

VILLAGE OF PORT ALICE
COUNCIL MEETING AGENDA

TO BE HELD WEDNESDAY AUGUST 10, 2022, at 7:00 pm
AT COUNCIL CHAMBERS, VILLAGE OFFICE



(1) CALL TO ORDER

We are privileged to acknowledge that this meeting is being held on the traditional territory of the Quatsino First Nations.

(2) RESOLUTION TO PROCEED TO CLOSED MEETING (6:30 pm)

THAT the meeting be closed to the public to consider matters pursuant to the following sections of the Community Charter:

Section 90 1 (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

RECONVENE

(3) ADOPTION OF AGENDA:

THAT the Agenda for the Meeting of the Village of Port Alice for August 10, 2022, be approved; AND THAT all delegations, reports, correspondence, and other information set to the agenda be received for information.

(4) DELEGATIONS:

(5) MINUTES:

- a.) *THAT the Minutes from the Regular Meeting of July 27, 2022, be approved*
- b.) *Minutes from the June 2, 2022, Public Works Committee Meeting (For Informational purposes only)*
- c.) *Minutes from the June 2, 2022, Recreation Committee Meeting (For Informational purposes only)*

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(6) COMMUNICATIONS:

- a.) Letter of Concern requiring Action
July 26, 2022, Letter from Concerned Citizens

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(6.) REPORTS:

- a.) Fire Chief Monthly Report – July 2022
July 27, 2022, Report from Fire Chief, Jerry Rose
- b.) Official Community Plan Review
July 29, 2022, Report from Bonnie Danyk, CAO/CFO

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(7.) NOTICE OF MOTION:

- a.) End of Cost of Living increase (COLA) Clause for Politicians
Aug 5, 2022, Notice of Motion from Councillor Lloyd

(8.) BYLAWS:

(9.) QUESTION PERIOD:

(10.) ADJOURNMENT:

THAT the meeting of the Village of Port Alice Council held August 10, 2022, be adjourned

VILLAGE OF PORT ALICE
COUNCIL MEETING AGENDA
TO BE HELD WEDNESDAY AUGUST 10, 2022, at 7:00 pm
AT COUNCIL CHAMBERS, VILLAGE OFFICE



INFORMATION ITEMS

1. July 2022, BC Zero-Emission Vehicles Act and Regulation: 2022 Formal Review intentions Paper
2. July 29, 2022, Letter from Fisheries and Oceans Canada re: Government of Canada launches engagement towards a plan to transition from open-net pen Salmon farming in British Columbia.

VILLAGE OF PORT ALICE COUNCIL
REGULAR MEETING MINUTES
WEDNESDAY JULY 27, 2022
AT SEA VIEW ACTIVITY CENTRE

Present Mayor Kevin Cameron
Councillor Holly Aldis
Councillor Sean Watson
Councillor Bruce Lloyd
Councillor Angela Yunker

Staff Bonnie Danyk CAO / CFO
Ryan Nicholson, Ec Dev Officer
Tanya Spafford, Administrative Assistant

ADOPTION OF AGENDA:

Moved, Seconded and CARRIED

71/22 Adoption of Agenda
THAT the Agenda for the Meeting of the Village of Port Alice for July 27, 2022, be approved; AND THAT all delegations, reports, correspondence, and other information set to the agenda be received for information

DELEGATION:

72/22 Minutes of June 22, 2022
MINUTES:
Moved, Seconded and CARRIED

THAT the Minutes from the Regular Meeting of June 22, 2022, be approved.

COMMUNICATIONS:

Coast Copper Corp – Introduction and Request to meet
June 29, 2022, Letter from Adam Travis, CEO & Director

73/22 Response to Frigon Cool Adventure Company
Open Letter to Council – Consultation Purposes
July 7, 2022, Letter from James Mark, Frigon Cool Adventure Company
Moved, Seconded and CARRIED

THAT the Village of Port Alice invite Mr Mark to discuss his concerns, and/or plans with Council if his property does not sell.

