climate
- World
- Canada
- Politics
- Indigenous

Science



Automakers want Canada to scrap its EV sales mandate. What would that do to emissions?

Mandate requires hybrids and EVs make up 20% of sales next year and 100% by 2035



[Emily Chung](#) · CBC News · Posted: Jul 04, 2025 2:00 AM MDT | Last Updated: July 4

Politics

Amid tariffs and falling sales, is Canada's EV mandate doomed?

Experts say Carney could make adjustments instead of ending mandate outright



[Peter Zimonjic](#) · CBC News · Posted: Jul 06, 2025 2:00 AM MDT | Last Updated: July 7

Keep it or Cancel it?



<https://liberal.ca/climate/100-zero-emissions-car-sales-by-2035/>

100% Zero Emissions Car Sales by 2035

100% Zero Emissions Car Sales by 2035

Share     

Almost a quarter of our emissions come from the transportation sector, and half of these emissions come from the cars and trucks that get Canadians around everyday. We know action is needed to reduce pollution from transportation. That's why we launched the iZEV program in 2019 to provide purchase rebates of up to \$5,000 to Canadians who want to get behind the wheel of an electric vehicle and helped build enough charging stations that you can drive from St. John's to Victoria in an electric vehicle. And this June we set a mandatory target that all new light-duty cars and passenger trucks sales be zero-emissions by 2035, accelerating Canada's target by 5 years.

And we will also accelerate the transition of the federal fleet to zero emissions and do more to tackle emissions from medium and heavy-duty vehicles. Taking action to reduce pollution from vehicles will help fight climate change, and make the air we breathe cleaner and healthier.

Social Media Ablaze with *Pro* vs. *No* on EVs.

PRO

CANADIAN CLIMATE INSTITUTE L'INSTITUT CLIMATIQUE DU CANADA

ABOUT OUR WORK PUBLICATIONS NEWS & EVENTS

ZEV mandates are good climate policy—because they work

They will work to drive the shift away from gas-powered vehicles, while protecting affordability for Canadians.

RICK SMITH · 12.07.22

This opinion piece was originally published in the [Toronto Star](#).

NO

MikesMoneyTalks.ca @moneytalkstweet · 50m


EV sales are DOWN 44% from last year
EVs are only 6% of total car sales
Yet starting next year, 20% of all vehicles sold MUST be EVs

5 7 17 453

Max Fawcett @maxfawcett

The Conservatives are trying to pick a fight over electric vehicles. So, as it happens, are Donald Trump and his MAGA regime.

Here's why it's one they're both destined to lose. #cdnpoli



The Conservative war on EVs is bound to fail

From nationalobserver.com

9:50 AM · Jul 4, 2025 · 33.1K Views



Carbon Emissions Inventory Programs Impact Investing Grants

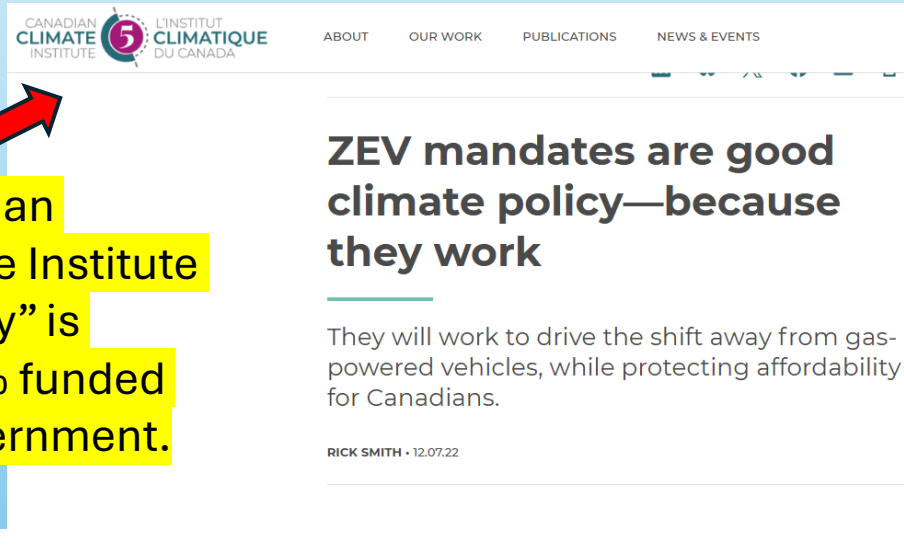
Cancelling EV sales targets could cost 11,000 Canadian lives, climate and health experts warn

July 10, 2025 by TAF - [Leave a Comment](#)

Social Media Ablaze with Government Funded Pro-EV Mandate Comments

PRO

Canadian Climate Institute "charity" is 79.76% funded by government.



CANADIAN CLIMATE INSTITUTE 5 L'INSTITUT CLIMATIQUE DU CANADA

ABOUT OUR WORK PUBLICATIONS NEWS & EVENTS

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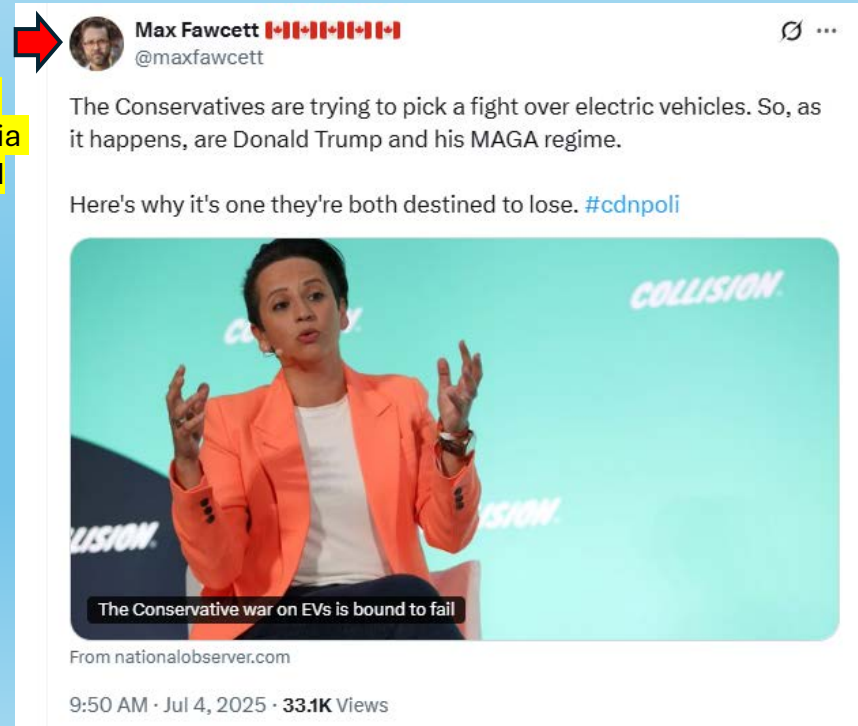


