Choose a plug-in vehicle

that meets your needs

2024 EDITION

running electric

Plan for a
Green
Economy

Thinking about buying an electric?

The Government of Québec is here to help you go green!

Find out about the financial aid available:

- Rebate on the purchase or lease of a **new fully electric** or **plug-in hybrid vehicle**
- Rebate on the purchase of a **used fully electric imported vehicle**
- Reimbursement for the purchase and installation of a **charging station**

Québec.ca/financial-assistance-electric-vehicle

A charging station for every need

Want to know if there are enough charging stations available to meet your needs?

See how Québec is ready to keep pace with the growth in the number of electric vehicles and their charging needs at **Québec.ca/charging-strategy**

Votre gouvernement

Québec

A word from the Gouvernement

Benoit Charette
Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks and Minister Responsible for the Laurentides Region

The transportation sector is the largest emitter of greenhouse gases (GHG) in Québec. It accounts for around 42% of the potential for reducing these emissions. So by opting for electric transportation solutions, all of Québec is contributing to the fight against climate change and helping reduce GHGs. By raising the target for electric vehicles on our roads to two million by 2030 and tightening our zero-emission vehicle standard, we are on the right track to achieve our goal to ensure that fully electric vehicles account for 100% of all new vehicles sold by 2035.

To meet the exponential growth in the number of electric vehicles and their charging needs, we must accelerate deployment of a charging network across Québec. And we recently launched Québec's Electric Vehicle Charging Strategy 2023–2030 to do just that. This bold and scalable strategy will allow us to truly lead the way in providing charging solutions that take into account EV drivers' needs. It will put in place winning market conditions, a legal and regulatory framework adapted to life in Québec, and a governance structure that allows for the cohesive, integrated, and coordinated deployment of Québec's charging infrastructure. Backed by a total investment of $514 million over the next five years, the Strategy seeks to achieve two key targets by 2030: first, that 35% of parking spaces in multiple dwelling buildings be adapted to allow the installation of charging stations, constituting 600,000 parking spaces; and second, that Québec have a total of 6,700 public fast-charging stations and 110,000 Level 2 public charging stations.

Our government is firmly committed to supporting the electrification and decarbonization of the transportation sector. With our financial assistance programs, we support the acquisition of electric vehicles and the installation of charging stations, we help fleet managers with electrification and energy management, and we encourage the private sector to roll out public fast-charging stations. There is no doubt that we are committed to encouraging motorists to go greener and to helping them in the process. Équiterre was the natural choice to help oversee the Running Electric campaign given its extensive experience in the field, its panel of experts, and its unique way of raising awareness with various audiences. We are very proud to reaffirm our support for the campaign for the fifth straight year.

An electric vehicle is ...

ECONOMICAL

You could save between $2,000 and $3,000 a year, even if the acquisition cost is slightly higher.

- *See pages 12 to 15to learn more about the savings.*
- *See also our informative pages on the benefits of the green plate and the financial incentives (pages 16 and 17).*

EASY

Driving is easy and charging is done at home!
On the road, you can count on more than 10,000 public charging stations.

- *See pages 19 to 24 to learn more about charging at home and on the road.*

PRACTICAL

There are currently more than 110 models of plug-in vehicles from 36 brands, including several models available on the used market.

Find the one that suits you best

- *See pages 30 to 51 to browse models.*
- *See also our informative pages on EV types (page 7), new versus used (page 9) and size (pages 10 and 11).*

CLEAN

In Québec, electric vehicles emit 80% less CO_2
even when taking into account its complete life cycle.

- *See pages 26 and 27 for more information.*

A word from Équiterre

Colleen Thorpe
Executive Director
Équiterre

It was impossible to ignore the climate crisis in 2023: devastating forest fires, torrential rains, historic floods. However, the choices that we make today can help reduce the impacts of climate change in the future.

There are many ways to make transportation and mobility more sustainable in Quebec. Using less energy to get around and reducing the number of cars on the road are two strategies that can help reduce the greenhouse gas (GHG) emissions generated by this polluting sector.

In addition to public transit, cycling and walking, the growing popularity of carsharing and carpooling is helping to broaden our transportation options in Quebec and to make our living environments healthier and safer. For those who absolutely need a car, extending the life of their vehicle, opting for a second-hand or a more fuel-efficient model, managing with one vehicle rather than two, opting for shorter and fewer trips, or using an electric vehicle are all effective ways to contribute to a more sustainable transportation sector.

In Quebec, driving an electric vehicle generates 80% fewer GHG emissions than a gasoline-powered equivalent. Electric vehicles also emit fewer fine particles into the air, which contributes to better air quality and helps to limit the risk of smog. They also help reduce noise levels in cities and villages.

Plug-in to sustainable mobility with Running Electric!

A word from our campaign spokesperson

Christine Beaulieu
Actress and spokesperson

I had a front-row seat for the arrival of electric mobility in Québec in 2016, driving around in a 100% electric Nissan Leaf. With a range of 140 km, I drove over 2,000 km from Montreal to the Rivière Romaine as part of the research I was doing for my documentary theatre project *J'aime Hydro*. It was truly an adventure since there were no charging stations in the Côte-Nord region at the time.

Today, with current battery range and more than 9,000 public charging stations across Québec, going electric is an important environmental step in the energy transition. After walking, cycling and taking public transport, using an electric vehicle is more efficient and much less polluting when you absolutely need a vehicle to get around.

On the road, an electric car is silent, emitting no greenhouse gases or particles into the air. It charges and warms up from the comfort of home, and it runs on renewable energy produced in Québec. For all these reasons, I will never go back to a gasoline-powered model.

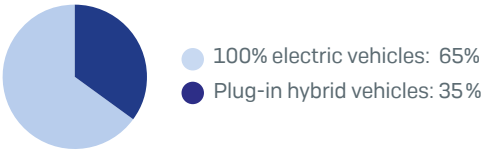
About Christine Beaulieu

Spokesperson for the Roulons électrique campaign since 2018, Christine Beaulieu has been impressing us with her versatility for several years. On the big screen, she starred in *Le Mirage, Norbourg, Nouveau-Québec, 23 Décembre* and, more recently, in *Simple comme Sylvain*. She has also appeared in over twenty plays. Since 2015, she has been presenting her first text *J'aime Hydro*, for which she won the Prix Michel-Tremblay. On TV, she has excelled in *District 31, Hubert et Fanny, Les Simone, Lâcher prise and Cerebrum*. Since 2021, she has been at the center of L'œil du cyclone, a role for which she won 2 Gémeaux awards. Christine is also an ambassador for the tourist attractions of her native Trois-Rivières.

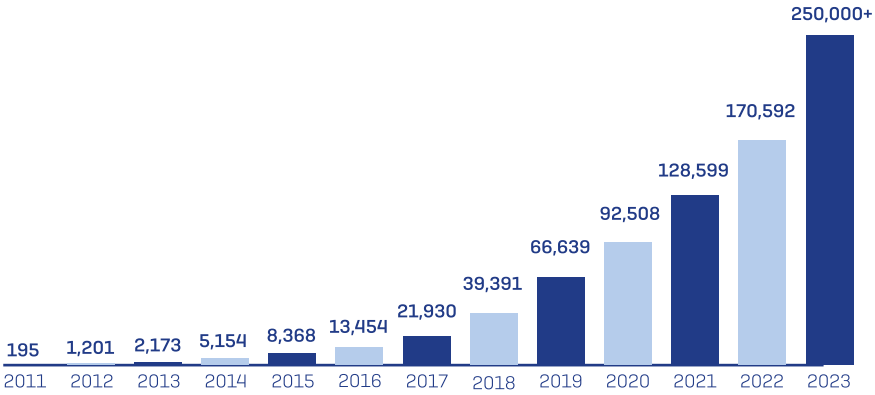
EV data in Québec

The following is a snapshot of the evolution of the plug-in vehicle fleet in Québec and the number of charging stations available in the province.

