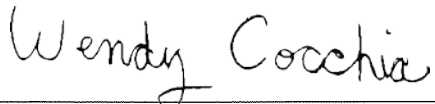


**PROVINCE OF BRITISH COLUMBIA**  
**ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL**


Order in Council No. 519

, Approved and Ordered November 18, 2025

  
\_\_\_\_\_  
Lieutenant Governor

**Executive Council Chambers, Victoria**

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that the Zero-Emission Vehicles Regulation, B.C. Reg. 196/2020, is amended as set out in the attached Schedule.

  
\_\_\_\_\_  
Minister of Energy and Climate Solutions

  
\_\_\_\_\_  
Presiding Member of the Executive Council

*(This part is for administrative purposes only and is not part of the Order.)*

**Authority under which Order is made:**

Act and section: Zero-Emission Vehicles Act, S.B.C. 2019, c. 29, s. 43

Other: O.C. 448/2020

R20937324

## SCHEDULE

- 1 *Section 6.1 (b) (i) and (ii) of the Zero-Emission Vehicles Regulation, B.C. Reg. 196/2020, is amended by striking out “241 km” and substituting “150 km”.*
- 2 *Section 6.2 (b) (ii) is repealed and the following substituted:*
  - (ii) PHEVs with a range of at least
    - (A) 16 km, in the case of a PHEV of the model year 2026, 2027 or 2028, or
    - (B) 80 km, in the case of a PHEV of the model year 2029 or a later model year.
- 3 *Section 6.3 (b) is repealed and the following substituted:*
  - (b) zero-emission vehicles of the model year 2026 or a later model year that are
    - (i) BEVs with a range of less than 150 km,
    - (ii) EREVs with a range of less than 80 km,
    - (iii) FCEVs with a range of less than 150 km, or
    - (iv) PHEVs with a range of less than
      - (A) 16 km, in the case of a PHEV of the model year 2026, 2027 or 2028, or
      - (B) 80 km, in the case of the model year 2029 or a later model year.
- 4 *Section 12 is amended in the table by repealing items 9 to 17 and substituting the following as indicated:*

Item	Column 1 Model Year	Column 2 Compliance ratio
9	2027	27.7%
10	2028	41.2%
11	2029	56.1%
12	2030	68.3%
13	2031	69.9%
14	2032	71.4%
15	2033	72.9%
16	2034	74.5%
17	2035	75%

- 5 *Section 14.1 is repealed and the following substituted:*

### **Supply of ZEVs – issuance of credits on or after October 1, 2026**

- 14.1** (1) This section applies to an issuance of credits, under section 13 (1) of the Act, that takes effect on or after October 1, 2026, regardless of whether a supplier applied for the credits under section 13 (1) (a) of the Act before that date.

- (2) The number of credits that the director may issue in relation to the supply of each new ZEV Class A vehicle is one.
- (3) Subject to subsection (4), the number of credits that the director may issue in relation to the supply of each new ZEV Class B vehicle is as follows:
  - (a) in the case of an EREV, one;
  - (b) in the case of a PHEV of the model year 2026, one;
  - (c) in the case of a PHEV of the model year 2027 or 2028, 0.5;
  - (d) in the case of a PHEV of the model year 2029 or a later model year, one.
- (4) The director may issue an additional 0.5 credits in relation to the supply of each new PHEV with a range of at least
  - (a) 50 km, in the case of a PHEV of the model year 2027, or
  - (b) 60 km, in the case of a PHEV of the model year 2028.

**6 Section 15 is amended**

**(a) in subsection (1) by adding the following definitions:**

**“charging credit”** means a credit for use by the consumer at a public charging network of the supplier’s choice;

**“consumer”** means the consumer in a consumer sale;

**“level 2 home charging station”** means a home charging station that is

- (a) designed to be a permanent installation,
- (b) hardwired or plug-in,
- (c) capable of charging a zero-emission vehicle using 240V, and
- (d) equipped with a connector type that meets the requirements of either of the following:
  - (i) SAE standard J3400;
  - (ii) SAE standard J1772;

**“MSRP”** means the manufacturer’s suggested retail price for a vehicle;

**“public charging infrastructure project”** means a project to install new public charging stations in British Columbia that

- (a) are fixed devices capable of charging zero-emission vehicles of any make and model that are equipped with a compatible charging port or the necessary adaptor,
- (b) use direct current or 240V,
- (c) if there are two or more charging stations at a single public charging site, are capable of being used simultaneously,
- (d) use or are configured to use the Open Charge Point protocol,
- (e) are available for use by any member of the public during their hours of operations,
- (f) do not require users to be members of a public charging network, and
- (g) are intended to be in operation for at least 5 years after installation;

**“public charging network”** means a network of public charging sites that are available for use by any member of the public during their hours of operation;

**“SAE”** means the Society of Automotive Engineers;

**“SAE standard J3400”** means SAE standard J3400\_202409 entitled *North American Charging System (NACS) for Electric Vehicles*, as amended from time to time;

**“SAE standard J1772”** means SAE standard J1772\_202401 entitled *SAE Electric Vehicle and Plug-in Hybrid Electric Vehicle Conductive Charge Coupler*, as amended from time to time; ,

**(b) by repealing subsection (3) (c) and substituting the following:**

- (c) the consumer sale in British Columbia of new ZEV Class A and ZEV Class B vehicles to a carsharing organization, other than a carsharing organization that is an affiliate of the supplier, at a discount of at least 25% as compared to the MSRP for the zero-emission vehicles; ,

**(c) in subsection (3) by adding the following paragraphs:**

- (d) the consumer sale in British Columbia of new ZEV Class A and ZEV Class B vehicles at a discount of at least 5% as compared to the MSRP for the zero-emission vehicles;
- (e) the consumer sale in British Columbia of new ZEV Class A and ZEV Class B vehicles, with the purchase financed by an interest-free or low interest loan provided by the supplier;
- (f) the consumer sale in British Columbia of new ZEV Class A or ZEV Class B vehicles, with either of the following provided along with each consumer sale:
  - (i) a complimentary level 2 home charging station;
  - (ii) a complimentary charging credit of at least 2 000 kWh that does not expire for at least two years;
- (g) an investment by the supplier in a public charging infrastructure project. ,

**(d) by adding the following subsection:**

- (3.1) In deciding whether to enter into an agreement under section 14 (2) of the Act with a supplier in respect of an action described in subsection (3) (d), (e) or (f), the director must consider the affordability to the consumer of the zero-emission vehicles described in those paragraphs. , **and**

**(e) by repealing subsection (4) and substituting the following:**

- (4) The director must not issue to a supplier, pursuant to an agreement under section 14 (2) of the Act,
  - (a) for the model year 2020, a number of credits that exceeds 5% of the total of the numbers of ZEV units determined for that supplier in accordance with section 11 (1) and (2) of the Act, for that model year,
  - (b) for the model year 2021, 2022, 2023 or 2024, a number of credits that exceeds 5% of the total of the numbers of ZEV units determined for that

supplier in accordance with section 11 (1) and (2) of the Act, for the previous model year, and

- (c) for all other model years, a number of credits that exceeds 20% of the total of the numbers of ZEV units determined for that supplier in accordance with section 11 (1) and (2) of the Act, for the previous model year.