MikesMoneyTalks.ca @moneytalkstweet · 50m

EV sales are DOWN 44% from last year
EVs are only 6% of total car sales
Yet starting next year, 20% of all vehicles sold MUST be EVs

5 7 17 453


Journo at National Observer, gov't media supported



Max Fawcett @maxfawcett

The Conservatives are trying to pick a fight over electric vehicles. So, as it happens, are Donald Trump and his MAGA regime.

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From nationalobserver.com

9:50 AM · Jul 4, 2025 · 33.1K Views

TAF

The Atmospheric Fund (TAF) would like to thank our endowment funders: the City of Toronto, Province of Ontario, and Government of Canada. Views expressed here do not necessarily reflect the views of our funders. TAF is a proud member of the Low Carbon Cities Canada network.

Cancelling EV sales targets could cost 11,000 Canadian lives, climate and health experts warn

July 10, 2025 by TAF - Leave a Comment

"The federal policy — which requires hybrids and EVs to make up 20 per cent of sales in 2026 and 100 per cent by 2035 — will save Canada more than \$90 billion and 11,000 premature deaths over the next 25 years, according to [analysis](#) by the **Atmospheric Fund**, a Toronto-based non-profit focused on climate change and air pollution."

The Atmospheric Fund is a part of the "Low Carbon Cities Canada" known as the LC3!



The screenshot shows the top of a news article on The Tyee website. The header is yellow with the text "Independent. Fearless. Reader funded." and the logo "THE TYEE". There are navigation links for "NEWS", "ANALYSIS", "CULTURE", "SOLUTIONS", "MORE", "SUPPORT US", and "SEARCH". Below the header, there are category tags for "NEWS", "Health", "Transportation", and "Environment". The main headline is "Killing the EV Mandate Will Bring Big Health Costs". The sub-headline reads: "Automakers are pushing Canada to relax requirements calling for more hybrid and electric vehicles." The author is identified as "Natasha Bulowski / 6 Aug 2025 / Canada's National Observer". A bio note states: "Natasha Bulowski is a Local Journalism Initiative reporter. This story was originally published by Canada's National Observer."

“While the EV availability standard has been communicated from the beginning as a climate policy, we think it’s equally if not more compelling as a health policy,” said Bryan Purcell, the vice-president of policy and programs for **the Atmospheric Fund**.

“When you look at these kind of numbers of avoided deaths that can be achieved and other health benefits, I think it could purely justify the policy on health grounds, even if we didn’t have a climate crisis on our hands,” he added.

Climate change and health are inextricably linked.

More Government Funded Cheerleaders for EVs

How many municipal taxpayers and council even know LC3 exists???

Found five records Order By

The Tyee

Agreement:
The Tyee

Agreement Number:
1368914

Duration: from Apr 1, 2024 to Mar 31, 2025

Description:
Canada Periodical Fund - CPF - Aid to Publishers

Organization: Canadian Heritage

Program Name: Canada Periodical Fund - CPF - Aid to Publishers

Location: Vancouver, British Columbia, CA V6C 1V5

\$131,183.00
Apr 1, 2024

Federation Of Canadian Municipalities

Government

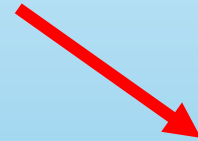
Description:

To support **LC3**-FCM Collaboration on Community Climate Action Projects

Organization: Environment and Climate Change Canada

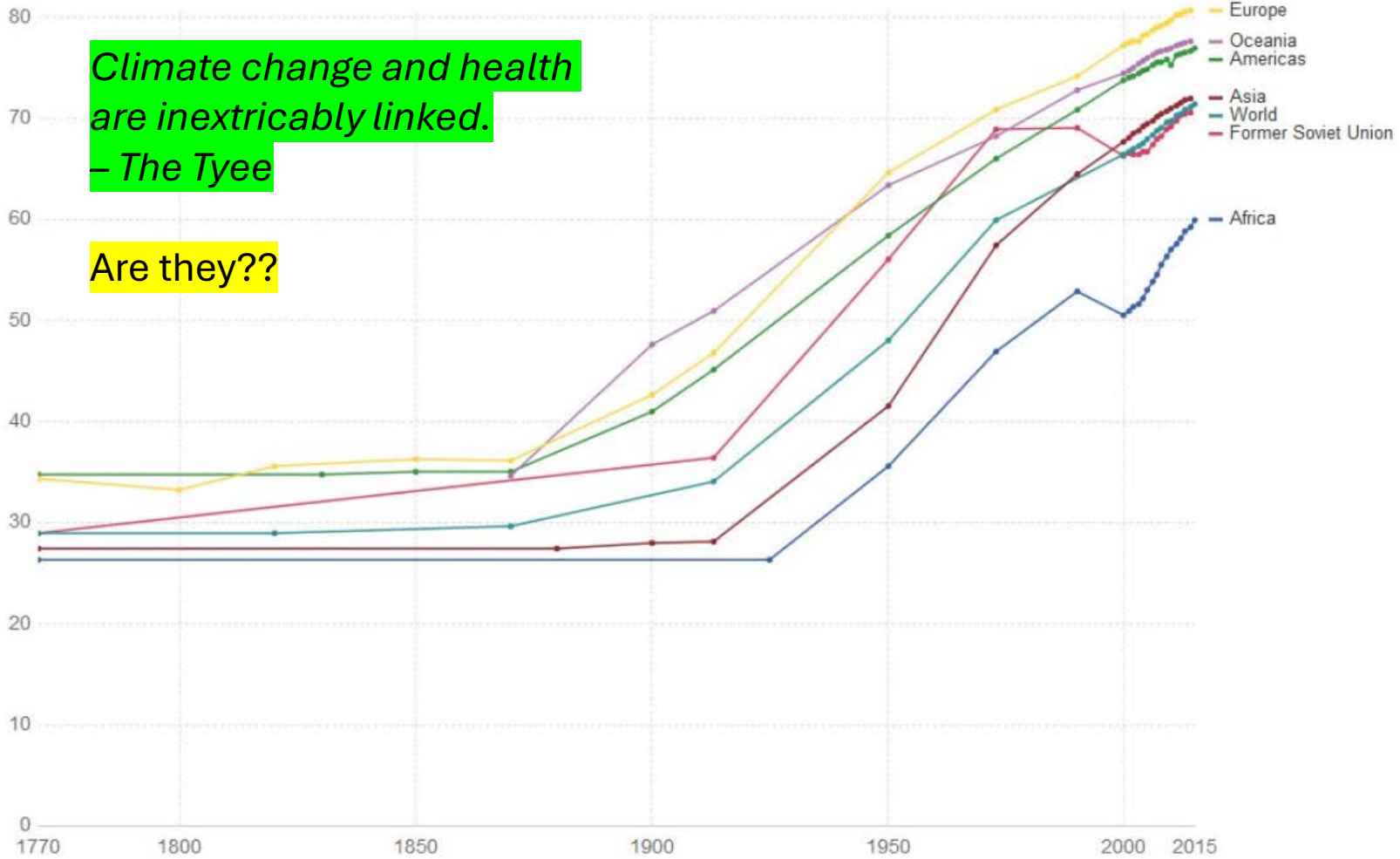
Location: Ottawa, Ontario, CA

\$530,000,000.00
Mar 25, 2024



Life expectancy globally and by world regions since 1770

Our World
in Data




Climate change and health
are inextricably linked.
- The Tyee

Are they??

Source: Life expectancy - James Riley for data 1990 and earlier; WHO and World Bank for later data (by Max Roser)

OurWorldInData.org/life-expectancy/ • CC BY-SA

Some Groups Must Defend Their Claims



A Pivotal Moment

A net-zero 2050 can deliver 700,000 more Canadian energy jobs than exist today, but rolling back climate action would severely threaten this clean energy future

March 2023

CLEAN ENERGY CANADA



PEMBINA INSTITUTE

A Sustainable Jobs Blueprint

Part I: Governance recommendations to support Canada's clean energy workforce and economy

September 2023

Net-zero economy jobs in 2050 by sector

Electric vehicles (723,000)
Buildings (352,000)
Hydrogen (174,000)
Biofuel & waste (147,000)
Direct air capture (138,000)
Carbon capture and storage (114,000)
Hydroelectric generation (77,000)
Electricity grid (61,000)
Wind & solar (61,000)
Transit (55,000)
Low carbon machinery (37,000)
Nuclear (26,000)
Low carbon steel (9,000)

Data based on an economic analysis of Canada reaching net-zero by 2050.

BLUEPRINT 7 / 12



There are set to be **1.3 million** Canadians employed in EV-related jobs in 2050—60 times more than in 2025.

More Government Funding for the Pro-EV Mandate

Simon Fraser University

Academia

Agreement:

Costing study on low embodied carbon building construction in Canada

Duration: from Dec 19, 2024 to Mar 31, 2025

Description:

The project, spearheaded by **Clean Energy Canada** at Simon Fraser University,

\$128,960.00
Dec 19, 2024

Simon Fraser University (Clean Energy Canada, Morris J. Wosk Centre For Dialogue)

Academia

Agreement:

Accelerating the adoption of zero emission medium-and heavy-duty vehicles in Canada

Agreement Number:

PCA-094

Duration: from Dec 21, 2023 to Dec 31, 2024

Description:

This project promotes greater awareness among Canadians of zero-emission and low-emission options in the medium- and heavy-duty vehicles (MHDV) sector.

Organization: Natural Resources Canada

Program Name: Zero Emission Vehicle Awareness Initiative

Location: BURNABY, British Columbia, CA V5A 1S6

\$83,150.00
Dec 21, 2023

ored the
typical
n emissions

Pembina Institute For Appropriate Development

Other

Agreement:

Advancing Diesel Reduction by Supporting Indigenous Empowerment and Energy Policy Evolution

Agreement Number:

CERRC-H305

Duration: from Dec 6, 2023 to Mar 31, 2026

Description:

This project is mostly related to encouraging the adoption of clean technologies.

Organization: Natural Resources Canada

Program Name: Clean Energy for Rural and Remote Communities Program - Demonstration Component

Location: CALGARY, Alberta, CA T2R 0C5

\$923,079.00
Dec 6, 2023

CANADA

Environment group warns against repealing federal electric vehicle mandate

By Staff • The Canadian Press

Posted July 6, 2025 1:58 pm • 3 min read



Cautious optimism on EV mandate changes

Global NEWS

The head of an organization representing automakers said he's "cautiously optimistic" after meeting with Prime Minister Mark Carney to urge him to repeal the electric vehicle sales mandate. Anne Gaviola has this story and more in Business Matters for Friday July 4, 2025 – Jul 4, 2025



An environmental think tank is warning the federal government against repealing its **electric vehicle** mandate, instead suggesting that politicians should be helping to put more EVs on the road.