Total number of plug-in vehicles in Québec[1]



Growth in the number of plug-in vehicles in Québec[1]



Public charging stations in Québec[2]

A total of more than 10,000 charging stations are available, all networks combined, including:

8,700+
240V stations

1,200+ direct current
fast chargers (DCFC)

300+
Tesla superchargers

[1] *Société de l'assurance automobile du Québec (SAAQ)*

[2] *ChargeHub (December 2023)*

Fully Electric or Plug-In Hybrid?

Depending on your transportation habits, your reality and your preferences, you can opt for a fully electric model or a plug-in hybrid model.

Fully Electric Vehicle (BEV)

Features

- Consumes no fossil fuels
- Runs on electricity at all times
- Range varies from 100 km to over 600 km, depending on the model
- Types of charging: 120V, 240V and, with some exceptions, fast charging (50kW and above)

Main Advantages

- Highly reduced maintenance costs
- Highly reduced energy costs
- Runs quietly and vibration-free
- More generous subsidies
- Zero tailpipe GHG emissions

Plug-In Hybrid Vehicle (PHEV)

Features

- Both electric motor and combustion engine
- Rechargeable electric range of 21 to 85 km, depending on the model
- Total range comparable to combustion vehicles thanks to its fuel tank
- Types of charging: 120V and 240V
- Not compatible with fast charging (50kW and above), with some exceptions

Main Advantages

- Reduced maintenance costs
- Reduced energy costs
- Electric/gasoline compromise for longer distances
- Fully electric proximity trips
- Reduced GHG emissions

New or Used Car?

Modern electric cars arrived in 2011 and acquiring them at the time inevitably required the purchase or lease of a new model. Today, many used plug-in models are available at used cardealerships and retailers.

Why go for a used EV?

- Reduced acquisition cost
- Selection of proven models
- Reliability equal to or better than gasoline cars
- Immediate availability
- Warranty on electrical components often still valid[1]
- Some fully electric models eligible for a subsidy
- Lower environmental footprint compared to a new vehicle

Do note that the actual range might be slightly inferior to the one advertised by the manufacturer when the vehicle was new.
For more information on used EVs, see page 16.

Why go for a new EV?

- Access to the latest technology
- Eligibility for subsidies (if in compliance with programs)
- Customization of options and colours
- Full warranty

Do note that the waiting time is several months for certain models.

[1] *If the vehicle is imported from the United States, it is important to make sure that its warranty is honoured in Canada.*

Used Vehicle Market

More and more used plug-in vehicles are available at dealerships and other businesses involved in the sale of used vehicles. Some even specialize in the field of electric vehicles. It is recommended that the battery be inspected by a certified dealer to ensure that it is original and in good condition.

Proven Reliability

According to a study conducted by Consumer Reports in 2020, electric vehicles are apparently MORE RELIABLE than those equipped with a combustion engine. This is mainly due to their simpler design and the absence of any fuel or cooling systems or wear parts such as belts, filters and spark plugs.

Choice and Accessibility

The wide variety of models available will allow you to choose the one that truly meets your needs. First generation models (2011 to 2015) often offer a shorter range than newer models, but can be an excellent choice for an individual who doesn't drive much on a daily basis. Several of the newer models are also available on the used market and offer a longer range for those who need it. Check out pages 48 to 51 to see some pre-owned plug-in models.

A few exemples of used electric vehicles.

Get informed: Some used electric vehicles can be eligible for financial aid as part of Roulez vert's program. See page 15.

Chevrolet Bolt EV

Volkswagen e-Golf

Kia Soul EV

Small or Large Car?

Choosing a size according to your needs

According to the Chair in Energy Sector Management at HEC Montréal, since 2015, sales of light-duty trucks, which include SUVs, have surpassed those of cars in Québec.[1] In addition to costing more, these vehicles pollute more than cars.

Environmental Impacts

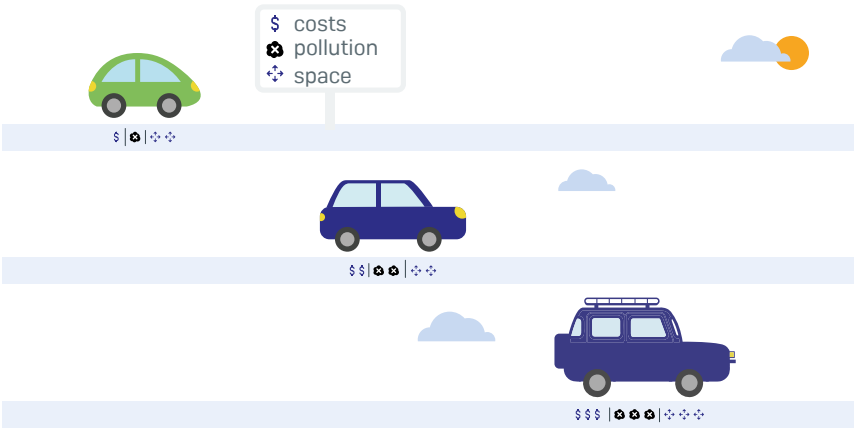
According to the International Energy Agency (IEA), light-duty trucks are the second largest source of increase in carbon dioxide emissions (CO_2) in the world between 2010 and 2018.

The SUV has a greater environmental footprint than a car. If you go for the electric option to reduce your ecological impact, choose a model whose size corresponds to your actual needs.

Economic Impacts

In Canada, light-duty trucks cost an average of $10,000 more than a standard automobile. They also consume about 20% more gas than a car.[2]

Whether it runs on electricity or gasoline, an SUV costs more to buy and drive than a car. If you choose to go electric in order to lower your costs, you should also note that the mechanical configuration of electric vehicles frees up a lot of interior space, which is why many cars offer both a roomier interior and greater cargo capacity. In addition, the superior winter handling of electric vehicles makes a costly and energy intensive "all-wheel drive" unnecessary for most people.



[1] *État de l'énergie au Québec 2022, Chair, Energy Sector Management, HEC Montréal, prepared for the Ministère de l'Énergie et des Ressources naturelles (2022)*

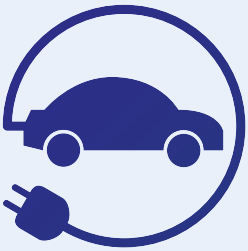
[2] *Understanding the rise of light-duty trucks in Canada in order to reverse the trend. Équiterre (2021)*

Large or Small Battery?

As with the choice between a fully electric or plug-in hybrid vehicle, the ideal battery size depends on your transportation habits and your reality.

Full Battery Every Day

The battery is full every day thanks to home charging.
Daily travels are what defines the necessary range and therefore the ideal battery size.

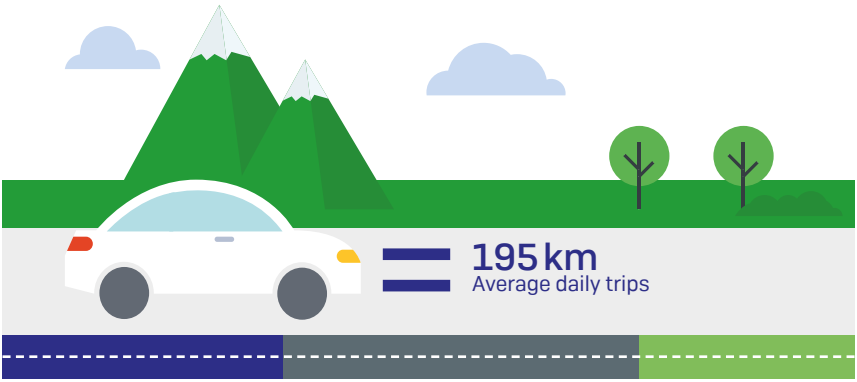


More Affordable

Save money by choosing a model with a range that meets your daily needs.
If you choose a vehicle with a battery that is too large for your needs, you will be paying for kilometres of range that will never be used.

Evaluate Your Daily Travels

In this typical example, the driver can choose from several models with a range of 200 kilometres or more, thus saving several thousand dollars on the vehicle's acquisition cost compared to models offering a greater range.