Quarterly Reports: January 1 – March 31, 2022 – Ombudsperson BC
June 2022, Report from Jay Chalke, BC Ombudsperson

Claim Status Report
June 30, 3033, Memo from MIABC

REPORTS:

Accounts Payable Listing for May 2022
July 8, 2022, Report from Bonnie Danyk, CAO/CFO

Summary of Revenue and Expenses for May 2022

July 8, 2022, Report from Bonnie Danyk, CAO/CFO

Fire Chief Monthly Report – June 2022

June 30, 2022, Report from Fire Chief, Jerry Rose

Economic Development Update

July 19, 2022, Report from Ryan Nicholson, Ec Dev Officer

Reduction to Municipal Boundaries

July 20, 2022, Report from Bonnie Danyk, CAO/CFO

DISCUSSION:

Telus removal of pay phones

74/22
Removal of
Pay Phones

Moved, Seconded and CARRIED

THAT the Village of Port Alice send a letter of protest to Telus requesting that the pay phone not be removed from the community and that we request the one being removed from the Quatsino Chalet to another location in the community.

Photo for Port Hardy Airport – Photo chosen to hang at the Port Hardy Airport

75/22
Adjournment

QUESTION PERIOD:

ADJOURNMENT:

Moved, Seconded and CARRIED

THAT the Regular meeting of the Village of Port Alice held August 10, 2022, be adjourned at 8:00 pm

I hereby certify the preceding to be a true and correct account of the Regular meeting of the Village of Port Alice Council held August 10, 2022.

Mayor

Chief Administrative Officer

VILLAGE OF PORT ALICE COUNCIL COMMITTEE
MEETING MINUTES Thursday June 2, 2022
Sea View Activity Centre
Public Works Committee Meeting



Present Mayor Kevin Cameron
Councillor Holly Aldis
Councillor Sean Watson

Absent Councillor Angela Yunker
Councillor Bruce Lloyd

Staff Bonnie Danyk CAO / CFO
Jason Yunker, Public Works Foreman

CALL TO ORDER

Mayor Kevin Cameron called the meeting to order at 4:05 pm

PW 20/22
Agenda

APPROVAL OF AGENDA

Moved, seconded and CARRIED

THAT the Agenda for the Public Works Committee be approved; AND THAT all delegations, reports, correspondence, and other information set to the agenda be received for information.

PW 21/22
Minutes
May 5/22

MINUTES:

Moved, seconded and CARRIED

THAT the Minutes of the Public Works Committee meeting on May 5, 2022 be approved.

REPORTS:

a) Public Works Foreman's Monthly Report - May

May 27, 2022 Report from Jason Yunker, Public Works Foreman

b) Tree Report – 1057 Matsqui

May 25, 2022, Report from Bonnie Danyk CAO / CFO

PW 22/22
1057 Matsqui
Tree

Moved, seconded and CARRIED

THAT the owner of 1057 Matsqui Avenue be permitted to remove the tree on the boulevard in front of the house at their own expense.

DISCUSSION:

a) Centennial Field Road Grading

Jason will check to see where the utility lines run.

PW 23/22
Adjourn

ADJOURNMENT:

Moved, seconded and CARRIED

THAT the Public Works Committee meeting of the Village of Port Alice held June 2, 2022 be adjourned at 4:35pm.

I hereby certify the preceding to be a true and correct account of the Regular meeting of the Public Works Committee Meeting held June 2, 2022.

Mayor

Chief Administrative Officer

VILLAGE OF PORT ALICE COMMITTEE
MEETING MINUTES



Thursday, June 2, 2022
Sea View Activity Centre
Recreation Committee Meeting

Present Mayor Kevin Cameron
Councillor Holly Aldis
Councillor Sean Watson

Absent Councillor Angela Yunker
Councillor Bruce Lloyd

Staff Bonnie Danyk CAO / CFO
Louisa Moore, Community Centre Coordinator

CALL TO ORDER

Mayor Kevin Cameron called the meeting to order at 4:36 pm

RC 17/22
Agenda

APPROVAL OF AGENDA

Moved, seconded and CARRIED

THAT the Agenda for the Recreation Committee be approved; AND THAT all delegations, reports, correspondence and other information set to the agenda be received for information.

MINUTES:

Moved, seconded and CARRIED

RC 18/22
Rec Minutes
2022-05-22

THAT the minutes of the Recreation Committee Meeting held May 5, 2022, be adopted.