In a statement published Friday, Clean Energy Canada gave three recommendations to the **federal government** to help deliver affordable EVs to Canadians for less than \$40,000.

The group, based out of Simon Fraser University in British Columbia, said Ottawa should retool its **EV mandate** by revisiting its near-term targets to help the auto sector "weather this temporary storm" of slumping EV sales.

- The plea comes on the heels of auto manufacturing leaders meeting with Prime Minister Mark Carney last week, in which the CEOs repeated their calls for the mandate to be repealed.
- Starting next year, the mandate would require 20 per cent of all new light-duty vehicles sold in Canada to be zero-emission vehicles. Those also include plug-in hybrid electric vehicles. The target rises annually to 100 per cent by 2035.
- Recent data from Statistics Canada suggests EVs accounted for 7.53 per cent of all new vehicles sold in April.
- Following the meeting, the head of an organization representing Ford Canada, GM Canada and Stellantis said he was "cautiously optimistic" the government would take action on the mandate.

<https://globalnews.ca/news/11277355/electric-vehicles/>

Global NEWS

Norway Norway Norway



MikesMoneyTalks.ca @moneytalkstweet · 17h



Current Norway EV incentives

- exempt from 25% VAT
- exempt from Norway's weight-based registration tax est savings of CAD \$12,700-\$25,400.
- 50% ferry discount - pay only 70% of road tolls
- Bus lane access & free parking
- subsidy for home charging stations

Cost

Norway EV subsidies cost CAD \$1,272-\$1,908 per tonne of CO2 emissions reductions

Canada: iZEV subsidies cost \$451.53/tonne of CO2



Brother @johnnylightnin · 18h

Replying to @moneytalkstweet

Its coming.....Nine out of ten new cars sold in Norway last year were powered by battery only, registration data showed on Thursday, placing the country within reach of its target of only adding cars that are electric on the road by 2025.



7



4





19



1.4K





Norway became a Popular Example - Making Some People Long for a Carbon Tax Again

 **Heather Exner-Pirot**  @ExnerPiroT · 4m

Norway's EV incentives and tax breaks are equivalent to paying **US\$1700** for every ton of CO₂e the program has displaced. There are far cheaper ways to reduce emissions and Canada should pursue those first.

sciencedirect.com/science/articl...

 **The Globe and Mail**  @globeandmail · 3h

Opinion: How Norway cracked the code for electric-vehicle adoption
theglobeandmail.com/opinion/articl...

1 1 7 154

 **Derek Fildebrandt**  @Dfildebrandt

Alternatively, we could end *all* government taxes, subsidies and orders designed to control how we fuel our cars and heat our homes.

 **Andrew Leach** @andrew_leach · 13h

If only there were a policy such that firms and individuals would choose the cheapest ways to reduce emissions and leave the expensive stuff alone. Perhaps if we were to set some sort of **national price on emissions?**
x.com/ExnerPiroT/sta...

4:58 PM · Aug 2, 2025 · 2,829 Views

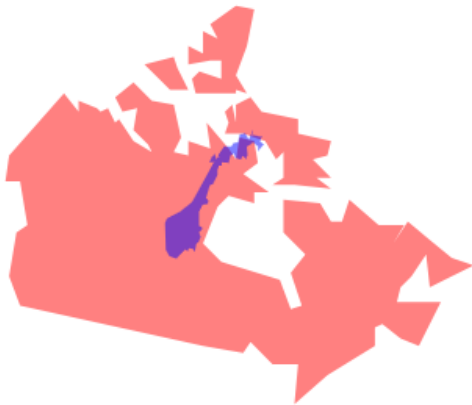
7 9 63

Canada is not Norway. Norway runs on hydro.

MapFight

Canada ⇄ Norway 5 %

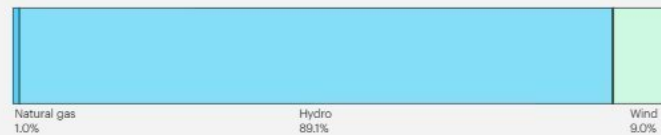
Canada (9,984,670 km²) is 31 times as big as Norway (323,802 km²).



Energy mix

Electricity generation mix, Norway, 2023

Total energy supply Production Electricity Consumption



Energy mix

Source: IEA

Emissions

Energy-related CO₂ emissions, Norway, 2022

36 Mt CO₂

0.1%
of global emissions

↑12%
change since 2000

Emissions

THE BIG SWITCH

POWERING
CANADA'S
NET ZERO
FUTURE



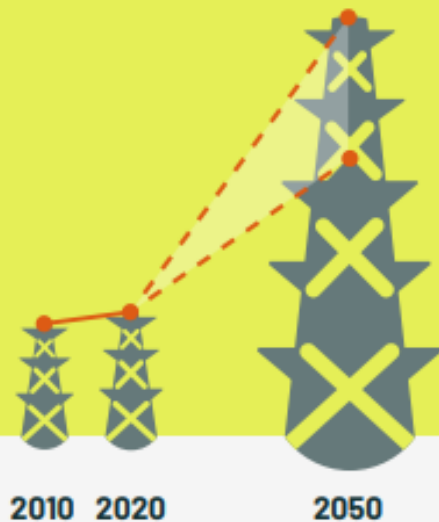
Canada's electricity systems need to get ...

Doubling or tripling Canada's power grid will cost billions and take years. This makes reaching EV targets very unlikely.