Round trip for work		Frequent outings (to a cottage, for example)		Seasonal differential +/-30%
50 km	+	100 km	+	45 km

However, a person whose daily travels cover a lot more mileage should consider a model with a greater range. Greater savings on usage-related costs will quickly compensate for the higher cost of acquisition, which then becomes justified.

Savings on Energy Costs

Among savings on usage-related costs, savings on energy costs are the most significant. Energy costs for an electric vehicle are generally cut by more than 75%.

Cost to travel 100 kilometres

- **VEHICLE CONSUMPTION:** 9.3 L/100 km[1]
- **GAS PRICE** $1.75/L
- **COST PER 100 KM :** 9.3 L x $1.75

= $16.25

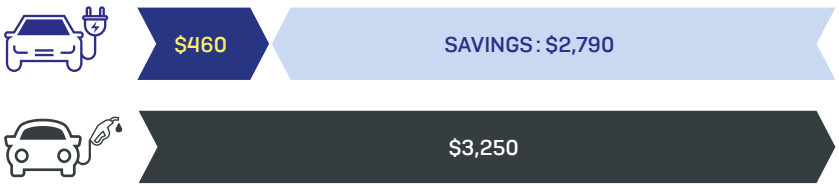
7X more expensive

- **VEHICLE CONSUMPTION:** 20 kWh/100 km
- **ELECTRICITY PRICE :** $0.115/kWh
- **COST PER 100 KM:** 20 kWh x $0.115

= $2.30

$13.95 savings

Energy Costs and Savings over 20,000 Kilometres



! When compared to a gasoline vehicle that consumes 9.3 L/100 km, we can see that after 20,000 kilometres, the EV driver will have saved $2,790.

[1] *État de l'énergie au Québec 2022, Chair, energy management sector, HEC Montréal, prepared for the Ministère de l'Énergie et des Ressources naturelles (2022).*

Energy Costs

A. Gasoline

Cost to drive 20,000 km, depending on vehicle consumption and fuel costs.

Consumption (L/100 km)	Vehicle (2023)	GASOLINE COST TO DRIVE 20,000 KM		
		1.75/L	$1.90/L	$2/L
4.5	Toyota Prius	$1,575	$1,710	$1,800
4.9	Toyota Camry Hybrid	$1,715	$1,862	$1,960
6.9	Honda Civic Sedan	$2,415	$2,622	$2,760
7.1	Toyota Corolla	$2,485	$2,698	$2,840
7.4	Hyundai Kona FWD	$2,590	$2,812	$2,960
7.9	Toyota RAV4 AWD	$2,765	$3,002	$3,160
8.1	Honda CRV AWD	$2,835	$3,078	$3,240
9	Hyundai Tucson AWD	$3,150	$3,420	$3,600
9.3	Mazda CX5 AWD	$3,255	$3,534	$3,720
11.7	Ford F-150	$4,095	$4,446	$4,680

B. Electricity

Cost of driving 20,000 km, depending on vehicle consumption and electricity cost.

Consumption (kWh/100 km)	Vehicle (2023)	ELECTRICITY COST TO DRIVE 20,000 KM[1]			
		Maison	Public charging stations		Total cost
			Charging station 240 V	DCFC 50 kW	
15.8	Tesla Model 3 RWD	$310	$24	$101	$426
17.2	Tesla Model Y AWD	$341	$26	$110	$463
17.4	Chevrolet Bolt EV	$338	$26	$111	$469
17.3	Hyundai Kona EV	$340	$26	$112	$472
19.3	Kia Niro EV	$365	$29	$124	$520
18.6	Hyundai IONIQ 5	$379	$28	$119	$502
19.5	Nissan LEAF Plus	$383	$30	$128	$539
20.2	Volkswagen ID.4 PRO AWD	$396	$30	$129	$544
20.3	Ford Mustang Mach-E RWD	$398	$30	$130	$547
20.9	Polestar 2 Dual Motors	$410	$35	$150	$633
21	Volvo XC40 Recharge Twin	$412	$37	$157	$660
30.6	Ford F-150 Lightning	$601	$46	$196	$825

[1] *Typical example where 85% of charging is done at home, 5% on a 240 V public charging station, and 10% on a 50 kW fast charging station. Electricity costs: residential rate (home) = $0.115/kWh; 240 V public charging station ($1/hr) = average of $0.15/kWh; 50 kW fast charging station ($12.77/hr) = average of $0.32/kWh.*

Savings on Maintenance Costs

In addition to saving money on energy, EV drivers also save money on vehicle maintenance. Compared to a gasoline vehicle, an electric vehicle's maintenance costs are reduced by 50% on average.[1]

Oil Changes

With a fully electric vehicle, no more oil changes. For plug-in hybrids, oil changes are generally half as frequent.

Brake Wear

One notable feature of electric vehicles is regenerative braking, an energy recovery mechanism used to slow down or stop which does not employ discs and pads, thus extending the brakes' service life.

Simpler Mechanics

Whereas the powertrain of a gasoline-powered vehicle contains over 2,000 moving parts, an electric motor has only about 20! With their much simpler mechanics, electric vehicles require less maintenance, and breakdowns are less frequent.

Absent Components

Maintaining a gasoline-powered vehicle requires regular replacement of several parts and fluids:: belts, filters, spark plugs, muffler, coolant and others; all of which are absent in an electric vehicle.

In the case of plug-in hybrid vehicles, these components are included BUT they last much longer.

[1] *Consumer Reports, Maintenance Cost White Paper, September 2020.*

Comparing Total Costs

Reduced energy and maintenance costs mean that even with higher monthly payments, the total cost of ownership of a plug-in vehicle can end up being 10% to 20% cheaper!

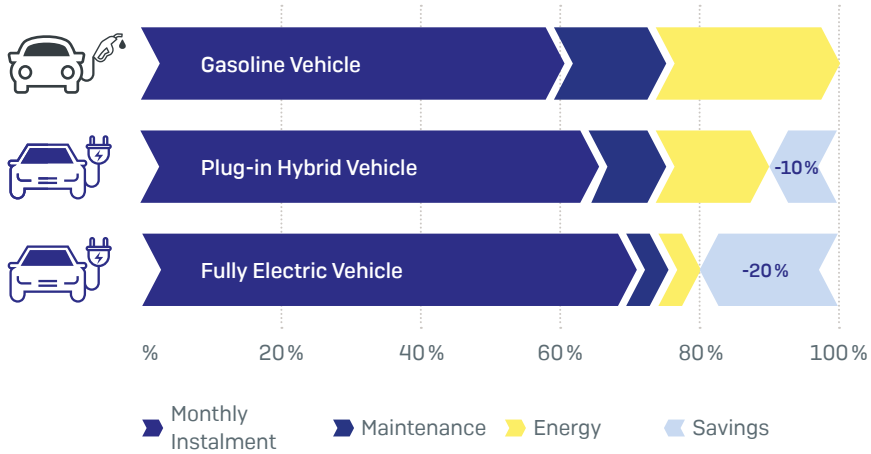
Monthly Payments

Financial incentives from the Québec and Canada governments (see page 15) partially or totally eliminate the additional cost of acquisition. Monthly payments for the purchase or lease of a plug-in vehicle will be very similar to those you would pay for a comparable gasoline vehicle.

Use-Related Expenses

Since the arrival of the first plug-in vehicle models 11 years ago, over 160,000 Québec drivers have made significant savings by choosing EV driving. A plug-in vehicle can indeed help cut energy expenses by more than 75%, and periodic maintenance costs by 50% on average.

Breakdown of Monthly Expenses



Total Cost of Ownership

Comparing the total costs of ownership (TCO) shows that an electric vehicle often costs much less than a comparable gasoline model.

TCO =

Acquisition
(purchase price minus incentive(s) minus residual value)
+
Use
(energy plus maintenance)

Green Plate Benefits

The numbers and letters of the vehicle of the license plate of the plug-in vehicles are green in colour. This plate has several benefits.