REPORTS:

a) Community Centre Coordinator Monthly Report – May
May 2022, Report from Louisa Moore, Community Centre Coordinator

COMMUNICATIONS:

a) Canada Day Parade
May 2022, Letter from Louisa Moore, Community Centre Coordinator

ADJOURNMENT:

Moved, seconded and CARRIED

RC 19/22
Adjourn

THAT the meeting of the Village of Port Alice Recreation Committee held June 2, 2022, be adjourned at 4:45 pm.

I hereby certify the preceding to be a true and correct account of the Regular meeting of the Recreation Committee held June 2, 2022.

Mayor

Chief Administrative Officer

Letter of Concern Requiring Action

July 26, 2022

To: Port Alice Village Council

c.c. Port Alice Lion's Club Executive

As you may know, there is a walking group in Port Alice that meets every morning at 8:30 am at what was once the Lion's Club Concession building. From there, we begin our one hour walk into the woods and end up back from where we started at the Lion's Club site.

Over the past year, we, as noted below, have become increasingly concerned by the excessive number of bags that mount up around the area of the concession building. These bags, some larger than others, are filled with glass and plastic bottles as well as metal cans. These bags are not only an eye sore to the community but also pose a potential safety risk to humans, domestic animals and wildlife.

Just recently, we had to pick up broken glass that was strewn about in this area. Some of the walking group members, as noted below, have seen bears digging through the bags. Just recently, they found milk cartons and jugs strewn around the area which continues to serve as a bear attraction..

If left as is, this situation could become a potential liability to both the Village and the Lion's Club should an adult, child or domestic animal be injured by broken glass or metal cans/lids. In fact, we recently learned that a dog can bleed out if one or more of its paws are cut by such items.

So we look to your wisdom and direction on how this situation could be resolved in a timely and responsible manner. We are here if you need any further information and/or our input.

Respectfully submitted by:

Some concerned Port Alice citizens:

Bob Jones *SMITH Robert Smith*

Darlene Pucci *Darlene Pucci*

Tina Tibbits *[Signature]*

Diane Lloyd *Diane Lloyd*

Angela Hagen *[Signature]*

Chris Ras mussen *[Signature]*

Port Alice Volunteer Fire Department
Fire Chief's Monthly Report
For the month July 2022

Active Members	10	Number Of False Alarms	0
On Leave	2	Mutual Aid Calls	1
Rescue Calls	1	Lift Assist Calls	0
Fire Calls	0	Public Relation Events	2

Practices / Events:

Date	Attendance	Purpose
01July22	9	Canada Day
02July22	3	MVA
05July22	8	Practice: Auto Ex
12July22	8	Practice: Food Safe Exam
12July22	6	Ambo Asst
19July22	8	Practice: Rope Rescue
24July22	9	Car Wash
26July22	9	Practice: Month End Checks

Public Relations Events:

Situation Responses:

Fire Chief:

Administrator:



VILLAGE OF PORT ALICE REPORT TO COUNCIL

To: Mayor and Council
From: CAO / CFO
Date: July 29, 2022
Subject: OCP Review

In June 2022 the Village of Port Alice Council awarded the contract for the OCP and Zoning Bylaw updates to John Watson Consulting based out of Courtenay BC.

Tanya and I met virtually with John and his team at the end of June to discuss the project and set a timeline. This month we have been sending them Village reports and documents and finalizing the Communications and engagement plan.

John Watson Consulting will be having a presentation and project overview with Council in early August. Engagement materials will be circulated to key stakeholders / groups in August and citizen engagement online and in person will take place early in September.

Bonnie Danyk
CAO / CFO



INFORMATION ITEMS



B.C. Zero-Emission Vehicles Act and Regulation: 2022 Formal Review Intentions Paper

July 2022

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1. Context

The Province passed the *Zero-Emission Vehicles (ZEV) Act* on May 30, 2019, and the ZEV Regulation (Regulation) on July 30, 2020. The ZEV Act provides the overarching framework for new, light-duty ZEV requirements in the province, with the more technical components prescribed in the Regulation. The ZEV Act and Regulation require automakers to meet escalating light-duty ZEV sales targets.