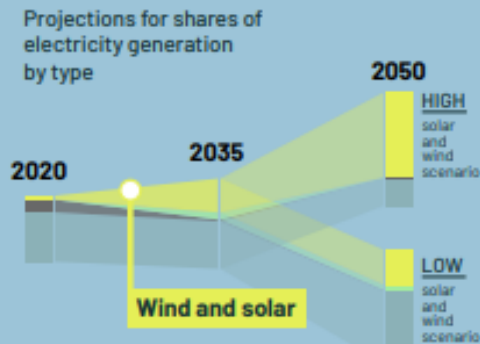
BIGGER

Electricity generation capacity needs to grow **2.2 to 3.4 times bigger** than today



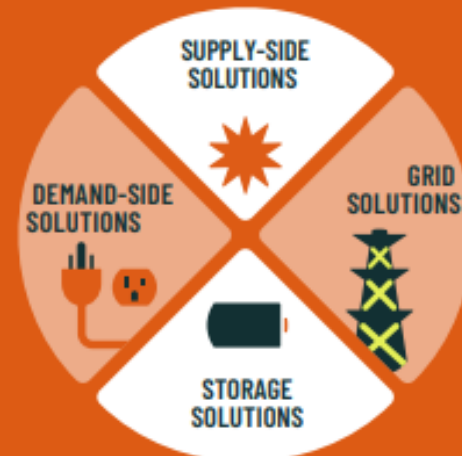
CLEANER

By 2050, wind and solar will make up **31-75%** of generation compared to only 6% today



SMARTER

Canada needs to deploy a range of solutions to build smarter, more flexible systems



Electric Vehicle Considerations for Canada

MAY 13, 2019 / 7 COMMENTS

- The existing projects have taken or will take more than five (5) years to reach production.
- There are no other large power generation projects even being contemplated in Canada currently. **To meet the 2040 stated objective at least eight (8) more projects, of about the sizes being built, are required.**
- In addition to the power generation, large amounts of additional electrical infrastructure will be needed to deliver the newly generated power to locations where it will be needed. None is planned now. *(Costs are in the **hundreds of billions or trillions** – the 500 kV transmission line from Calgary to Pincher Creek wind farms cost \$2.2 billion dollars. Additional upgrades would be required for most distribution lines (within neighbourhoods) and transformers and the IT infrastructure at the electric system operation, which may be in the 9 figures.)*

- At perfect efficiency, impossible, **more than 10,000 megawatts of additional electrical generation capacity are required for Canada to be 100% electric passenger cars by 2040.**
- At the present time, there are two large power projects being built in Canada, Site C in BC and Muskrat Falls in NL. Combined, they have a capacity of 1,924 megawatts, if they meet their design capacity.

Canada already subsidizes EVs at \$59,000 per Vehicle. This is not sustainable.

Look at the hidden subsidies!

- Your neighbour is thinking about buying a new battery powered electric vehicle (EV). It might be a good deal for him, but as a taxpayer, are you going to be happy paying your share of the \$59,000 in subsidies for his new car?

- <https://friendsofscience.org/pdf-render.html?page=2948>

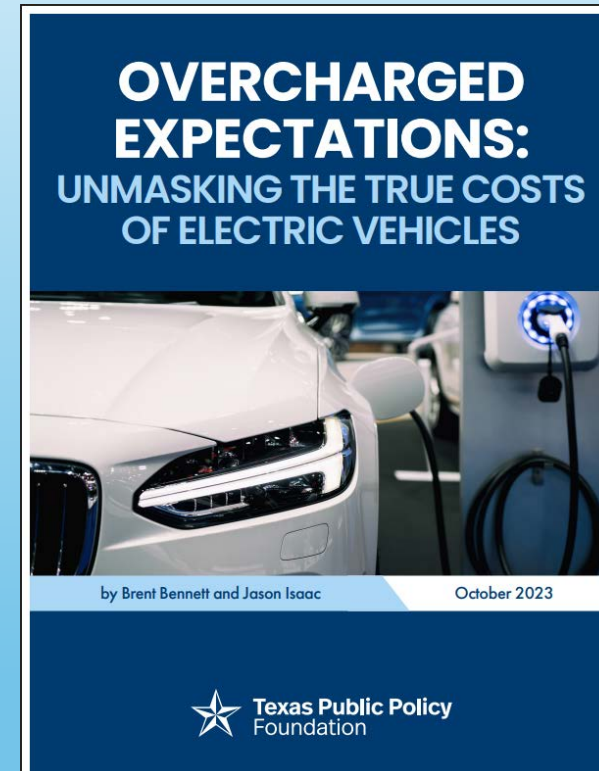


US subsidies are about the same - EVs at \$50,000* per Vehicle. This is not sustainable.

Look at the hidden subsidies!

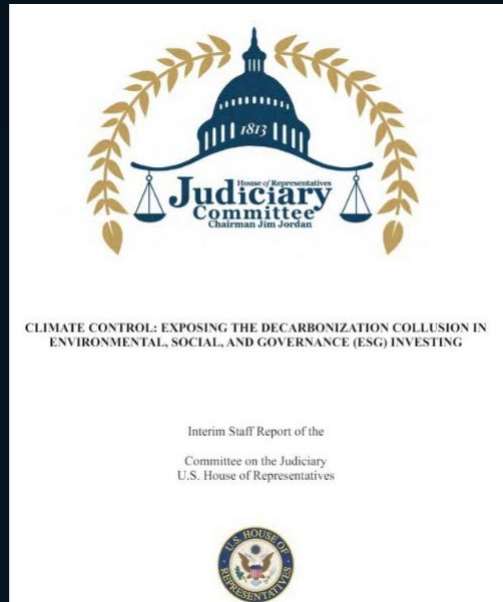
- “The lesson to be learned from this study is that markets, not government drive innovation and efficiency. Despite the massive financial and regulatory advantages being offered to EVs, there are four times more hybrid and plug-in hybrid vehicles than full EVs registered in the US. Toyota estimated that the amount of materials to make one EV battery can be used to make 90 hybrid batteries and that those 90 hybrids will result in 37 times more emissions reductions over their lifetime than one EV (McParland, 2023). Perhaps if the D.C. politicians and bureaucrats stop trying to force Americans to build and buy their preferred types of vehicles, the cleaner and brighter future that they imagine will actually materialize.”

<https://www.texaspolicy.com/wp-content/uploads/2023/10/2023-10-TrueCostofEVs-BennettIsaac.pdf>



*US\$48,968 on an average 2021 model year EV over 10 years. Adjusting for discount rates used (they used 0% the foregoing report uses 5%) and US to Canadian currency conversion this equates to roughly Can\$50,000 per EV

.....
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.....
.....



