



Electric Mobilité
Mobility électrique
Canada Canada

Press Release

For immediate distribution

Vancouver Conference to create Electric Mobility Canada

Private sector companies and public agencies launch Electric Mobility Canada and adopt an Action Plan that will help Canada meet its Kyoto objectives.

Saint-Jérôme and Toronto, December 14, 2005. In the context of Canadian efforts to reduce Greenhouse Gas Emissions (GHG) and of the Montreal International Conference on Climate Change, a national workshop was recently held in Vancouver to create a Network to support the development of electric mobility in Canada. This workshop, which was organized by the Centre for Experimentation in Electric Vehicles – Quebec (CEVEQ) and The Centre for Sustainable Transportation (CST), located in Toronto and Winnipeg, benefited from the support of many partners including the Government of Canada (Departments of Industry, Natural Resources and Environment) Bombardier Transportation, TM4, Agence métropolitaine de transport - Montréal (AMT), the City of Saint-Jérôme, the Ministry of Transport – Québec, Canadian Auto Workers, the Canadian Urban Transit Association etc.

The workshop participants, who represented all regions of Canada, adopted an Action Plan aimed at creating a Canadian Network of all stakeholders with an interest in electric mobility for the purpose of promoting, accelerating and implementing electric mobility in Canada's diverse transportation system. The development of the Network will be steered by an implementation committee which includes representatives from the private and public sectors. The committee membership includes representatives of Bombardier Transportation, Toyota Canada, Hydro-Québec, BC Hydro, CST, Industry Canada, Transport Canada, Natural Resources Canada, Environment Canada, CEVEQ, Azure Dynamics, Unicell, Ministry of Transportation of Manitoba, Vancouver's TransLink and others. The start up activities for Electric Mobility Canada, including projects, will be managed by CEVEQ, located in Saint-Jérôme, QC

Electric traction – a priority choice

“We're on the brink of a major revolution in how we move people and freight. The internal combustion engine (ICE) has served us well for 100 years, but may not last for another fifty because of its emissions and dependence on non-renewable fossil fuel”, noted Al Cormier, President of The Centre for Sustainable Transportation and a partner with CEVEQ in organizing the Vancouver workshop.

Oil is becoming scarcer and more costly and ICE emissions—particularly of greenhouse gases—are more threatening than ever before. Many measures are required to curb the impacts of ICEs and to meet mobility requirements for people and goods. The measures include further improvements to ICEs, shifts to public transport, better freight logistics, and many others. A key part of the solution could be more electric mobility. “Electric vehicles—powered by batteries or fuel cells or through direct connections to an electric grid—are a serious but so far underused alternative that can keep us moving without a major disruption” remarked Pierre Lavallée, Director General of CEVEQ. It may be time to start serious planning for a future in which electric transport becomes the norm.

Already automobiles, buses and trucks are sporting electric drives in addition to their ICEs. These hybrid vehicles use much less fuel than comparable ICE-only vehicles, during stop and start driving because electric motors are much more efficient when speeds are low, and because electric drives can convert some of the momentum lost during braking into useful energy.

Canada needs to make strategic decisions in meeting its GHG reduction obligations

Responsible for over 25% of GHG emissions in Canada, the transportation sector should be an important target for our Federal and Provincial Governments in meeting Canada's Kyoto Protocol obligations, especially since GHG emissions from transportation have increased substantially in the past 20 years.

According to Al Cormier, "Canada is uniquely positioned to lead the transport revolution to electric vehicles. We are unusually dependent on good transport, and have among the world's most sophisticated transport industries, both manufacturing and services. We generate more of our electricity from renewable resources than almost any other country. Regional mismatches in supply and demand could be overcome through a national grid that would bind Canadians as rail did in the 19th century (and may be beginning to take shape with the recent decision to link the Manitoba and Ontario grids more tightly). The 30 per cent of our supply that is not from renewable sources could be replaced and expanded through massive investment in wind, solar, tidal, hydro, geothermal, and other renewable production. As the cost of conventional generation of electricity increases, these renewable sources become more attractive".

Much of the technology needed for a significant migration to electric transport is in place. Innovations continue to be introduced, and more will flow from continuing research and development. In the short term, wider use of electric vehicles (subways, light rail transit, hybrid and electric buses, hybrid automobiles and light trucks, etc.) will mean big steps towards meeting present and future obligations to curb climate change. In the long term, electric vehicles may provide the only way in which Canadians can continue to benefit from the comfort, convenience, and productivity that effective transport provides.

Electric Mobility Canada

The Electric Mobility Canada Network will bring together all stakeholders in electric mobility including representatives from governments, universities, manufacturers of vehicles and their components, energy suppliers and end users. "An important activity sector, specialized in electric and hybrid vehicles, batteries, hybrid technologies and energy suppliers is being launched to promote electric mobility in Canada" says Pierre Lavallée of CEVEQ. An effective network will stimulate this sector and will provide an important support to government agencies responsible for meeting Canada's obligations under the Kyoto Protocol.

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