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We specialize in consulting, marketing and developing Neighbourhood Zero Emission Vehicle projects. Our mandate is to collaborate with government, non-profits, private enterprise and individuals in promoting the adoption of clean energy for everyday living.

April 25, 2022

District of North Cowichan
Honourable Mayor Al Sebring
7030 Trans-Canada Highway
Duncan, BC
V9L 6A1

Town of Ladysmith
Honourable Mayor Aaron Stone
410 Esplanade,
Ladysmith, BC
V9G 1A2

Gentlemen,

I'm kindly requesting the *Town of Ladysmith* and *The District of North Cowichan* adopt *Bylaw 24.06 of the British Columbia Motor Vehicle Act*.

Bylaw 24.06

NEV (Neighbourhood Electric Vehicle) is a common term for this light EV segment.

NZEV (Neighbourhood Zero Emission Vehicle) is the term used by the BC government.

LSV (Low Speed Vehicle) is used by Transport Canada.

ICE (Internal combustion engine) vehicle.

Dynasty Motors IT

#110, was manufactured in Kelowna in 2001 and is one of the few survivors.

Dynasty was 20 years ahead of its time and a key contributor in bringing Bylaw 24.06 NZEV legislation to the BC Motor Vehicle Act. Unfortunately, a change in Transport Canada rules bankrupted Dynasty shortly after introduction.



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Why do Low-Speed Vehicles Exist?

LSVs were established as a separate vehicle class by the *U.S. Department of Transportation* in 1998. They worked well for shopping, social and recreational use within planned communities.

In July 2000, Transport Canada created its own LSV class, mirroring the US. This allowed companies to make, import and sell these small, lightweight limited purpose vehicles in Canada. To ensure a suitable level of safety, Canada's Motor Vehicle Safety Act (MVSA) was included. A qualifying LSV must be electric, with a top speed of 40 kilometres per hour having headlights, turning lights, brake lights, rear-view mirrors, parking brake, a windshield and seat belts.

Under the **North American Free Trade Agreement (NAFTA)** any auto, including LSVs, meeting the requirements of one country shortens the approval process in the other 2.

Harvard Business Review

In May 2015, Harvard University published **The Future of EVs is Golf Carts, Not Tesla**. The article forecast the evolution of Neighbourhood Electric Vehicles from golf carts to subcompact EVs, featuring hard doors, heaters, defrost, AC, etc. A low price point, common household power charging, easy to drive & park will "create a low-end disruption in the auto market".


World's Best Selling EV (2021)

Tesla claimed the Model 3 was the *World's Best Selling EV* in 2021 delivering just short of 400,000 models, except the GM-Wuling partnership, delivered over 400,000 Hong Guang Minis but wasn't recognized since all the sales were in just one country - China.



Tesla recently confirmed its testing a \$5,000 EV. The car is reported to be a one piece stamped frame with a 7 kWh battery. The car will be manufactured in China for worldwide distribution. This is expected to "create a low-end disruption in the auto market" just as HBR predicted, but, ironically, from Tesla itself.


Supply chain issues effecting battery & microchip production has auto manufacturers shifting to smaller, slower vehicles. The 100 kWh battery pack & 52 on-board computers, as in my Tesla Model S, could build a dozen new NEVs.



Sun City AZ... On January 1, 1960, the Del Webb Development Company opened America's first master-planned retirement community for active adults. The experts predicted it would flop.

On opening weekend, the company prepared for 10,000 visitors but the knew they had a winner when 100,000 came thru! Over 2,000 homes were pre-sold.

Del Webb utilized golf carts as the communities primary mode of transportation and it credited with starting the Low Speed Vehicle segment. August 3, 1962, Del Webb and his revolutionary concept, made the cover of Time magazine.





General Motors assisted in developing this Mini EV for the Chinese market. These urban cars have a top speed of 40 km/h with range of 75km.

15,000 cars were sold in the first 20 days! Strong demand is attributed in positioning a high-quality product, from well-known name, at an affordable price. The mini EV starts at 28,800 yuan (\$4,500 USD).



For more information visit
ev-island.ca
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NEV Legality by State

As of February 2012, NEVs are street legal in 46 of the 50 United States.

NEV Legality by Province

The following information has been gathered from a variety of sources and, to the best of my knowledge, is correct. In general, if a province has no rules for the NEV segment, these vehicles are not approved for street use and therefore deemed illegal.

Alberta ((344 municipalities) - illegal

British Columbia (162 municipalities) - legal but must be permitted by each municipality. Over 34 municipalities have adopted the provincial bylaw.

