

EVolve Bermuda Public Engagement Document

Recommendations for the Phase-Out of Internal
Combustion Engine Vehicles in Bermuda



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Combustion Engine Vehicles in Bermuda



GOVERNMENT OF BERMUDA
Ministry of Transport



1 – Document Overview and Purpose



The Ministry of Transport is seeking feedback on the proposed policy recommendations for EVolve Bermuda—the zero-emission vehicle (ZEV) policy to phase-out importation of privately and commercially owned internal combustion engine (ICE) vehicles in Bermuda. Proposed phase-out dates for ICE vehicles include 2035 for cars and 2040 for heavy trucks, shown below in Figure 1.1 and detailed in Table 3.1. EVolve Bermuda offers an opportunity for the island to implement innovative ZEV policies tailored to Bermuda’s unique island use case and set the global standard for island-nation transportation electrification policies.

The following document outlines the benefits of ZEVs for Bermuda, summarizes takeaways from the ZEV policy stakeholder consultation held in February 2023, includes details on phase-out timelines for vehicle categories, and the outlines recommended policies to support this transition. Further details on the rationale and need for a ZEV policy can be found in the public consultation document published in February 2023, available [here](#), and in Appendix A.

The Ministry of Transport welcomes feedback on all policy recommendations and components in this document. If you would like to participate in the EVolve Bermuda public engagement opportunity, please submit feedback via the survey on forum.gov.bm by February 8, 2024, or submit written feedback to zevpolicy@gov.bm. All questions regarding the policy recommendations presented in this document and the public engagement process should be directed to the same email address.

1.1 Setting the Stage: Draft Timelines and Milestone Assessment Points

Evolve Bermuda policy recommendations are segmented into four stages from 2024 to 2026, with earlier stages targeting areas that require immediate attention to increase local ZEV adoption. The first stage focuses solely on establishing phase-out timelines for specific vehicle segments. Figure 1.1 showcases the recommended ICE phase-out dates for each vehicle segment on the island. Segments with more electric options available on the island have near-term phase-out timelines, while vehicle segments with fewer ZEV options currently available have long-term phase-out timelines.

Milestone Assessment Points

The Ministry of Transport recognizes that market conditions for ZEVs are evolving quickly. Milestone Assessment points, shown on Figure 1.1, will require the Ministry of Transport and other relevant stakeholders to consult at pre-determined intervals on 1) the ZEV adoption progress made in each vehicle segment, 2) current market conditions, and 3) any need for shifting ZEV import requirement dates to match adoption and market conditions.

Figure 1.1 - Recommended ICE Phase-Out and Milestone Assessment Timeline (2024-2040)