The ZEV Act and Regulation were informed by engagement and consultation with stakeholders, including the auto industry, local governments, and environmental non-governmental organizations (ENGOS). Following consultation, Government committed to conducting a formal technical review of the ZEV Act and Regulation at regular intervals to review market trends, receive input from stakeholders, and allow for any necessary adjustments to the ZEV Act and Regulation. The Province intends to conduct a formal review of the ZEV Act and Regulation every three to five years, or as needed. This first formal review is being conducted now because: one full compliance period has been completed; the Province released its new light-duty ZEV targets and commitment to medium- and heavy-duty ZEV targets in the Clean BC Roadmap to 2030; and because of interest, including as heard by stakeholders in previous consultations, in remaining aligned where possible with Quebec and California, who are both working on updates to their requirements.

2. Discussion

This paper initiates the first formal review by outlining the Province's intentions with respect to amending the ZEV Act and Regulation. The Province is seeking input from stakeholders on questions posed within the intentions paper, as well as the proposed amendments as outlined in the sections below.

2.1 Accelerate light-duty ZEV targets

In October 2021, the Province released the Clean BC Roadmap to 2030 which committed British Columbia (B.C.) to accelerate the light-duty ZEV targets such that 26% of light-duty vehicles sold in B.C. would be ZEVs by 2026, 90% by 2030 and 100% by 2035. In 2021, ZEVs accounted for 13% of all new light-duty vehicle registrations in the Province. For the first quarter of 2022 this number was up to 17.1% of all new vehicle registrations. This places B.C. ahead of its current 2025 ZEV Act target of ZEVs comprising 10% of light-duty vehicle sales. To deliver on Roadmap commitments, build on B.C.'s momentum, and to align with new light-duty targets in other jurisdictions, B.C. will be amending the ZEV targets.

The following changes will be made to the ZEV Act:

- *Increase the provincial light-duty sales targets found in section 7 of the ZEV Act to 26% by 2026, 90% by 2030, and 100% by 2035.*
- *Change the prohibition year from 2040 to 2035 in section 9 of the ZEV Act.*

2.2 Credits per vehicle

B.C.'s 2019 ZEV Regulations Intentions Paper proposed aligning with California and Quebec's credit requirement framework until 2025, after which it would switch to a one credit per vehicle formula. Following consultations, the Ministry of Energy, Mines and Low Carbon Innovation decided to maintain the California and Quebec credit formulas past 2025, but to consider amending this approach as part of future formal reviews. Both California and Quebec are now recommending a change from the current credit formula to one credit per vehicle¹. The Province is proposing to move to a one credit per vehicle formula beginning in model year 2026. This change would simplify the Regulation now that the ZEV market is evolving to include more longer-range ZEVs.

To align with the move to one credit per vehicle, and still meet the legislated ZEV targets, the existing credit banks of suppliers would need to be adjusted. The credit banks are proposed to be adjusted by dividing them by the maximum credits per vehicle class. Class A ZEVs include battery electric vehicles (BEVs), extended range electric vehicles (EREVs) and fuel cell electric vehicles (FCEVs). Existing credits earned from the sale of Class A ZEVs would be divided by 4. Class B ZEVs include extended range electric vehicles with medium range and plug-in hybrid electric vehicles (PHEVs). Existing Class B ZEV credits would be divided by 1.3. This change would also take place for model year 2026.

Proposed changes to the ZEV Regulation:

- *Amend the ZEV Act so that beginning in model year 2026, eligible ZEVs (ZEV Class A and B) would earn 1 credit per vehicle.*
- *In model year 2026, the existing credit banks would undergo a one-time adjustment such that the existing Class A ZEV credits would be divided by 4, and existing Class B ZEV credits would be divided by 1.3.*

2.3 Compliance ratios

To align with B.C.'s proposed new one credit per vehicle system and the expediated light-duty ZEV targets, the compliance ratios within the Regulation are also proposed to be amended. The Province intends to keep a minimum Class A requirement for large suppliers which has been reflected in the ratios below. The changes to the compliance ratios would take effect starting after the compliance date for model year 2025.

¹ Under Quebec's proposed amendments a low-emission motor vehicle (such as a PHEV) would be eligible for 0.5 credits if it had a range of 80 kms or more.