New Brunswick (107 municipalities) - illegal

Newfoundland / Labrador (278 municipalities) - illegal

Nova Scotia (49 municipalities) - illegal

Manitoba (137 municipalities) - illegal

Prince Edward Island (? municipalities) - illegal

Saskatchewan (774 municipalities) - illegal

Ontario (444 municipalities) has a pilot program authorizing on-road use under the adoption of a municipal bylaw. The program, similar to BC, expires June 29, 2027.

Quebec (1,108 municipalities) has similar legislation to BC & Ontario but mandates only these 3 Canadian-built vehicles can be licensed.



Kangoo XL

Renault Truck

MAKEV

NZEV Bylaw 24.06 of the British Columbia Motor Vehicle Act ...

(1) A person may drive or operate a neighbourhood zero emission vehicle in unorganized areas of British Columbia

(a) on a highway or class of highway that has a speed limit of 40 km/hr or less,

(b) if authorized by a road use permit granted by the Minister of Transportation and Infrastructure under this section, on a highway or class of highway that has a speed limit of over 40 km/hr but no more than 50 km/hr, or

(c) if the vehicle is being operated in accordance with the provisions applicable to a utility vehicle as provided for in section 24.03.

(2) A person may drive or operate a neighbourhood zero emission vehicle in a municipality

(a) on a highway or class of highway that has a speed limit of 40 km/hr or less,

(b) if authorized by bylaw of the council of the municipality, on a highway or class of highway that has a speed limit of over 40 km/h but no more than 50 km/hr, or

(c) if the vehicle is being operated in accordance with the provisions applicable to a utility vehicle as provided for in section 24.03.

(3) A person who drives or operates a neighbourhood zero emission vehicle as authorized by subsection (1) or (2) may, at an intersection, cross a highway that has a speed limit that is not greater than 80 km/hr to enable the person to continue on a highway on which the person is authorized to drive or operate a neighbourhood zero emission vehicle.

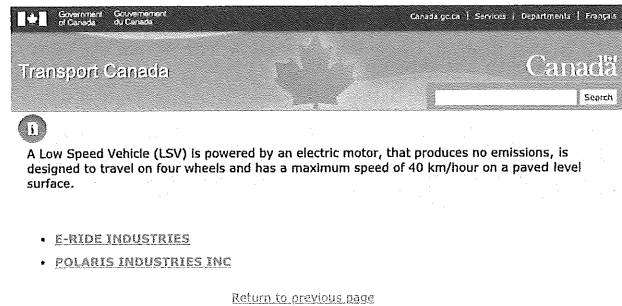
(4) The Minister of Transportation and Infrastructure may, for the purposes of subsection (1) (b), grant a permit authorizing a person to drive or operate a vehicle on a highway or class of highway that has a speed limit of over 40 km/hr but no more than 50 km/hr.

[en. B.C. Reg. 351/2008, Sch. s. 13.]

Transport Canada Vehicle Import Compliance List

My company, Lang Labs, assisted E-Ride in getting on the VIC list. TC now has a grand total of 2 LSV manufacturers for import.

The VIC won't be expanding until Canada legislates more urban areas to drive them. Without it, Canada will be left behind as this new generation of NEVs spread globally.

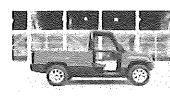
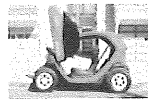
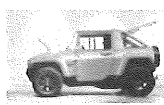
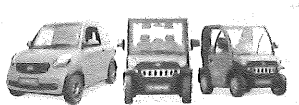


Transport Canada

A Low Speed Vehicle (LSV) is powered by an electric motor, that produces no emissions, is designed to travel on four wheels and has a maximum speed of 40 km/hour on a paved level surface.

- [E-RIDE INDUSTRIES](#)
- [POLARIS INDUSTRIES INC](#)

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I'm asking the *District of North Cowichan* and the *Town of Ladysmith* to join my quest in expanding the list of municipalities adopting the *Neighbourhood Zero Emission Vehicle Bylaw*, 24.06.

The Campaign will be centred around the following new fence signage ...

These municipalities have adopted BC's
**NEIGHBOURHOOD ZERO
EMISSION VEHICLE BYLAW.**

If your municipality isn't on the list, I can help - dave.haberman@gmail.com

City of Vancouver	Kelowna	Whistler
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NEIGHBOURHOOD ZERO EMISSION VEHICLE

means a vehicle that travels on four wheels and is powered by an electric motor that is designed to allow the vehicle to attain a speed of 32 kilometers per hour but not more than 40 kilometers per hour in a distance of 1.6km of a paved level surface, and

a) meets or exceeds standards of the Motor Vehicle Safety Act (Canada) for a low-speed vehicle and bears a compliance label for a low-speed vehicle in accordance with that Act; or

b) if imported to Canada, has been imported as an admittable low-speed vehicle in accordance with the Motor Vehicle Safety Act (Canada) requirements, and it bears a compliance label for a low-speed vehicle in accordance with that Act; or (ii) meets applicable federal United States law in accordance with the Motor Vehicle Safety Act (Canada)

10.7 No person shall drive or operate a neighbourhood zero emission vehicle on a street unless: (a) the street has a speed limit of 50 kilometers per hour or less; and (b) the person drives or operates the neighbourhood zero emission vehicle in the lane on the street closest to the right hand curb or shoulder, except to make a left hand turn or to pass another vehicle.