Access to Reserved Lanes

Electric vehicles with a green license plate can drive in many reserved lanes, regardless of the number of passengers. To find out whether you can use a reserved lane, look for the EV pictogram on the road signs on certain roads and highways.

Discounts on ferry access

Plug-in vehicles with a green plate benefit from reduced fares on certain ferries. Visit www.traversiers.com for current rates.

Free Parking

In the cities of Joliette, Saint-Jérôme and Victoriaville, parking may be free for plug-in vehicles.

Visit the municipalities website to learn more about terms and conditions.

Important note: Spaces near public charging stations are **reserved for charging vehicles**. It is therefore important to move the car when the charging session is over.

Financial Incentives

Financial incentives are offered by the Québec and Canada governments, as well as several municipalities in Québec. Measures are available for individuals, municipalities, multi-unit buildings, employers, and businesses.

For more information see the documents of the various authorities:

Québec
quebec.ca/electric-vehicles
Canada
tc.canada.ca/en/road-transportation/innovative-technologies/zero-emission-vehicles

Municipalities
Your municipality's website

Incentives for Plug-in Vehicle*

Québec

- New all-electric vehicle: up to $7,000
- New plug-in hybrid vehicle: up to $5,000
- Used all-electric vehicle: up to $3,500

Canada

- New vehicle: up to $5,000

OR

- Tax deduction (businesses): 100% from the 1st year onward.

Businesses

- Cascades: up to $2,000
- Boralex: up to $2,500

Incentives for Charging Station*

Québec

- Residential charging station: up to $600
- Multi-unit building charging station: up to $5,000 per connector
- Workplace charging station: up to $5,000 per connector
- Direct current fast charging station (DCFC): up to $60,000, for businesses only (Transportez Vert program)

Municipalities*

- Nearly 20 municipalities in Québec: reimbursement varies from $100 to $500 depending on programs.

** Conditions apply. Programs in effect at time of printing of this brochure (March 2023). Rebate for the purchase of electric vehicles applies after taxes (GST and QST).*

Lifespan of the Battery

The life of a battery goes well beyond its use within an electric vehicle. At the end of its full lifespan, its content will be recycled, recovered and reused in a circular economy.

First Life: Traction Battery

The useful life of an electric vehicle's traction battery is at least 10 to 15 years, depending on operating conditions. Despite some degradation during this period, vehicle performance remains unaffected. Control systems protect the battery to ensure it lasts beyond the manufacturer's warranty.

Second Life: Stationary Battery

Lithium-ion batteries are valuable, high-performance energy accumulators. Once their useful life as traction batteries is over, they are increasingly reused as stationary batteries to store renewable energy (solar and wind power). Several companies, including the car manufacturers themselves, use "old" electric vehicle batteries in this way. This second life can last from 10 to 20 years, depending on the context.

Batteries from vehicles that have been involved in accidents (along with engines and other parts) are also in high demand to extend the life of vehicles and even to electrify gasoline-powered vehicles ("retrofit").

End of Life: Materials Recycling

The battery of an electric vehicle is not considered waste. The materials it contains can be recycled. In Québec, Lithion Technologies recovers 95% of a battery's materials through its hydrometallurgy technology. Lithium, nickel, manganese, cobalt, graphite, copper and aluminum... and even organic solvents are recovered. The result: quality materials that can go right back into the production of new batteries.

Through recycling, electric vehicles become an "urban mine" that reduces the need to extract new minerals from the Earth. Moreover, car manufacturers are highly interested in this concept, which will enable them to secure their supply of strategic minerals.

A Battery's Multiple Lives: Circular Economy

Filling Up At Home

A special feature of a plug-in vehicle is that you can "fill up" at home. As a result, the battery is usually 100% charged at the start of every day.

A Few Seconds Are Enough

Upon arriving home, it takes just a few seconds to connect the vehicle to the charging station. Once plugged in, an electric car recharges itself just like a cellphone. No supervision is required.

Two Home Charging Options

Standard Outlet a 120 V

A plug-in vehicle's equipment always* includes a 120 V charging station that plugs into a standard household outlet.

The 120 V charging station will provide a full charge daily if the electric vehicle travels less than 100 km a day. For a more intense use, 240 V charging will be considered to ensure a full charge at least once a day.

240 V Installation, Like a Stove or Dryer

For faster charging, some EV drivers opt for a 240 V charging station. The installation of a 240 V charging station by a master electrician is a simple operation, comparable to the installation of a stove or dryer outlet.

Purchase and Installation Costs of a 240 V Charging Station

When it comes to purchasing a 240 V charging station, EV drivers can choose from a wide range of models, many of which are made in Québec. The cost of a 240 V charging station varies from $400 to $1,300, depending on the model and chosen options. The installation cost depends on context, but the average is about $500. Financial assistance is available: see page 17.

** This equipment is now available as an option on Tesla models.*

Benefits of a 240 V Charging Station at Home

A 240 V charging station at home offers several advantages over the 120V charging station supplied with the vehicle.

Preheating in Winter

Using remote starting, the connected vehicle can be de-iced and pre-heated without depleting the battery reserve because the required energy will be supplied by the charging station.

Charging Speed

A 240 V charging station provides a charging speed that is three to five times faster than 120 V charging. This guarantees a full charge everyday, even for vehicles with a greater range.

Spare Charging Station in the Car

The 120 V charging station is not designed for permanent installation and the driver will usually have to store it back in the vehicle before leaving. If the driver chooses to instead leave the 120 V charging station at home, then there is no longer a spare charging station in the car in case of exceptional need, which is an important role of this basic EV equipment.

Reducing Your Electricity Consumption

Like their gasoline counterparts, larger electric vehicles, such as full-size SUVs or pickup trucks, because of their higher mass and drag coefficient (aerodynamics), consume more energy than smaller vehicles to cover the same distance.

Here is an example comparing the energy consumption of three vehicles of different sizes:

Mid-Size Sedan	Mid-Size SUV	Pick-Up Truck
Hyundai Ioniq 6	**Chevrolet Blazer EV**	**Ford F-150 Lightning**
		
Energy Consumption		
14.9 kWh / 100 km	21.8 kWh / 100 km	30.6 kWh / 100 km
Consumption per 20,000 km		
2,980 kWh	4,360 kWh	6,120 kWh
Total charging cost per 20,000 km (at-home charging station)		
$357	$522	$733

Over 20,000 km, the difference in energy consumption between the vehicle with the lowest consumption and the one with the highest (3,140 kWh) is equivalent to using a dryer for 1,570 drying cycles[1], or the equivalent of more than three and a half years' use of this appliance in a Quebec household[2].

Choosing a smaller vehicle is therefore advantageous for both energy and economic reasons, not to mention the many environmental and safety benefits.

Scheduling Charging Sessions to Avoid Peak Periods

By scheduling your vehicle's charging during off-peak periods, you help reduce pressure on the power grid during periods of high demand and contribute to the collective effort towards an energy transition. You can even earn cash rewards by optimizing your electricity consumption during peak winter periods (Hydro-Québec dynamic pricing and Hilo service).

1 *A drying cycle uses a variable amount of energy, depending on the length of the cycle and the make and model of the appliance. A consumption of 2 kWh per cycle is a conservative average (for a cycle of about 45 minutes).*

2 *Assuming an annual average of 416 drying cycles per household (source: https://www.hydroquebec.com/residentiel/mieux-consommer/electromenagers/produits.html)*

Charging on the Road

When charging on the road, an EV driver plans breaks according to charging needs. A stop at a touristic destination, a meal or a quick snack all become opportunities to plug in.

