
SECTION 18

GOVERNMENT VEHICLES

18.10 VEHICLE EFFICIENCY GUIDELINES

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ADMINISTRATION: DEPARTMENT OF TRANSPORTATION AND
INFRASTRUCTURE
PROCUREMENT SERVICES,
DEPARTMENT OF FINANCE
GOVERNMENT DEPARTMENTS

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18.10 VEHICLE EFFICIENCY GUIDELINES

(1) PURPOSE

- (a) Executive Council (D2004-566) approved the Transportation Efficiency Standard for the Government of Prince Edward Island.
- (b) Executive Council (D2008-536) approved the Climate Change Strategy which requires that the fuel efficiency of any leased or purchased fleet vehicle, 1 ton or less be more efficient than at least eighty (80%) percent of the vehicles in its class, according to the most recent Natural Resources Canada's Fuel Consumption Guide.
- (c) For the purposes of the Manual, the approved efficiency standards have been adapted to be consistent with the groupings that are in the policy.

(2) APPLICATION

The application of this policy is referenced to the schedules of the *Financial Administration Act* (FAA) and applies as follows:

- Schedule "A" - Departments except the Legislative Assembly
- Schedule "B" - Crown corporations
- Schedule "C" - Education Authorities
- Schedule "D" - Commissions

except to the extent that their enabling legislation may incorporate alternate requirements such as Ministerial or Board Authority.

While this policy **does not apply** to the Legislative Assembly or Reporting Entities subject to alternate legislation, **the spirit and intent** of the policy should serve as a **guideline** for these entities in developing their own policies.

(3) ENERGY EFFICIENCY STANDARDS

The following Vehicle Classes and Efficiency Guidelines are recommended for all vehicles leased or purchased by Government after January 1, 2023. Vehicles should have fuel efficiency in highway driving equal to or less than the guideline for the class.

<u>Type</u>	<u>T.B. Class</u>	<u>Description</u>	<u>Efficiency Guideline (2023 Models)</u>
1	2	Compact Car (C)	6.8l/100 kms gas 4.7l/100 kms hybrid 2.0Le/100 kms electric
2	3	Mid-Size Car (M)	8.5l/100 kms gas
3	4	Full-Size Car (L)	12.0l/100 kms gas
4	6 & 7	Pickup Truck (PU)	13.8/100 kms gas

5	n/a	Sport Utility Vehicle (SUV)	9.0l/100 kms gas 6.0l/100 kms hybrid
6	8 & 9	Mini Van (V)	10.6l/100 kms gas 2.9l/100 kms plug-in Hybrid
7	10 & 11	Large Wheelbase Van (F)	9.2l/100 kms

Diesel Vehicles

Diesel vehicles may also be considered where they are available as higher efficiency alternatives. The fuel efficiency of diesels should be evaluated by comparing the life cycle cost with the equivalent gasoline fuelled vehicle.

Hybrid Vehicles

Hybrid vehicles may be considered for Government use along with conventional vehicles. Current hybrids typically have higher capital costs and lower operating costs than conventional vehicles. Where a hybrid vehicle is recommended, the capital and estimated annual operating cost should be presented in comparison with a conventional vehicle with similar specifications. Environmental and related factors may be considered as well as cost factors.

Electric Vehicles

Electric vehicles may be considered for Government use along with conventional and hybrid vehicles. Current electric vehicles typically have higher capital costs for purchasing and charger installation if no existing chargers are present. There are lower maintenance costs on an ongoing basis. Range limitations and operating climate should be considered if an electric vehicle is proposed for replacing a conventional or hybrid gas vehicle. Government operations, which can occur outside of normal working hours, should be factored in when a vehicle is considered to be replaced by an electric vehicle. Availability from suppliers should also be considered when procuring electric vehicles.

Note: Fuel consumption ratings may be obtained from [Natural Resources Canada](#).

(4) INTERPRETATION

In cases where an interpretation is required, such should be referred to the Department of Transportation and Infrastructure which will make an interpretation or refer the matter to Treasury Board if a Board decision is deemed necessary.