The climate cartel has declared war on the American way of life. The climate cartel is waging "a Global World War" for net zero against disfavored American companies, including those in the fossil fuel, aviation, and farming industries that allow Americans to drive, fly, and eat.

[https://judiciary.house.gov/sites/evo-subsites/republicans-judiciary.house.gov/files/evo-media-document/2024-06-11%20Climate%20Control%20-%20Exposing%20the%20Decarbonization%20Collusion%20in%20Environmental%2C%20Social%2C%20and%20Governance%20\(ESG\)%20Investing.pdf](https://judiciary.house.gov/sites/evo-subsites/republicans-judiciary.house.gov/files/evo-media-document/2024-06-11%20Climate%20Control%20-%20Exposing%20the%20Decarbonization%20Collusion%20in%20Environmental%2C%20Social%2C%20and%20Governance%20(ESG)%20Investing.pdf)

This is Big. Probably one reason why banks have left GFANZ, NZBA and other Net Zero coalitions.



World ▾ Business ▾ Markets ▾ Sustainability ▾ Legal ▾ Commentary ▾ Technology ▾ Investigations

BlackRock, other fund managers lose bid to dismiss Texas climate collusion lawsuit

By Jody Godoy

August 1, 2025 1:28 PM MDT · Updated August 1, 2025



Meanwhile our Largest Trading Partner...



A Critical Review of Impacts of Greenhouse
Gas Emissions on the U.S. Climate

Climate Working Group
United States Department of Energy
July 23, 2025

**Has put Climate Catastrophe Science
Under the Magnifying Glass**

12.2 Case study: U.S. motor vehicle emissions

The scale problem can be illustrated with reference to U.S. motor vehicles. The EPA's 2009 Endangerment Finding focused on CO₂ emissions from cars and light-duty trucks in the U.S. because Section 202(a) of Clean Air Act mandates the EPA to set emissions standards for motor vehicles if pollutants are found to endanger public health or welfare. The 2009 Endangerment Finding therefore obligated the EPA to regulate emissions from new motor vehicles, ostensibly to reduce or eliminate climate-related harms to the U.S. public.

Burdensome Costs for Immeasurable Climate “Benefits”



Two questions that naturally arise are: (1) How large a reduction in CO₂ emissions would result from such regulation? and (2) What would be the climate impact of such regulation?

The first question can be addressed by comparing U.S. vehicle-based CO₂ emissions to the global total. The second question can be addressed by using the fact that the reduction in global warming would be, according to the models relied upon by the EPA, proportional to the reduction in global emissions, keeping in mind that the change in the CO₂ content of the atmosphere in any given year is the result of total global CO₂ emissions, not just U.S. emissions.

In 2022, the emissions from U.S. cars and light duty trucks totaled 1.05 billion metric tons of carbon dioxide (GtCO₂, EPA 2024). Meanwhile global CO₂ emissions from energy use totaled 34.6 GtCO₂ (Energy Institute 2024). Hence U.S. cars and light trucks account for only 3.0 percent of global energy-related CO₂ emissions. To a first approximation we can say that even eliminating *all* U.S. vehicle-based emissions would retard the accumulation of CO₂ in the atmosphere by a year or two over a century.

It would also reduce the overall warming trend by at most about 3 percent. For the period 1979-2023, which has the most extensive global coverage of a variety of weather data types, warming trends are determined to a precision of about ± 15 percent, so the impact of reducing the rate of global warming by eliminating U.S. vehicle CO₂ emissions would be far below the limits of measurability. Given that global-average temperature is the most direct climate change metric, impacts on any secondary climate metrics (e.g. severe weather, floods, drought, etc.) from reducing U.S. vehicle CO₂ emissions would be even less measurable.

Consequently, in contrast to the case of local air contaminants like particulates and ozone, even the most aggressive regulatory actions on GHG emissions from U.S. vehicles cannot be expected to remediate alleged climate dangers to the U.S. public on any measurable scale.

The Economic Impact and GHG Effects of the Federal Government's Emissions Reduction Plan through 2030

Ross McKittrick

FRASER
INSTITUTE
2024

And in Canada?

- We can generate an approximate estimate of the impact of the proposed actions as follows: According to the National Inventory Report (ECCC, 2023b), Canada's 2005 GHG emissions were 732 megatonnes CO₂-equivalent (MtCO₂e) and 60% of this is 439 MtCO₂e, which implies the reduction target is 284 MtCO₂e below the 2015 levels. According to Lomborg (2016) the US target under the Paris Treaty implies a reduction of about 1,260 MtCO₂e relative to 2015 emissions. **If the US achieved this by 2025 and capped its emissions thereafter, in a scenario with 4° C baseline global warming by 2100, global average temperatures as of 2100 would be reduced by 0.031° C compared to if the US did nothing. Prorating this by the size of Canada's proposed emission reduction we find the global average temperature would be reduced by 0.007° C (seven thousandths of a degree Celsius) as of 2100 compared to the case if Canada does nothing.**

Furthermore, in the USA... Devastating Blow to the Climate Cult – A Victory for Industry and the Public



The image is a screenshot of the EPA website's news release page. At the top left is the EPA logo with the text "United States Environmental Protection Agency". To the right is a search bar labeled "Search EPA.gov". Below the logo is a navigation bar with four items: "Environmental Topics", "Laws & Regulations", "Report a Violation", and "About EPA", each with a downward arrow. Below the navigation bar is a breadcrumb trail: "Home / News Releases". The main content area features a large, bold headline: "EPA Releases Proposal to Rescind Obama-Era Endangerment Finding, Regulations that Paved the Way for Electric Vehicle Mandates". Below the headline is a sub-headline: "If finalized, this proposal would undo the underpinning of \$1 trillion in costly regulations, save more than \$54 billion annually". The date "July 29, 2025" is displayed below the sub-headline. At the bottom left of the main content area is a "Contact Information" section with the text "EPA Press Office (press@epa.gov)". On the left side of the page, there is a "Related Links" section with five items: "Headquarters | Office of the Administrator (AO)", "Read other EPA News Releases about Air and Radiation", "Read other EPA News Releases about Climate", "Read other EPA News Releases about Energy", and "Read other EPA News Releases about Administrator".