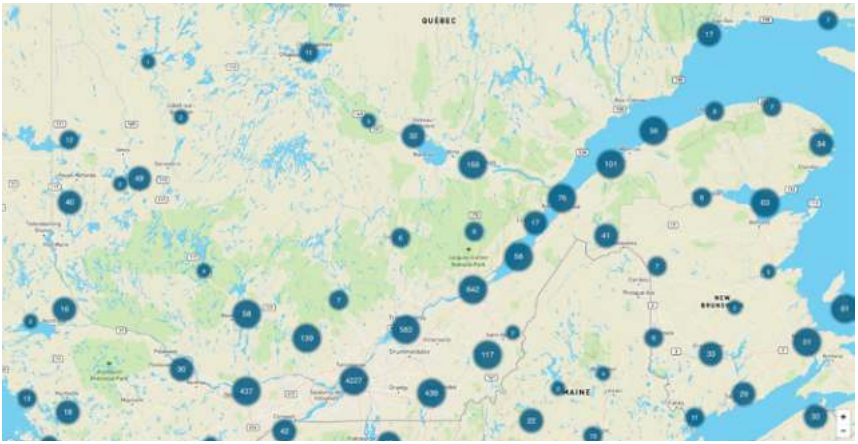
There are over 10,000 public charging stations in Québec[1], including more than 1,241 fast charging stations and 318 Tesla Superchargers. The main networks are the Electric Circuit, Flo,Tesla, EVduty, ChargePoint, and Petro-Canada. Also of note is the new RechargÉco network launched at the end of 2020. These charging stations are located in a wide variety of locations, near businesses and services in all regions of Québec.

Canada has over 5,000 fast charging stations, part of a cross-country network that allows users to travel from coast to coast.

Electric Circuit's app

Finding Public Charging Stations

To locate charging stations from these various charging networks, EV drivers generally use a mobile application that offers this service. The most widely used in Québec are the Electric Circuit application, which shows its own charging stations as well as those of partner networks; and the ChargeHub application, which includes charging stations from all public networks.



Overview of Québec's fast charging stations network using the ChargeHub search tool.

These two applications also offer a trip planning feature, which is useful for longer trips. The EV driver can input the final destination and the application pinpoints charging options along the way, taking into account the driver's registered vehicle. These applications also make it possible to check the status of targeted charging stations (available or in use, for example).

[1] *Chargehub*

Good Public Charging Practices

Spaces next to charging stations are reserved for charging electric vehicles*. Once a charging session is completed, the vehicle must be moved to free up the charging station. It is not necessary to remain near the vehicle while charging. An EV driver can simply take note of the time by which the charging session is estimated to be completed – displayed by the car or in the charging station's mobile application– and thus make sure to return before then.

*** IT'S THE LAW:** *Since May 18th, 2018, article 388.1 of the Highway Safety Code stipulates that "Only electric road vehicles and plug-in hybrid road vehicles may stop in a space reserved for recharging electric vehicles [...] when they are plugged into a charging station".*

At DC fast charging stations (DCFC), it is recommended to stop charging once the level of charge is around 80%, since the charging speed decreases when approaching this point. If more energy is needed, it might be more efficient to continue charging on a 240 V station.

Charging Speed

How long does it take to charge an electric vehicle? In fact, this is rarely a concern since charging is almost always done at home.

Factors Influencing Charging Speed

The charging speed is the number of kilometres added to the vehicle's range per hour of charging.

Factors that influence charging speed are:

- A charging station's power level
- The battery's state of charge
- The battery temperature
- The power of the on-board charger (vehicle equipment)
- The outside temperature
- The preheating of the vehicle

Speed	Slow	Normal	Fast	Ultra-Fast
Type of charging station	120 V	240 V	DCRC 50 kW or more/h	DCFC 100 kw or more and Tesla Superchargers
Range added per hour	Up to 6 km/h	Up to 40 km/h	Up to 240 km or more/h	Up to 400 km or more/h
Activities or location				
Home	✓	✓		
Work, park-and-ride (train stations)	✓	✓		
Business and sites		✓	✓	
Travel, excursion			✓	✓
Charging session duration	8h to 48h	1h to 8h depending on the activity	1h or less	30 minutes or less

Winter with an Electric Vehicle

Gasoline vehicles can be difficult to start in cold weather; this is a well-known problem. What about plug-in vehicles?

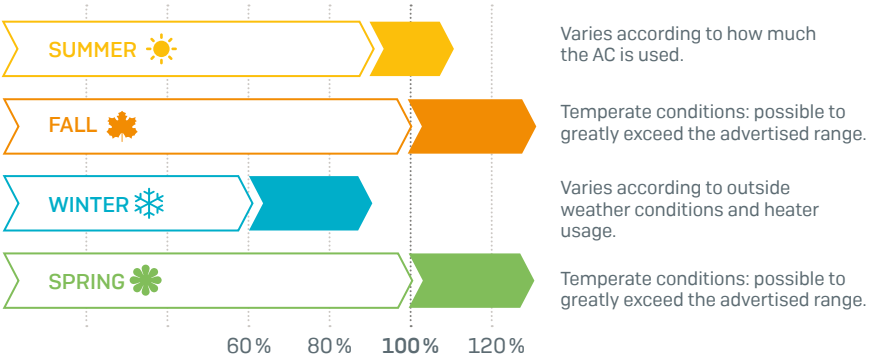
Cold Start

First off, it is important to know that like any electrical device, you don't start an electric vehicle, you turn it on! It is no trouble, even in very cold weather.

Seasonal Range

Cold weather impacts the energy efficiency of all vehicles. Whether gasoline-powered or electric, a car consumes more in winter. The denser cold air has a greater resistance and thus increases consumption. In the case of plug-in vehicles, the energy required for passenger compartment conditioning (heating in winter and air conditioning in summer) is drawn from the traction battery, which also has an impact on range.

Seasonal variations of electric range
(100% = range as announced by the manufacturer)



Electric range varies with the seasons and it is essential to take this into account when choosing a vehicle. The range indicated for each model is in fact an annual average: in spring, summer and fall, a car will often yield a higher mileage, while in winter it will be lower.

Real Time Information

Like the fuel gauge of a gasoline car, the electric vehicle informs the driver of the remaining range in real time. Furthermore, the vehicle issues warnings when the energy level falls below a certain threshold (usually around 20%).

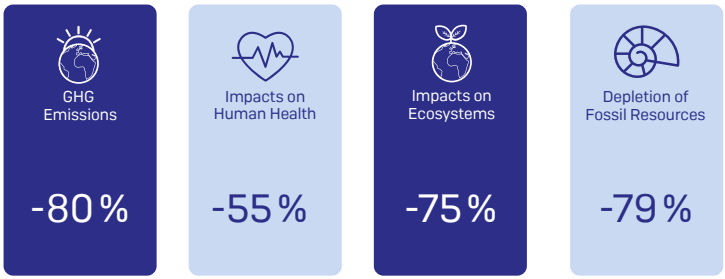
Electric vehicles: a truly beneficial environmental record

Lower environmental impact over the life cycle

The analysis of the electric vehicle's full life cycle shows that although its environmental impacts are higher at the manufacturing stage, they are ultimately less significant than those of the gasoline vehicle. This is especially true in Québec, where electricity is 99% renewable. The environmental impacts of an electric car driven 300,000 km are 55% to 80% lower than with an equivalent conventional car.[1]

The added impacts associated with the manufacture of electric vehicles are minimal, when compared with those avoided by not producing and burning gasoline.
The environmental performance of electric vehicles compared to gasoline vehicles shows positive results in these four areas: human health, ecosystem quality, climate change and depletion of fossil resources.[2]
This data take into account vehicle parts production (including the battery), transportation to end user, vehicle usage, and end of life.

Electric vehicle vs. gas-powered vehicle after 300,000 km



Increasingly Cleaner Electric Vehicles

In 2023, the electric car's environmental performance is even more positive, and it keeps getting better.