Proposed changes to the ZEV Regulation:

- *Amend the compliance ratios in sections 11 and 12 as follows:*

<i>Model Year</i>	<i>Total ZEV Compliance Ratio (existing)</i>	<i>Total ZEV Compliance Ratio (proposed)</i>	<i>Minimum ZEV Class A Compliance Ratio for Large Suppliers (existing)</i>	<i>Minimum ZEV Class A Compliance Ratio for Large and Medium Suppliers (proposed)</i>
2020	9.5%	9.5%	6%	6%
2021	12.0%	12.0%	8%	8%
2022	14.5%	14.5%	10%	10%
2023	17.0%	17.0%	12%	12%
2024	19.5%	19.5%	14%	14%
2025	22.0%	22.0%	16%	16%
<i>Amendments take effect (switch to one credit per vehicle, and realign compliance ratios)</i>				
2026	32.0%	26.3% ²	23%	15.2%
2027	41.5%	42.6%	29%	28.7%
2028	51.5%	58.9%	36%	43.2%
2029	61.0%	74.8%	43%	58.0%
2030	71.0%	91.0%	50%	73.3%
2031	90%	93.2%	63%	77.2%
2032	108.5%	95.2%	77%	80.6%
2033	127.5%	97.2%	90%	83.7%
2034	146%	99.3%	104%	86.7%
2035+	165%	100%	117%	89.5%

2.4 Medium volume suppliers

As per the table above, the Province also plans to require medium volume suppliers to meet the minimum Class A compliance ratio requirements for model year 2026 onwards. This is to support the Province to meet its GHG emission reductions targets, since Class A vehicles have lower emissions than Class B vehicles. This means all suppliers that have total sales volumes of 1,000 light-duty vehicles or more in B.C. per year would be subject to one set of requirements in the ZEV Act and Regulation (as opposed to the current system where large volume suppliers have slightly different requirements from medium volume suppliers).

Proposed change to the ZEV Regulation:

- *Amend the ZEV Regulation to require medium volume suppliers to meet the Class A compliance ratios.*

² Because small volume suppliers would be excluded until 2035, in order to meet the legislated ZEV Act targets, the compliance ratios need to be slightly higher than the legislated targets.

2.5 Penalty for credit deficit

The automatic penalty for non-compliance will be changed to align with the new credit system. Currently, the automatic administrative penalty for a credit deficit is \$5,000 per credit. To align with the change from a maximum of 4 credits per eligible ZEV to a maximum of 1 credit per ZEV, the automatic penalty rate will be increased to \$20,000 per credit when the 1 credit per vehicle provisions come into force in model year 2026.

Proposed changes to the ZEV Regulation:

- *Amend section 17 to increase the prescribed penalty rate from \$5,000 to \$20,000 for all model years, vehicle classes and ZEV classes from model year 2026 onward.*

2.6 Vehicle range

Although the Province is proposing to move to a more simplified one credit per vehicle system, the Province values and understands the importance of minimum vehicle ranges for ZEVs to ensure consumers have access to ZEVs that align with their preferences. Vehicle range also continues to increase as battery and ZEV technology advances. Many vehicles on the market already have a range well above the current minimum ranges for BEVs and PHEVs in the ZEV Regulation. For example, of the 2020 model year Class A ZEVs available for sale in BC, over 85% of the models had a range above 241 kms (the new BEV, EREV and FCEV minimum range proposed below). The Province intends to increase the minimum range for eligible ZEVs beginning in model year 2026. This is consistent with previous feedback from stakeholders that encouraged the Province to increase ZEV range minimums after 2025. This change also aligns with some of the increases in vehicle range proposed by Quebec³ and California⁴ for their ZEV mandate updates.

Proposed changes to the ZEV Regulation:

- *Amend the vehicle definitions in section 1 of the Regulation to increase the range for ZEV types as follows for model year 2026 onward:*
 - *Battery electric vehicle (BEV): has a minimum EPA range of 241 km.*
 - *Battery electric vehicle – short range (BEV – short): has an EPA range of less than 241 km.*
 - *Extended range electric vehicle (EREV): has a minimum EPA range of 241km.*
 - *Extended range electric vehicle – medium range (EREV – medium): has a minimum EPA range of 80 km and a maximum EPA range of less than 241 km.*
 - *Extended range electric vehicle – short range (EREV – short): has an EPA range of less than 80 km.*
 - *Fuel cell electric vehicle (FCEV): has a minimum EPA range of 241 km.*

³ Quebec is proposing to increase its PHEV minimum all-electric range to 80 kms, with the ability to earn transitional credits for PHEVs with a range between 50 and 80 kms for model year 2025 to 2027.