EPA United States Environmental Protection Agency

Search EPA.gov

Environmental Topics ▾ Laws & Regulations ▾ Report a Violation ▾ About EPA ▾

[Home](#) / [News Releases](#)

EPA Releases Proposal to Rescind Obama-Era Endangerment Finding, Regulations that Paved the Way for Electric Vehicle Mandates

If finalized, this proposal would undo the underpinning of \$1 trillion in costly regulations, save more than \$54 billion annually

July 29, 2025

Contact Information
EPA Press Office (press@epa.gov)

Related Links

- Headquarters | Office of the Administrator (AO)
- Read other EPA News Releases about Air and Radiation
- Read other EPA News Releases about Climate
- Read other EPA News Releases about Energy
- Read other EPA News Releases about Administrator
- Read other EPA News Releases about Partnerships and Stewardship

Foreign-funded Interference Changed Canada's Policies

Steve Milloy @JunkScience · 5h
 Recent SCOTUS decisions have made clear that EPA regulation of greenhouse gases is unconstitutional. There is no need to seek public comments. The endangerment finding and related regulations should just be terminated without wasting time and resources with public comments.

Lee Zeldin @epaleezeldin · 5h
 The Supreme Court in cases like Loper Bright (overturning the Chevron Doctrine), West Virginia v EPA, Michigan v EPA. etc., made it crystal clear that agencies like EPA don't get to creatively declare our own new laws and assume massive powers where gaps exist in federal statute.



Canada declared GHGs as Pollutants thanks to Foreign Funding

Organization	Mission	Amount	Country	Field	Topic	Year	Duration
Sustainable Energy Foundation	governmental policies on promoting energy efficiency, renewable energy and sustainable transportation.	2'000'000	India	Environment	Climate Change	2012	13 Jan 2013-31 Dec 2015
Sierra Club Foundation (The)	To reduce greenhouse gas emissions and vehicle miles travelled by securing US state and federal administrative policies that promote low-carbon transportation choices and investments. Objectives include: educating its members, activists, the public and decision-makers on the connection between climate change and the way transportation dollars are spent; advocating for more effective transportation spending in three to four key states; and strengthening partnerships and coalitions between the environmental community and labour unions to broaden support for more sustainable transportation choices and to create green jobs in the transportation sector.	600'000	United States	Environment	Climate Change	2009	27 months (1 Dec 2009-30 Nov 2012)
Sierra Club of Canada Foundation	To provide overall coordination of Canadian NGOs working on climate change in Canada; to have greenhouse gas emissions classified as pollutants under the Canadian Environmental Protection Act; and to create and administer a Climate Change Action Fund.	217'893	Canada	Environment	Climate Change	2005	24 months (1 Oct 2005-30 Sep 2007)
Sierra Club The	To cut carbon dioxide pollution and curb global warming by encouraging Americans to increase fuel economy of new cars, SUVs and other light trucks.	250'000	United States	Environment	Climate Change	2008	24 months (1 Oct 2008-30 Sep 2007)
	To identify and pursue scalable breakthrough strategies to achieve decarbonisation and turbo climate						24 months

Sierra Club of Canada Foundation	To provide overall coordination of Canadian NGOs working on climate change in Canada; to have greenhouse gas emissions classified as pollutants under the Canadian Environmental Protection Act; and to create and administer a Climate Change Action Fund.	217'893	Canada	Environment	Climate Change	2005	24 months (1 Oct 2005-30 Sep 2007)
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What Gets Traded?

The USA buys more raw materials from **Canada...**

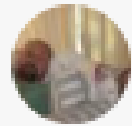


TOP 10 Canada Exports TO THE USA



We sell \$60.1 Billion in Vehicles and Auto Parts to the USA

Can Canada be Our Own Best Customer?



Lee Humphrey  @tleehumphrey · Aug 2



Ahh yes, 42 million customers versus 350 million customers. Only a liberal could think this is a winning formula!



Orla Joelsen  @OJoelsen · Aug 1

"Canadians will be our own best customer" -Carney hits back on new Trump tariffs.

Canada Strong! 