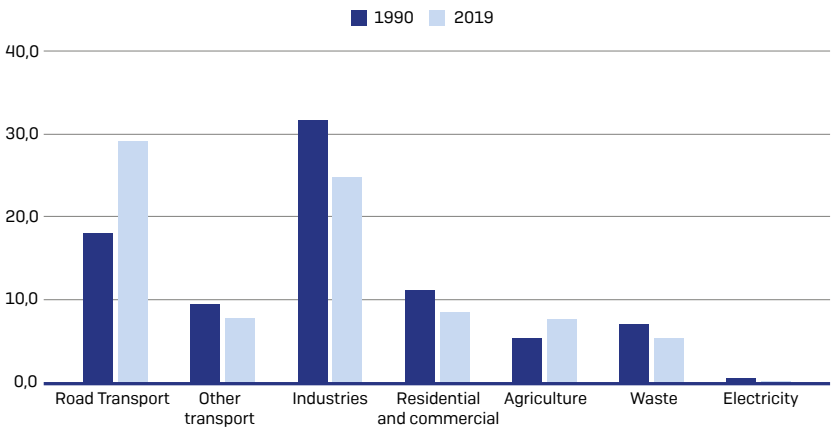
In fact, more and more new electric vehicles are being built using batteries from end-of-life vehicles. There are so many benefits to recycling electric batteries that automakers are now offering to take back their batteries free of charge.

Thanks to new industrial processes, battery manufacturing emits fewer GHGs and requires fewer critical metals year after year. For example, a new generation of batteries called lithium iron phosphate (LFP), considerably reduces the need for rare minerals such as cobalt and nickel.

GHG Emissions, Transportation Sector

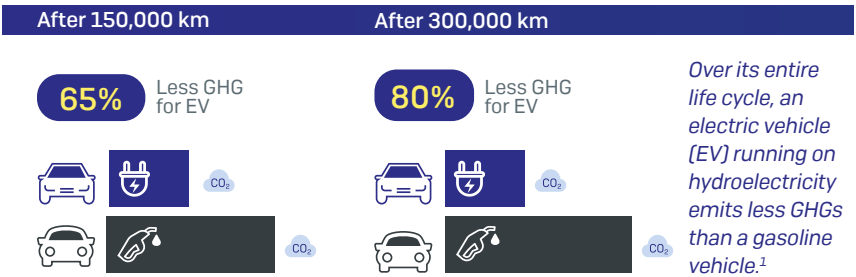
Road transport is the main source of GHG emissions in Québec. It represents 34% of the overall emissions and of this number, 63% comes from OUR personal vehicles. Except for road transportation and agriculture, all other sectors of the economy have shown decreased emissions. According to the report entitled "The State of Energy in Québec 2022," GHG emissions from road transportation rose by nearly 60% between 1990 and 2019.

Québec GHG Emissions by Sector of Activity in 1990 and 2019[1]



Québec's Clean Electricity

The energy produced in Québec is one of the cleanest in the world, 99% of which comes from renewable sources (source: Hydro-Québec).



Over its entire life cycle, an electric vehicle (EV) running on hydroelectricity emits less GHGs than a gasoline vehicle.[1]

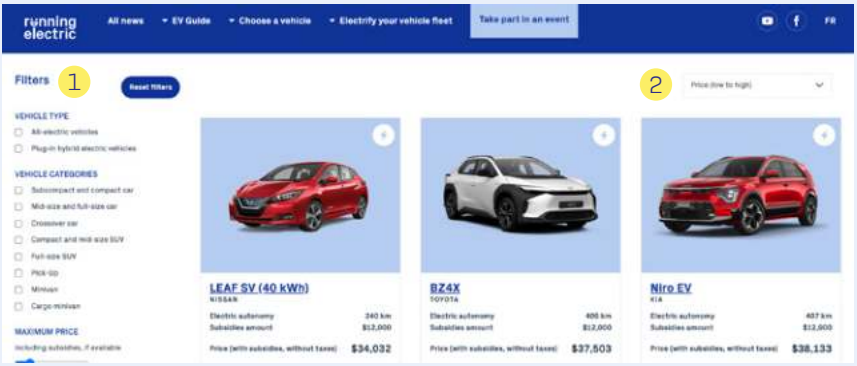
[1] *Inventaire québécois des émissions de gaz à effet de serre en 2019 et leur évolution depuis 1990. [Québec inventory of GHG emissions in 2019 and changes since 1990] Gouvernement du Québec (https://www.environnement.gouv.qc.ca/changements/ges/)*

[2] *International Reference Centre for the Life Cycle of Products, Processes and Services (CIRAIG). (2016). Technical Report – Comparative life-cycle assessment: potential environmental impacts of electric vehicles and conventional vehicles in the Québec context. Online (in French only): http://www.hydroquebec.com/data/developpement-durable/pdf/analyse-comparaisonvehicule-electrique-vehicule-conventionnel.pdf.*

Our new online car catalog

Consult the new version of our car catalog on the Running Electric website. It lists all the plug-in electric vehicle models available in Quebec in 2024, whether or not they qualify for provincial and federal subsidies.

This practical, intuitive tool makes it easy to search according to different criteria, in order to find the vehicle that meets your needs.



1 Search filters

- **Vehicle type**
  (100% electric or plug-in hybrid)
- **Vehicle category**
  (compact, mid-size, etc.)
- **Maximum price**
- **Maximum range**
- **Make**

2 Sorting options

- Price (low to high)
- Price (high to low)
- Range (low to high)
- Range (high to low)
- Alphabetical order

To access the online car catalog
www.roulonselectrique.ca/catalog

Plug-in Vehicles in Québec

The following pages contain information on the plug-in models available or planned for 2024 in Québec, and eligible for provincial and federal subsidies.

Content of Each Summary Sheet

 **Fully electric**

 **Plug-In Hybrid**

Category	Vehicle category
GHGs avoided per 20,000 km	CO_2 emissions avoided per 20,000 km, compared with a gasoline-powered vehicle in the same category.
Range[1]	Number of kilometres of range in electric mode
Base price[2]	Sales price, basic version without options
Subsidies[3]	Amount(s) in subsidy(s) offered by the governments of Québec and Canada.
Savings per 20,000 km[4]	Savings on vehicle usage-related costs, per 20,000 km

Note: a dash ("-") means that the information was not available at the time of printing.

Notice

The eligibility of a vehicle and the amount of the rebate are established according to the type of vehicle and several other conditions (selling price, battery capacity, model year, etc.). Check government websites (Quebec, Canada) to make sure the model you are considering qualifies for a rebate. **The information available on government websites takes precedence over that found in the brochure (see page 17).**

1 *The data shown (range and base price) correspond to information available at time of going to press for the least expensive version of a given vehicle.*
2 *Base price: this price does not include taxes (GST, QST) or any subsidies.*
3 *Potential subsidies: amounts indicated with reservations, based on information available as of December 2022. To be validated with the relevant authorities. See page 15.*
4 *Savings per 20,000 km: The parameters used to calculate this indicator are available on the runningelectric.ca website.*

100% electric vehicles

The following pages contain information on the 100% electric vehicle models available or planned for 2024 in Québec, and eligible for provincial and federal subsidies.

AUDI

Q4 E-TRON

	Compact luxury SUV
	4,5 t of GHG saved per year
	380 km
$	$63,400
	$7,000 (Qc) + $5,000 (Ca)
	$3,180 / 20,000 km

BMW

i4 GRAN COUPÉ

	Compact luxury
	4,2 t of GHG saved per year
	444 km
$	$58,142
	$7,000 (Qc) + $5,000 (Ca)
	$2,990 / 20,000 km

CHEVROLET

BLAZER EV

	Mid-size SUV
	4,8 t of GHG saved per year
	449 km
$	$63,325
	$7,000 (Qc) + $5,000 (Ca)
	$3,350 / 20,000 km

CHEVROLET

SILVERADO EV

	Full-size Pick-Up
	5,7 t of GHG saved per year
	640 km
$	-
	-
	-

FORD

E-TRANSIT

	Cargo van
	5 t of GHG saved per year
	203 km
$	$73,545
	$10,000 (Qc) + $10,000 (Ca)
	$3,250 / 20,000 km

** Business-only "Ecocamionnage" Québec Program*

FORD

F150 LIGHTNING

	Full-size Pick-Up
	5,7 t of GHG saved per year
	386 km
$	$61,395 or $71, 395
	$7,000 (Qc) ou $10,000 (Qc)*
	$3,830 / 20,000 km