⁴ California is proposing to increase its PHEV minimum all-electric range to 50 miles (approximately 80 kms), with the ability to earn transitional credits for PHEVs with a range between 30 and 50 miles for model year 2026 to 2028. California is proposing to change the BEV range to 150 miles (approximately 241 kms).

- *Fuel cell electric vehicle – short range (FCEV – short): has an EPA range of less than 241 km.*
- *Plug-in hybrid electric vehicle (PHEV): has a minimum EPA all-electric range of 80 km.*
- *Plug-in hybrid electric vehicle – short range (PHEV – short): has an EPA range of less than 80 km.*

The Province is interested in comments on each type of vehicle and range proposed. For example, is it still necessary to have an EREV category.

2.7 New vehicle requirements

As more ZEVs come onto the market at lower prices, the Province is interested in ensuring that available ZEVs are meeting certain minimum standards that customers seek in a ZEV. Therefore, the Province is considering similar minimum ZEV requirements as California, to come into effect for model year 2026. These requirements would include an on-board vehicle charger with a size of 5.76kW, a convenience cord that is capable of both level 1 and level 2 charging, and requiring eligible ZEVs to have direct current fast charger (DCFC) capability and a DCFC inlet.

Proposed changes:

- *Require that to be an eligible ZEV under the Act and Regulation the vehicle must have:*
 - *an on-board charger with a size of 5.76kW;*
 - *a convenience charging cord that is capable of both level 1 and level 2 charging and is at least 20 feet in length; and*
 - *DCFC capability with vehicle connectors that conform with the Combined Charging Standard.*

The Province is also considering including by reference some of, or all of the ZEV assurance measures that have been proposed by California, to ensure that ZEVs continue to meet drivers' needs. The ZEV assurance measures proposed by California include durability requirements, specific propulsion-related parts and battery warranties, and battery labeling. A high-level summary of the requirements being considered are listed below. Please refer to the California Air Resources Board website for a full list of proposed ZEV assurance measures and for further detail⁵. This change would ensure that ZEV supply to B.C. meets the same minimum quality standards as ZEV supply to California.

The Province is seeking feedback on adopting California's minimum assurance measures that have been proposed for their ZEVs, including the pros and cons of inclusion of the following measures and how these measures could be implemented and verified in B.C:

- 1. *Durability:*** *requiring vehicles to have 80% certified range value for 10 years or 150,000 miles (approximately 241,000 kms).*

⁵ https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii?utm_medium=email&utm_source=govdelivery
(See "[Staff Report: Initial Statement of Reasons](#)")

2. **Propulsion-related parts warranty:** requiring suppliers to provide a warranty for a minimum of three years or 50,000 miles (approximately 80,000 kms). For high-priced parts this would be seven years or 70,000 miles (approximately 113,000 kms).
3. **Battery warranty:** suppliers must offer a battery state of health warranty for eight years or 100,000 miles (approximately 161,000 kms) for any battery that falls below 70% for 2026 through 2030 model years, increasing to 75% for 2031 model year and subsequent model years.
4. **Battery labeling:** requiring all suppliers to include a label on the vehicle battery that provides information about the battery system.
5. **Other:** other measures that may not be captured in this list that could help ensure new ZEV's meet drivers' needs.

2.8 Vehicle weight

The Province is proposing to include vehicles with a gross vehicle weight rating (GVWR) of 4,536 kgs or less under its light-duty ZEV requirements beginning in model year 2026. Currently only vehicles with a GVWR of 3,856 kgs or less are included in the ZEV standard. Expanding the requirement to include vehicles with a GVWR of 4,536 kgs or less would ensure a larger segment of the vehicle market, including trucks, vans and SUVs are required to transition to ZEVs. This change would also align with the vehicles that are captured under Quebec's ZEV standard (vehicles with a GVWR of less than 4,500 kgs).