Alert Bay, Burnaby, Campbell River, Chase, Colwood, Comox, Coquitlam, Delta, Esquimalt, Hope, Maple Ridge, New Westminster, North Vancouver, Oak Bay, Oliver, Port Coquitlam, Port Hardy, Port Moody, Qualicum Beach, Richmond, Sechelt, Sooke, Summerland, Tofino, Ucluelet, Vernon, Victoria, West Vancouver.
New Advertorials

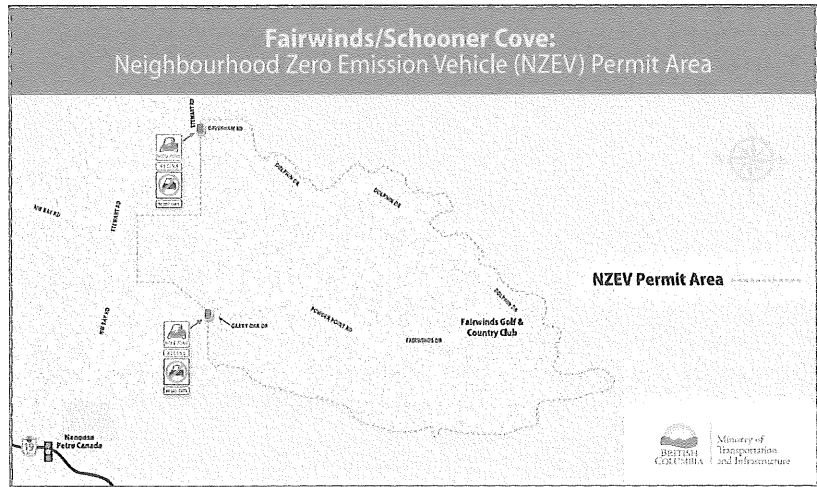


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NZEV Permit Areas ...

Once North Cowichan & Ladysmith have adopted the NZEV bylaw, Chemainus & Ladysmith will need to define specific NZEV Permit Areas, just as Fairwinds / Schooner Cove have done.

NZEVs share the road with regular traffic.



No NZEV moves, literally, without Bylaw 24.06 and NZEV Permit Areas

End of the ICE Age

On March 29, 2022, the Honourable Steven Guilbeault, Canada's Minister of Environment and Climate Change released the federal governments long awaited **2030 Emission Reduction Plan**. It will be supported with a \$9 billion dollar fund to achieve a goal of selling 20% of new EV car sales by 2026, 60% by 2030 and banning the sale of ICE vehicles by 2035. The US recently announced an 50% target for 2030 but no date on a total ICE ban.

Norway, which targeted a total ban on ICE sales by 2025, is almost there, 3 years ahead of schedule. Portugal's total ICE ban goes into effect in 2030 but expects to reach it by 2026. The rest of the world's industrialized nations fall somewhere in between these EU countries and North America.

Carmagedon

While the US and Canada hold bottom positions in the world's transition to electric, Canada severely lags the US in having NEV friendly legislation in place.

Canada's transportation sector is our 2nd highest source of Green House Gas Emissions. The federal government aims to reduce these emissions by 40% in 2030. While Guilbeault outlines aggressive support for the transition to EVs, the plan has no mention of NEVs, a vehicle roughly 300% more energy efficient than a full size EV measured on per km of travel. This "NEV oversight" simply magnifies the unlikelihood of Canada meeting its Paris commitment or improving its position.

The Honourable Steven Guilbeault, Canada's Minister of Environment and Climate Change, recently admitted to not owning an EV himself.

But this presents a spectacular opportunity ...

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Chemainus - Ladysmith NZEV Innovation Centre ...

With provincial & federal assistance PLUS the required investment, these two communities could become the vanguard for paving Canada's entry into the NEV segment.

I'd be thrilled for the 3 of us to meet and trade ideas on what Chemainus & Ladysmith can do for establishing Vancouver Island as **Canada's NEV Hub**.

ev-island.ca



Sincerely, Dave Haberman

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Resources ...



electrek

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