** Business-only "Ecocamionnage" Québec Program*

FORD

MUSTANG MACH-E

	Compact SUV
	4,1 t of GHG saved per year
	402 km
$	$59,190
	$7,000 (Qc) + $5,000 (Ca)
	$2,870 / 20,000 km

GMC — SIERRA EV*

	Full-size Pick-Up
	5,7 t of GHG saved per year
	640 km
$	-
	-
	-

**Availability anticipated late 2024 in Canada*

HONDA — PROLOGUE

	Mid-size SUV
	4,8 t of GHG saved per year
	450 km
$	-
	-
	-

HYUNDAI — IONIQ-5

	Compact SUV
	4,1 t of GHG saved per year
	488 km
$	$57,666
	$7,000 (Qc) + $5,000 (Ca)
	$2,910 / 20,000 km

HYUNDAI — IONIQ-6

	Mid-size car
	3,6 t of GHG saved per year
	581 km
$	$57,666
	$7,000 (Qc) + $5,000 (Ca)
	$2,550 / 20,000 km

HYUNDAI KONA EV

	Crossover
	3,8 t of GHG saved per year
	420 km
$	$49,066
	$7,000 (Qc) + $5,000 (Ca)
	$2,690 / 20,000 km

KIA EV6

	Compact SUV
	4,1 t of GHG saved per year
	499 km
$	$59,167
	$7,000 (Qc) + $5,000 (Ca)
	$2,920 / 20,000 km

KIA EV9

	Mid-size SUV
	4,8 t of GHG saved per year
	370 km
$	$63,167
	$7,000 (Qc) + $5,000 (Ca)
	$3,310 / 20,000 km

KIA NIRO EV

	Crossover
	3,8 t of GHG saved per year
	407 km
$	$48,567
	$7,000 (Qc) + $5,000 (Ca)
	$2,660 / 20,000 km

KIA

SOUL EV*

	Crossover
	3,8 t of GHG saved per year
	383 km
$	$45,994
	$7,000 (Qc) + $5,000 (Ca)
	$2,660 / 20,000 km

** End of production in 2023*

LEXUS

RZ450E

	Compact luxury SUV
	4,5 t of GHG saved per year
	354 km
$	$68,373
	$7,000 (QC)
	$3,230 / 20,000 km

MAZDA

MX30

	Compact SUV
	4,1 t of GHG saved per year
	161 km
$	$44,768
	$7,000 (Qc) + $5,000 (Ca)
	$2,810 / 20,000 km

MERCEDES-BENZ

e-SPRINTER

	Cargo van
	5 t of GHG saved per year
	304 km
$	$97,990
	-
	-

MERCEDES-BENZ EQB 250+

	Luxury crossover
	4,2 t of GHG saved per year
	394 km
$	$59,990
	$7,000 (QC) + $5,000 (Ca)
	$2,980 / 20 000 km

MINI COOPER SE

	Subcompact luxury
	3,8 t of GHG saved per year
	183 km
$	$50,942
	$7,000 (Qc) + $5,000 (Ca)
	$2,650 / 20,000 km

NISSAN ARIYA

	Compact SUV
	4,1 t of GHG saved per year
	348 km
$	$55,916
	$7,000 (Qc) + $5,000 (Ca)
	$2,860 / 20,000 km

NISSAN LEAF

	Compact car
	3,3 t of GHG saved per year
	240 km
$	$44,466
	$7,000 (Qc) + $5,000 (Ca)
	$2,310 / 20,000 km

POLESTAR

POLESTAR 2

	Compact luxury
	4,2 t of GHG saved per year
	515 km
$	$57,600
	$7,000 (Qc) + $5,000 (Ca)
	$2,990 / 20,000 km

RAM

PROMASTER EV

	Cargo van
	5 t of GHG saved per year
	330 km
$	-
	-
	-

SUBARU

SOLTERRA

	Compact SUV
	4,1 t of GHG saved per year
	360 km
$	$56,658
	$7,000 (Qc) + $5,000 (Ca)
	$2,870 / 20,000 km

TESLA

MODEL 3

	Compact luxury
	4,2 t of GHG saved per year
	438 km
$	$55,988
	$7,000 (Qc) + $5,000 (Ca)
	$3,040 / 20,000 km

TESLA — MODEL Y

	Compact SUV
	4,5 t of GHG saved per year
	418 km
$	$55,988
	$7,000 (Qc) + $5,000 (Ca)
	$3,270 / 20,000 km

TOYOTA — BZ4X

	Compact SUV
	4,1 t of GHG saved per year
	406 km
$	$47,937
	$7,000 (Qc) + $5,000 (Ca)
	$2,930 / 20,000 km

VINFAST — VF8

	Mid-size SUV
	4,8 t of GHG saved per year
	425 km
$	$56,012
	$7,000 (Qc) + $5,000 (Ca)
	$3,230 / 20,000 km

VOLKSWAGEN — ID.4

	Compact SUV
	4,1 t of GHG saved per year
	332 km
$	$51,160
	$7,000 (Qc) + $5,000 (Ca)
	$2,880 / 20,000 km

VOLVO C40 RECHARGE

	Luxury crossover
	4,2 t of GHG saved per year
	478 km
$	$63,488
	$7,000 (Qc) + $5,000 (Ca)
	$2,990 / 20,000 km

VOLVO EX30

	Luxury crossover
	4,2 t of GHG saved per year
	442 km
$	$57,233
	-
	-

VOLVO XC40 RECHARGE

	Luxury crossover
	4,2 t of GHG saved per year
	472 km
$	$63,488
	$7,000 (Qc) + $,000 (Ca)
	$2,990 / 20,000 km

New 100% electric models coming

The offering of 100% electric vehicles is growing at a rapid pace. Here's a look at the models to watch out for in 2024 and 2025. Several unveilings are scheduled in the coming months.

BrightDrop
Zevo

Canoo
Lifestyle Vehicle

Chevrolet
Equinox EV

Fiat
500e

Jeep
Recon

Jeep
Wagoneer S

Kia
EV5

Mercedes-Benz
EQA

RAM
1500 REV

Tesla
Cybertruck

Vinfast
VF6

Vinfast
VF7

Volkswagen
ID.7

Volkswagen
ID. Buzz


Willy Baeck et Fils

Plug-In Vehicles

In this section, discover the plug-in hybrid vehicle models available or coming soon in 2024 in Québec, and eligible for provincial and federal subsidies.

ALFA ROMEO — TONALE VHR

	Luxury crossover
	2,2 t of GHG saved per year
	53 km
$	$58,190
	$5,000 (Qc) + $5,000 (Ca)
	$1,510 / 20,000 km

BMW — 330e

	Compact luxury
	1,6 t of GHG saved per year
	35 km
$	$58,052
	$2,500 (Qc) + $2,500 (Ca)
	$1,080 / 20,000 km

BMW — X3 xDRIVE30e

	Compact luxury SUV
	1,4 t of GHG saved per year
	29 km
$	$68,142
	$2,500 (Qc)
	$900 / 20,000 km

CHRYSLER

PACIFICA HYBRID

	Minivan
	3 t of GHG saved per year
	51 km
$	$62,190
	$5,000 (Qc) + $5,000 (Ca)
	$2,090 / 20,000 km

DODGE

HORNET R/T PHEV

	Compact SUV
	1,8 t of GHG saved per year
	53 km
$	$56,940
	$5,000 (Qc) + $5,000 (Ca)
	$1,210 / 20,000 km

FORD

ESCAPE PHEV

	Compact SUV
	2,8 t of GHG saved per year
	60 km
$	$49,194
	$2,500 (Qc) + $5,000 (Ca)
	$2,000 / 20,000 km

HYUNDAI

SANTA FE PHEV

	Mid-size SUV
	3 t of GHG saved per year
	50 km
$	$52,420
	$2,500 (Qc) + $5,000 (Ca)
	$2,100 / 20,000 km

HYUNDAI TUCSON PHEV

	Compact SUV
	2,5 t of GHG saved per year
	53 km
$	$52,170
	$2,500 (Qc) + $5,000 (Ca)
	$1,720 / 20,000 km