Proposed changes to the ZEV Regulation:

- *Amend the definition of 'light-duty motor vehicle' to increase the gross vehicle weight rating to 4,536 kgs or less.*

2.9 Registration and sales requirements

B.C. is interested in ensuring that ZEVs that receive credits under the ZEV Act and Regulation are reducing emissions in B.C. Therefore, the Province is proposing to require that, to earn credits under the ZEV Act and Regulation, the ZEV must be delivered for retail sale or lease (otherwise known as wholesale) in B.C. for the first time (and not previously sold in another jurisdiction) and be registered in B.C. with the Insurance Corporation of B.C (ICBC). The Province is also proposing to change the requirement for reporting total light-duty sales in the Province to be vehicles that are delivered for sale or lease into B.C. for the first time.

These proposed changes align with registration and sales requirements in Quebec where ZEVs must be registered within the Province to earn credits. The proposed changes would also create administrative simplicity for the Province and regulated parties in determining compliance numbers for both total light-duty vehicle sales and light-duty ZEV sales for compliance periods. Requiring suppliers to submit data based on vehicles being delivered for sale in B.C. was also requested by suppliers. These changes would apply to the model year 2023 compliance period.

Proposed changes to the ZEV Act:

- *Require that for a ZEV to receive credits under the ZEV Act and Regulation the vehicle must be delivered for retail sale or lease in B.C. for the first time (and not previously sold in another jurisdiction) and be registered in B.C.*
 - *The same requirements would apply for suppliers to report their total light-duty vehicle sales with the exception of the registration requirement.*
- *Amendments would be required to the definition of consumer sale to capture these changes.*

2.10 ZEV sales forecast

Supplier sales forecasts help provide insight into the ZEV market as it progresses. This information can help the Province make informed decisions about investments in ZEV charging and fuelling infrastructure to ensure sufficient infrastructure is in place as new ZEVs enter the market.

Proposed changes:

- *Starting in compliance year 2023, require all medium and large suppliers to provide three years of ZEV sales forecast data annually as part of their model year reporting requirements.*
- *This data will be kept confidential to government.*

2.11 Reporting for small volume suppliers

Currently, only medium and large suppliers are required to report their total light-duty vehicle and ZEV sales each year, which they submit as part of their model year report. Small suppliers (under 1,000 sales per year) are not required to report on their total sales unless they choose to opt-in to the requirements.

The Province is proposing to require all small volume suppliers to submit a report with their total light-duty vehicle and ZEV sales to the Province annually at the same time that medium and large volume suppliers are required to submit their model year report. This would provide the Province with fulsome data on the light-duty vehicle market in B.C. This data can also be used to monitor light-duty vehicle sales trends by supplier to ensure that they are aware of their requirements if they are close to moving into the medium volume supplier class.

Proposed changes to the ZEV Act:

- *For the next compliance period, require that all small volume suppliers annually submit a report that includes their total light-duty vehicle sales and their total ZEV sales for the year to the Province. This report would be subject to the same auditing provisions as model year and supplementary reports.*

2.12 EPA range

An amendment is proposed to ensure that the definition of EPA range references all acceptable methods for calculating 5-cycle range values. This change was requested by suppliers and would apply to the model year 2023 compliance period.

Proposed change to the ZEV Regulation:

- *Amend subsection (a) of the definition of 'EPA range' in section 1 of the ZEV Regulation to include 'equivalent methods set out by the EPA' and remove subsection (b).*

2.13 Reporting dates

The Province is proposing changes to its reporting dates to create administrative simplicity, streamline the process for model year reports and better track supplier's compliance. Under the existing ZEV Act and Regulation, the compliance date is September 30 and suppliers must submit their model year reports within 20 days after the compliance date.

The Province is proposing adjustments to streamline the reporting process for regulated parties and the Province. The new compliance date would be September 1. Suppliers would have until September 15 to submit credit applications to the Province for any vehicles sold up to the compliance date (and for any model year) to be included in the compliance year. Suppliers would not be able to submit anything through the ZEV Reporting System between September 15 and 30 while the Ministry processes any last transactions. On October 1, suppliers would be able to begin submitting their model year reports, with the final reports due on October 20. These changes would take place for the model year 2023 compliance period.

This change would streamline the process for processing model year reports so that suppliers can receive their assessment quickly. It also provides certainty for suppliers about their compliance position before they submit their model year report.