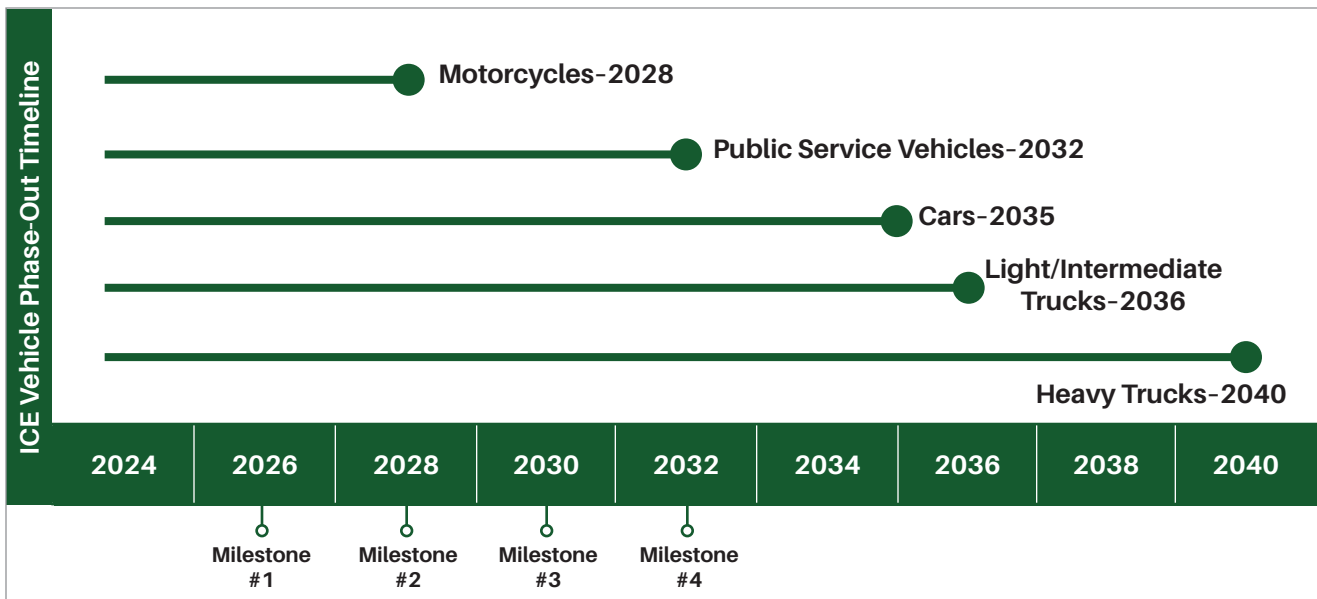


Table 1.1, below, outlines the types of vehicles, as defined under the Motor Car Act of 1951, which fall into the categories outlined in Figure 1.1. The vehicle categories will apply to privately and commercially owned vehicles.

**Table 1.1 - Vehicle Segment Classifications for Draft EVOlve Bermuda Policy
(Per Bermuda Motor Car Act of 1951 Specifications)**

Category	Included Vehicle Types
Motorcycles	<ul style="list-style-type: none"> • Auxiliary Cycle - up to 50cc • Motorcycle - over 50cc up to 150 cc
Cars	<ul style="list-style-type: none"> • Private Motor Car: Class A - H
Light/Intermediate Trucks	<ul style="list-style-type: none"> • Light Truck • Intermediate Truck • Passenger Truck
Heavy Trucks	<ul style="list-style-type: none"> • Heavy trucks - HA / HB / HC / HX¹
Public Service Vehicles	<ul style="list-style-type: none"> • Taxis • Community Service Vehicles • Minibuses • Limousines - omnibuses/airport limousines

2 - Background: Zero Emission Vehicle Stakeholder Consultation Summary

In February 2023, the Ministry of Transport conducted a public consultation process to inform the development of a ZEV policy for the island, with an end goal of 100% ZEV imports. The public consultation aimed to understand how best to complete this transition for on-road vehicle segments while meeting the needs of various stakeholder groups.

As part of this process, the Ministry of Transport sought feedback from the public through a ZEV Q&A webinar and written submissions, as well as facilitated meetings with over 40 key stakeholder groups. The stakeholder consultations were held both in-person and virtually and included:

- Utility and regulator
- Government departments
- Vehicle importers and dealers (motorcycles, cars, commercial vehicles)
- Service station owners
- Taxi operators
- Mini-car rental companies
- Corporations and Quangos
- Local climate action and environmental groups
- Economic development organizations
- Local private fleet operators

¹ HX includes - special garbage, collection vehicles, fuel tankers, cement trucks, sanitation, towing and utility vehicles. Exemptions may be given by the Ministry of Transport for these vehicle types if electric versions are not readily available in Bermuda, or it is deemed necessary to operate an ICE vehicle for a specific use case.

The stakeholders were asked to provide feedback on the policy initiative, raise any concerns, and discuss their potential roles and involvement in Bermuda’s ZEV transition. Overall, stakeholders were supportive of the ZEV initiative and believed it was the right direction for the country’s transportation sector. Stakeholders and the public also raised concerns and challenges that need to be addressed for a successful transition, which are summarized in Table 2.1.

Table 2.1 - Primary Challenges to ZEV Transition per Stakeholder Consults

Challenge	Description
Phase-out timelines and vehicle segmentations should be explicitly defined	Developing an appropriate timeline for ICE vehicle phase-out with clearly defined vehicle segments was flagged by stakeholders as necessary for a successful implementation of a ZEV transition.
Capital cost premiums for ZEVs are inhibiting adoption in the near-term	It was widely acknowledged that ZEVs, though less expensive to operate, incur a higher upfront purchase cost than ICE vehicles. This may deter consumers from adopting a ZEV.
Limited ZEV model availability in Bermuda is a concern for many consumers looking to purchase a vehicle	Multiple stakeholders voiced a concern around the current lack of ZEV models 1) available in Bermuda and 2) available in the global market that could be imported that are suited to Bermuda’s size requirements.
Charging infrastructure - impacts on the grid and public charging business models	Many stakeholders discussed the ownership, deployment, and usage of public ZEV charging stations and their impact on the electric grid. Furthermore, concerns were raised over the inability to resell electricity from charging stations, limiting business models and potential profitability.
End-of-life disposal and battery recycling needed for the island	A need to establish processes for ethical, economical, and sustainable disposal or recycling of vehicles (specifically batteries) was a common challenge for ZEV rollout noted in the consultations. It should be noted that this is true for Bermuda, other island nations, and globally.