JEEP WRANGLER 4XE

	Mid-size SUV
	1,3 t of GHG saved per year
	35 km
$	$62,190
	$5,000 (Qc) + $2,500 (Ca)
	$780 / 20,000 km

KIA NIRO PHEV

	Crossover
	2,6 t of GHG saved per year
	55 km
$	$41,267
	$2,500 (Qc) + $5,000 (Ca)
	$1,910 / 20,000 km

KIA SORENTO PHEV

	Mid-size SUV
	3,1 t of GHG saved per year
	51 km
$	$51,567
	$2,500 (Qc) + $5,000 (Ca)
	$2,180 / 20,000 km

KIA

SPORTAGE PHEV

	Compact SUV
	2,5 t of GHG saved per year
	55 km
$	$49 467
	$2,500 (Qc) + $5,000 (Ca)
	$1,760 / 20,000 km

LEXUS

NX 450H+

	Compact luxury SUV
	3,1 t of GHG saved per year
	61 km
$	$62,823
	$5,000 (Qc) + $5,000 (Ca)
	$2,200 / 20,000 km

LINCOLN

CORSAIR GRAND TOURING

	Compact luxury SUV
	2,6 t of GHG saved per year
	45 km
$	$62,395
	$2,500 (Qc) + $2,500 (Ca)
	$1,850 / 20,000 km

MAZDA

CX-90 PLUG-IN HYBRID

	Mid-size SUV
	2,2 t of GHG saved per year
	42 km
$	$57,218
	$5,000 (Qc) + $2,500 (Ca)
	$1,450 / 20,000 km

MINI COOPER SE COUNTRYMAN ALL 4

	Luxury crossover
	1,7 t of GHG saved per year
	29 km
$	$57,732
	$2,500 (Qc) + $2,500 (Ca)
	$1,200 / 20,000 km

MITSUBISHI OUTLANDER PHEV

	Compact SUV
	2,2 t of GHG saved per year
	61 km
$	$50,868
	$5,000 (Qc) + $5,000 (Ca)
	$1,380 / 20,000 km

SUBARU CROSSTREK PHEV

	Crossover
	1,6 t of GHG saved per year
	27 km
$	$46,538
	$2,500 (Qc) + $2,500 (Ca)
	$1,170 / 20,000 km

TOYOTA PRIUS PRIME

	Compact car
	2,5 t of GHG saved per year
	72 km
$	$42,432
	$2,500 (Qc) + $5,000 (Ca)
	$1,780 / 20,000 km

TOYOTA RAV4 PRIME

	Compact SUV
	2,9 t of GHG saved per year
	68 km
$	$54,102
	$5,000 (Qc) + $5,000 (Ca)
	$2,050 / 20,000 km

VOLVO S60 RECHARGE

	Compact luxury
	2,6 t of GHG saved per year
	64 km
$	$58,488
	$5,000 (Qc) + $5,000 (Ca)
	$1,770 / 20,000 km

VOLVO V60 RECHARGE

	Compact luxury
	2,6 t of GHG saved per year
	64 km
$	$62,570
	$5,000 (Qc) + $5,000 (Ca)
	$1,770 / 20,000 km

VOLVO XC60 RECHARGE

	Compact luxury SUV
	2,7 t of GHG saved per year
	58 km
$	$68,488
	$5,000 (Qc)
	$1,770 / 20,000 km

Used Plug-In Vehicles

This section presents models of plug-in vehicles available on the used market.

The range indicated for each vehicle is based on the most recent model, as provided by the manufacturer.

BMW — I3 (2014 TO 2021)

Subcompact luxury	100% electric*
3.8 t of GHG saved per year	
246 km*	
$2,350 / 20,000 km	

** Also available with a range extender (i3-REX)*

CHEVROLET — BOLT EUV (2022 TO 2023)

Crossover	100% electric
3,8 t of GHG saved per year	
397 km	
$2,670 / 20,000 km	

CHEVROLET — BOLT EV (2017 TO 2023)

Subcompact car	100% electric
3,1 t of GHG saved per year	
417 km	
$2,200 / 20,000 km	

CHEVROLET — SPARK EV (2014 TO 2016)

Subcompact car	100% electric
3,1 t of GHG saved per year	
131 km	
$2,190 / 20,000 km	

CHEVROLET VOLT (2011 TO 2019)

	Compact car
	2,5 t of GHG saved per year
	85 km
	$1,730 / 20,000 km

Plug-In Hybrid

FORD C-MAX ENERGI (2013 TO 2017)

	Compact car
	1,5 t of GHG saved per year
	35 km
	$1,090 / 20,000 km

Plug-In Hybrid

FORD FOCUS EV (2012 TO 2018)

	Compact car
	3,3 t of GHG saved per year
	185 km
	$2,290 / 20,000 km

100% electric

FORD FUSION ENERGI (2013 TO 2020)

	Mid-size car
	2 t of GHG saved per year
	42 km
	$1,480 / 20,000 km

Plug-In Hybrid

HONDA CLARITY (2018 TO 2021)

	Mid-size car
	2,7 t of GHG saved per year
	77 km
	$1,860 / 20,000 km

Plug-In Hybrid

HYUNDAI IONIQ ELECTRIC (2017 TO 2021)

	Compact car
	3.3 t of GHG saved per year
	274 km
	$2,370 / 20.000 km

100% electric

HYUNDAI IONIQ PHEV (2017 TO 2022)

	Compact car
	2.1 t of GHG saved per year
	47 km
	$1,560 / 20.000 km

Plug-In Hybrid

HYUNDAI SONATA PHEV (2016 TO 2019)

	Mid-size car
	2 t of GHG saved per year
	45 km
	$1,420 / 20,000 km

Plug-In Hybrid

KIA SOUL EV (2015 TO 2023)

	Crossover
	3,8 t of GHG saved per year
	248 km
	$2,650 / 20,000 km

100% electric

MITSUBISHI i-MiEV (2012 TO 2017)

	Subcompact car
	3,1 t of GHG saved per year
	100 km
	$2,170 / 20,000 km

100% electric

MITSUBISHI

OUTLANDER PHEV (2018 TO 2022)

Compact SUV	
1,5 t of GHG saved per year	
39 km	
$1,020 / 20,000 km	

Plug-In Hybrid

NISSAN

LEAF (2012 TO 2017)

Compact car	
3,3 t of GHG saved per year	
172 km	
$2,310 / 20,000 km	

100% electric

SMART

FORTWO (2013 TO 2018)

Subcompact car	
3,1 t of GHG saved per year	
109 km	
$2,150 / 20,000 km	

Plug-In Hybrid

TOYOTA

PRIUS PRIME (2017 TO 2022)

Compact car	
2,1 t of GHG saved per year	
40 km	
$1,560 / 20,000 km	

Plug-In Hybrid

VOLKSWAGEN

E-GOLF (2018 TO 2020)

Compact car	
3,3 t of GHG saved per year	
198 km	
$2,310 / 20,000 km	

100% electric

THANK YOU TO OUR PARTNERS

running electric

A campaign coordinated by Équiterre with the financial support of the Gouvernement du Québec as part of The 2030 Plan for a Green Economy.

Équiterre

Plan pour une économie verte

Québec

Running Electric partners

AVÉQ Association des Véhicules Électriques du Québec

CAA QUÉBEC

CCAQ

Circuit électrique ALIMENTÉ PAR HYDRO-QUÉBEC

CORPORATION des concessionnaires d'automobiles de Montréal

Fondation québécoise D'ÉDUCATION EN SÉCURITÉ ROUTIÈRE

Institut du véhicule innovant
Innovative Vehicle Institute

IVÉO

propulsion Québec
Grappe des transports électriques et intelligents

RNCREQ Regroupement national des conseils régionaux de l'environnement

UMQ Union des municipalités du Québec

Find the model that meets your needs
and calculate your savings at

running
electric.ca

A campaign by:

Équiterre

With the support of:

Plan pour une économie verte

Québec