Proposed change to the ZEV Regulation:

- *Amend the regulation to change the compliance date from September 30 to September 1.*
- *Require suppliers to submit credit applications for all ZEV sales that will be included in the model year report by September 15.*
- *Change the number of days after the compliance date in which the model year report must be submitted to the director from 20 days to 49 days (which would be October 20).*

2.14 Encouraging affordable ZEVs for carsharing

The Province is proposing to add an additional way for suppliers to earn ZEV credits through initiative agreements. The proposed change would enable the Province to issue ZEV credits to suppliers that sold ZEVs to co-operative car share programs in BC at 25% or more off the Manufacturer Suggested Retail Price (MSRP). This change would help enable the further expansion of co-operative car sharing as an alternative form of transportation and encourage

co-operative car sharing vehicles to be ZEVs. The current 5% limit on the use of initiative agreement credits would still apply.

Proposed change to the ZEV Regulation:

- *Amend section 15 of the Regulation to include the sale of ZEVs to co-operative owned car share programs in B.C. at 25% or higher off the MSRP.*

2.15 Autonomous vehicles

BC does not currently have a ZEV requirement specific to autonomous vehicles. Autonomous vehicle technology is still in the early years of development but is evolving quickly. California is proposing to ban the operation of autonomous light-duty vehicles that are not ZEVs beginning January 1, 2030 (for model year 2031 and later).

The Province is seeking feedback on if it should consider a similar requirement for the operation of autonomous light-duty vehicles in B.C.

3. Providing Input

The Ministry of Energy, Mines and Low Carbon Innovation requests your written input on the ZEV Act and Regulation 2022 Formal Review Intentions Paper by no later than Tuesday, September 27, 2022 to ZEVRegulation@gov.bc.ca.



July 29, 2022

Subject Line:

Government of Canada launches engagement towards a plan to transition from open-net pen salmon farming in British Columbia

In order to advance innovation and support the ecological sustainability of the aquaculture sector in British Columbia, Fisheries and Oceans Canada is taking the next step to transition from open-net pen aquaculture in British Columbia coastal waters. The transition will require a strong plan that outlines how to proceed, in a way that greatly minimizes or eliminates risk to wild salmon, while also taking into account social, cultural and economic factors.

To that end, the Minister of Fisheries, Oceans and the Canadian Coast Guard, the Honourable Joyce Murray, today released a Discussion Framework which outlines a proposed vision for open-net pen transition in British Columbia. The Minister also launched the next round of First Nations and stakeholder engagement on the future of the marine finfish aquaculture sector in British Columbia. This will build on previous engagement undertaken by the Department in 2020 and 2021 and takes into account the evolution of aquaculture management in response to emerging science and research.

The proposed Framework and engagement approach will help guide the engagement with the Province, First Nations, industry, conservation organizations, and British Columbians, and take into account diverse views on aquaculture. Over the coming months, Fisheries and Oceans Canada will gather this input through roundtables, bilateral meetings, consultations and online public engagement.

The full announcement can be read here: [Government of Canada launches engagement towards a plan to transition from open-net pen salmon farming in British Columbia - Canada.ca](#). The discussion framework is available here: [The future of salmon aquaculture in British Columbia - Toward an open-net pen transition plan: A framework for discussion - Pacific Region | Fisheries and Oceans Canada \(dfo-mpo.gc.ca\)](#)

Online Public Consultation Survey

Public consultation on the Open-Net Pen Transition Plan will provide an opportunity for British Columbians, including First Nations and the aquaculture industry, to provide their views on the future of aquaculture in British Columbia.

The web consultation survey will be available soon. The survey will be available here: [Consultations and engagement | Pacific Region | Fisheries and Oceans Canada \(dfo-mpo.gc.ca\)](https://www.dfo-mpo.gc.ca/consultations-engagement/pacific-region)

Additional Engagement and Consultation Opportunities

An email will be sent out early next week with more detailed information about open-net pen transition plan engagement and consultation opportunities.

The input and feedback received during these sessions will be instrumental in the development and implementation of the open-net pen transition plan, expected to be finalized in the spring of 2023.

Sincerely,

Brenda McCorquodale
Director

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