3 - ZEV Policy Recommendations

Bermuda has an opportunity to be a key player in the transition and design of innovative ZEV policy structures for the island-nation context. The following section outlines Bermuda’s recommendations for ICE phase-out timelines along with enabling policies and supportive actions the Government can take to meet ZEV transition goals. The recommendations put forth are informed by in-depth stakeholder consultation and detailed market assessment.

3.1 ZEV Definition Recommendations

Based on market research and to align with global technology definitions, the following vehicles are recommended to be classified as ZEVs in Bermuda:

- ▶ **EVs:** Fully electric vehicle with no internal combustion engine powered exclusively from electricity stored in a battery. Fully electric vehicles may also be referred to as battery-electric vehicles (BEVs).
- ▶ **FCEVs:** Fuel cell electric vehicles, where energy stored as hydrogen is converted to electricity by the fuel cell.



The battery from an electric motorcycle is being taken out.

EVs are the primary focus of the policy recommendations due to their prevalence and maturity in the market, however, the ZEV policy is meant to future-proof the transition and FCEVs may become a viable option for vehicle segments in Bermuda over time. It is expected that EVs will make up the vast majority (if not all) of ZEVs in Bermuda for at least the next decade.

In some geographies, plug-in hybrid electric vehicles (PHEVs) are also included in ZEV mandate definitions since they serve use cases where the driving range of a standard EV may be a concern. However, Bermuda's short driving distances do not pose the same concerns and, since they contribute to local tailpipe emissions, PHEVs are not included in the ZEV definition. Conventional hybrid vehicles with no plug-in components are also not considered as a ZEV.

3.2 Phase-Out Timeline Recommendations

Table 3.1 provides the timeline for phasing out ICE vehicle imports by vehicle segments and offers suggested ZEV registration targets to ensure a smooth transition once the ZEV import requirements go into effect. It is recommended that the ICE import end dates be legally enforceable, while the annual ZEVs as a percent of registrations be used as targets to gauge market readiness and progress in the transition. The timelines proposed are based on stakeholder consultation and the ZEV policies in surrounding markets such as the UK and US.

Table 3.1 - Recommended Privately-Owned Internal Combustion Engine Vehicle Phase-Out Timelines

Vehicle Segment* <i>*See Appendix B for definitions of vehicle segments</i>	ZEV-Only Import Date** <i>**No ICE imports after December 31 of previous year</i>	Notes
Motorcycles	January 1, 2028	<ul style="list-style-type: none"> ICE vehicles already in Bermuda by the required ZEV import date may be sold by dealers and private citizens with no penalty. No ICE vehicles on the island before the required ZEV import date will be forced into early retirement – citizens may continue to use and register their ICE vehicles until such time the owner chooses to dispose of the vehicle.
Public Service Vehicles	January 1, 2032	
Cars	January 1, 2035	
Light/Intermediate Trucks	January 1, 2036	
Heavy Trucks	January 1, 2040	

While the policy discussed in this document pertains to privately and commercially owned vehicles, Government is leading by example in the ZEV transition in Bermuda. Government is currently procuring 13 sedan-style ZEVs to replace aging ICE fleet vehicles. Additionally, the public bus fleet is now made up of 70 electric buses. Government plans to continue electrifying its fleet vehicles and may consider adopting internal practices such as green procurement policies or ICE phase-out timelines..

As the ZEV transition progresses in Bermuda, it will be important for the Ministry of Transport to have milestone assessments to consider how and where further action may be required given evolving ZEV market conditions. The milestone assessments are designed so the Ministry may gauge the state of the market and ZEV adoption rates, and implement additional policies and actions as needed. Furthermore, they will offer an opportunity to alter phase-out dates for vehicle segments to match market conditions. The milestone dates listed below include recommended points to analyse and address during the assessment period, but the list should be considered a starting point and other topics, or vehicle segments, should be considered as needed.

2026 - Milestone Assessment #1

- Gauge the current state of motorcycle electrification against the suggested targets as the 2028 import ban approaches.
- Determine any challenges that need to be addressed to meet the remaining suggested ZEV targets prior to the ICE import ban dates.
- Understand lessons learned from other countries with ZEV policies.

2028 - Milestone Assessment #2

- Gauge the state of public service vehicle and car electrification against suggested ZEV targets.
- Determine any challenges that need to be addressed to meet the remaining suggested ZEV targets prior to the ICE import ban dates.
- Understand lessons learned from other countries with ZEV policies.