 115

 307

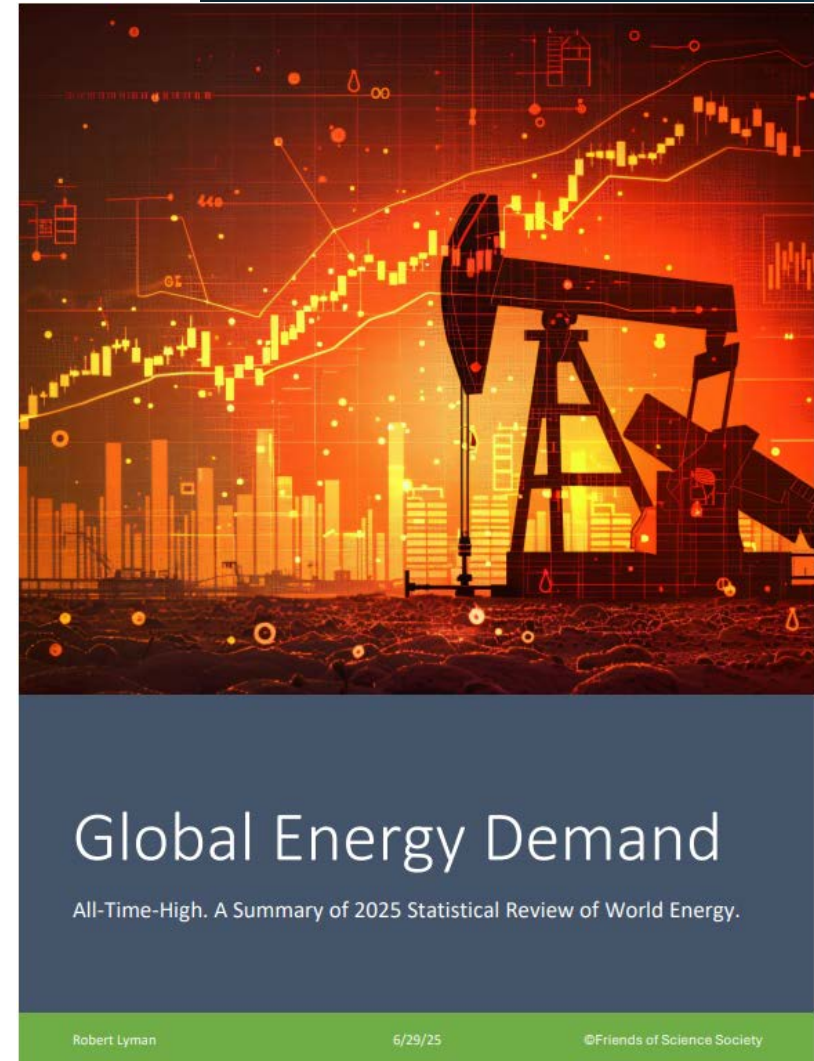
 1.5K

 43K



EVs have had little impact on global gas/diesel demand

- Global liquids (gas/diesel) consumption in 2024 was 104.7 million barrels per day, by far the all-time high... liquids consumption grew over the period at an annual average rate of over one million barrels per day, in spite of the significant reduction in demand and economic activity during and after the pandemic.
- One hundred million barrels of oil per day over a year is 36.5 billion (36,500,000,000) barrels. If spread evenly over a football field, it would be 674 miles high.
- **Contrary to the media claims, electric vehicles have barely made a dent in global liquids demand.**



Greenwashing?

The government and the tax funded/supported organizations:
Canadian Climate Institute,
The Atmospheric Fund
Clean Energy Canada
Pembina Institute
National Observer
The Tyee

All tried to make the case that EVs are greener, have health benefits and will fight climate change, and that 100% ZEV car sales can be implemented by 2035.

You've seen evidence that none of these claims are true.



100% Zero Emissions Car Sales by 2035

100% Zero Emissions Car Sales by 2035

Share     

Almost a quarter of our emissions come from the transportation sector, and half of these emissions come from the cars and trucks that get Canadians around everyday. We know action is needed to reduce pollution from transportation. That's why we launched the iZEV program in 2019 to provide purchase rebates of up to \$5,000 to Canadians who want to get behind the wheel of an electric vehicle and helped build enough charging stations that you can drive from St. John's to Victoria in an electric vehicle. And this June we set a mandatory target that all new light-duty cars and passenger trucks sales be zero-emissions by 2035, accelerating Canada's target by 5 years.

And we will also accelerate the transition of the federal fleet to zero emissions and do more to tackle emissions from medium and heavy-duty vehicles. Taking action to reduce pollution from vehicles will help fight climate change, and make the air we breathe cleaner and healthier.

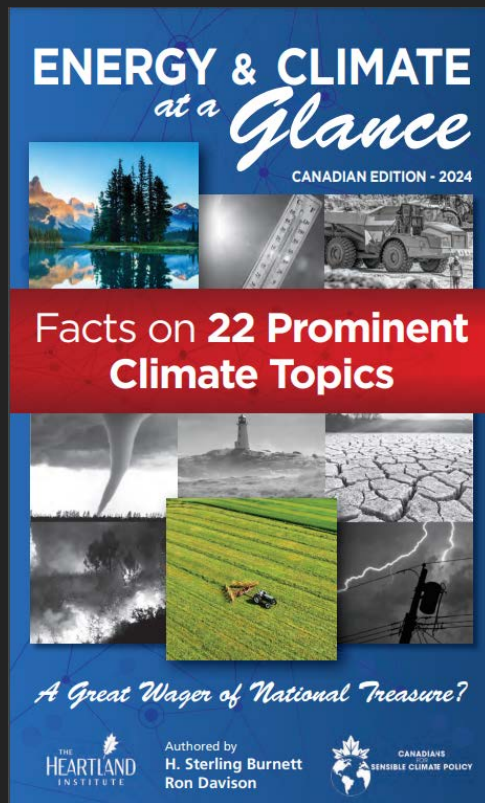
<https://liberal.ca/climate/100-zero-emissions-car-sales-by-2035/>

One More Barrier – No Material Supply Chain



Metal	Element	Total metal required to produce one generation of technology units to phase out fossil fuels (tonnes)	Global Metal Production 2019 (tonnes)	Years to produce metal at 2019 rates of production (years)
Copper	Cu	4 575 523 674	24 200 000	189,1
Nickel	Ni	940 578 114	2 350 142	400,2
Lithium	Li	944 150 293	95 170 *	9920,7
Cobalt	Co	218 396 990	126 019	1733,0
Graphite (natural flake)	C	8 973 640 257	1 156 300 ♦	3287,9
Graphite (synthetic)	C		1 573 000 ♦	-
Silicon (Metallurgical)	Si	49 571 460	8 410 000	5,9
Vanadium	V	681 865 986	96 021 *	7101,2
<u>Rare Earth Metals</u>				
Neodymium	Nd	965 183	23 900	40,4
Germanium	Ge	4 163 162	143	29113,0
Lanthanum	La	5 970 738	35 800	166,8
Praseodymium	Pr	235 387	7 500	31,4
Dysprosium	Dy	196 207	1 000	196,2
Terbium	Tb	16 771	280	59,9

<https://blog.friendsofscience.org/2022/11/28/the-pursuit-of-the-impossiblematerials-constraints-and-realities-for-the-net-zero-utopia/>



Join us in the *Race* *FROM* Net Zero!

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