2030 - Milestone Assessment #3

- Gauge state of cars, light/intermediate trucks, and heavy truck electrification against the suggested ZEV targets.
- Determine any challenges that need to be addressed and determine if ban timelines could/should be adjusted.
- Understand lessons learned from other countries with ZEV policies.

2032 - Milestone Assessment #4

- Final assessment point for car electrification prior to import ban date.
- Determine any challenges that need to be addressed and if the heavy truck import bans could/should be adjusted.
- Understand lessons learned from other countries with ZEV policies, specifically the UK after its first two years of all-ZEV sales.
- Determine cadence for remaining check-in points based on transition success and challenges.

The milestone assessments will require data collection and analysis (e.g., current ZEV adoption rates), and varying levels of stakeholder consultations to best understand the current state of the market and opportunities to push the transition forward.

3.3 Recommended Policies and Actions for ZEV Transition

The following recommendations are put forth to support the ZEV transition and ICE phase-out timelines in Bermuda based on the February 2023 ZEV stakeholder consultations and thorough review of existing global policies and best practices. The transition will require several policy measures to be implemented, along with other actions which include strategy development, continued stakeholder engagement, and training. As such, the recommendations are divided into stages to prioritize key next steps and provide a plan for Government actions from 2024-2026 to enable the ZEV transition.

In addition to recommendations put forth in Table 3.2, the National Electric Vehicle Charging Infrastructure steering committee is undertaking the development of a national charging infrastructure strategy as a directive of the 2020 Economic Recovery Plan (ERP). The Ministry of Transport has provided recommendations to the steering committee based on findings from the ZEV Policy stakeholder consult which included multi-unit dwelling charging guidelines, standardized charging infrastructure guidelines for all vehicle segments, and resiliency measures.

ZEV Battery Recycling Strategy

During the ZEV policy stakeholder consult, it became clear that battery recycling was a primary challenge for the ZEV transition in Bermuda. Discussions with the Department of Works and Engineering-Waste Management and the Department of Environment and Natural Resources indicated a nascent battery recycling industry on the island and a need for in-depth stakeholder consults to develop the necessary battery disposal policies.

In addition to the recommendations outlined in Table 3.2, a stakeholder consultation process specific to ZEV battery circularity (i.e., recycling and second life) for Bermuda will take place in early 2024. Further details will be provided in an upcoming consultation document.

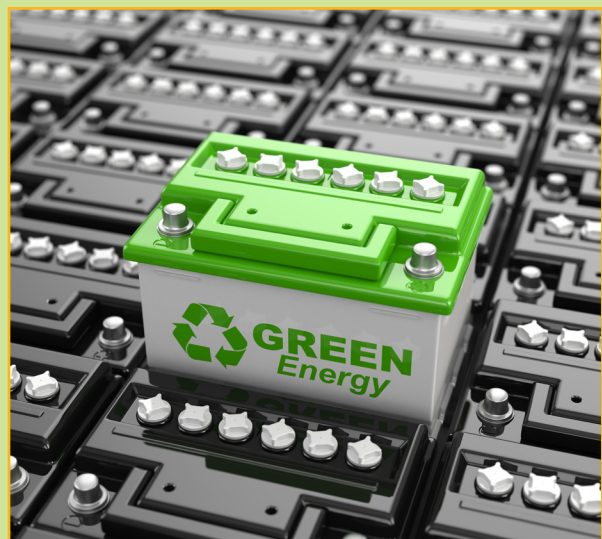


Table 3.2 - Recommendations for ZEV Transition (2024-2026)

Recommendation	Description and Relevant Ministries	Justification for Recommendation
STAGE 1—Early 2024		
ZEV Import Requirements	Require all vehicles being imported to be ZEV by an established date. See Table 3.1 for import requirement dates by vehicle segment and annual registration targets. <i>Relevant Ministry: Transport</i>	Consultations indicated support for phasing out the importation of ICE vehicles by vehicle segment (e.g., motorcycles, private cars, etc.).
STAGE 2—Early-to-mid 2024		
Financial Incentives for Purchasing ZEVs	Provide incentives to reduce the upfront purchase price of ZEVs for residents. <i>Relevant Ministry: Transport</i>	One of the following options for offering the incentive will be selected: <ul style="list-style-type: none"> • Consumers show proof of purchase of a ZEV within the specified purchase price cap to receive specific rebate. • The dealers collect a rebate after showing 1) proof of sale of a ZEV within the specified purchase price cap and 2) proof of price reduction by the incentive amount.
Fines for Non-Compliance of ZEV Import Mandates	Consider enabling legal authority for TCD, customs officers, and police officers to fine vehicle owners found to have imported/attempted to import an ICE vehicle after the legally permissible date. <i>Relevant Ministries: Transport (TCD), Finance (Customs)</i>	TCD flagged a need to be able to fine or ticket individuals or entities which import/attempt to import an ICE vehicle after the import ban date.
Ability to Reject ICE Vehicles at Port of Entry	Consider enabling legal authority for TCD, customs officers, or police offers to reject or seize ICE vehicles at the port of entry to Bermuda upon the import ban start dates for varying vehicle categories. <i>Relevant Ministries: Transport (TCD), Finance (Customs)</i>	This would be tied to the “Fines for Non-Compliance of ZEV Import Mandates” and the individual or entity would be fined and/or ticketed, as well. Sections 10A and 10B of the Motor Car Act of 1951 provide a starting point for potential amendments or new requirements.

STAGE 3—2024-2025

<p>Consult on Amendments to the Bermuda Electricity Act for ZEV Charging</p>	<p>Consider amending the Bermuda Electricity Act to allow for the resale of electricity for ZEV charging in public locations, so long as all permits and other government requirements are met for the site.</p> <p><i>Relevant Ministry: Home Affairs (Energy)</i></p>	<p>To ensure site hosts can accurately recoup the cost of the electricity they are offering via ZEV charging stations, there is a need to amend the Bermuda Electricity Act since the resale of electricity is currently prohibited.</p>
<p>Consult Internally on Reducing Barriers for Gas/Service Station Transitions</p>	<ul style="list-style-type: none"> • Consider providing rebates for the purchase and installation of charging infrastructure and site upgrades for existing gas/service stations wanting to transition their business models to include charging infrastructure. • Consider reducing barriers in permitting and zoning for existing gas/service stations aiming to change their business models for the ZEV transition to accommodate longer wait times (e.g., sit-down restaurants, cafes, or coffee shops). <p><i>Relevant Ministries: Transport, Finance, Home Affairs (Planning)</i></p>	<p>Many stakeholders, not just gas/service station owners, indicated a need to aid existing gas/service stations as they will be adversely impacted by the ZEV transition. Some gas/service station owners indicated a desire to transition their existing sites to include charging infrastructure but noted the upfront cost as the primary barrier - the secondary barrier was space on the land parcels for installing the infrastructure.</p>
<p>Consult internally on continued ZEV Import Duty Relief</p>	<p>Consider continuing the existing import duty relief for ZEVs.</p> <p><i>Relevant Ministries: Transport, Finance (Customs)</i></p>	<p>Stakeholder consults demonstrated a need to continue the existing import duty relief for ZEVs. Several stakeholders indicated the transition would be nearly impossible, especially for those with lower income, if ZEVs were subject to the same amount of import tax as ICE vehicles until such a time ZEVs are at cost parity with ICE vehicles.</p>
<p>Registration Cost Relief for ZEV Owners</p>	<p>Consider introducing a ZEV license class which has a lower annual vehicle registration fee than existing classes.</p> <p><i>Relevant Ministry: Transport</i></p>	<p>Reducing the annual registration cost for ZEVs provide a financial incentive for consumers to purchase a ZEV and may lead to increased adoption rates.</p>
<p>Scrappage Fee for Disposal of ZEV Batteries</p>	<p>Consider a fee collected by the Transport Control Department (TCD) upon registration of the vehicle to pay for the administrative costs associated with disposing of a ZEV at the end of its life.</p> <p><i>Relevant Ministries: Transport (TCD), Public Works, Finance (Accountant General)</i></p>	<p>Discussions with TCD indicated a need to charge an administrative fee for time the government employee spends visiting the maintenance garages when a vehicle is flagged as ready for disposal. The fee may also include the end-of-life disposal costs, but it is recommended to determine the amount of this fee after the ZEV Battery Recycling Consult.</p>

STAGE 4—2025-2026

<p>Consult internally on a Right-to-Charge Law</p>	<p>Consider enacting a law which states a landlord, homeowners association, or similar entity cannot prevent someone from installing an EV charger at a residence so long as it meets all government mandated code and permitting requirements. This could include requiring the installation be done by a licensed electrician for any charger above a Level 1, meeting all existing electrical code, etc.</p> <p><i>Relevant Ministries: Transport, Home Affairs (Planning), Attorney General Chambers</i></p>	<p>There are several examples of right-to-charge laws, particularly in the US. The laws expand access to ZEVs, especially to those in multi-unit dwellings (e.g., apartments, condos, etc.).</p>
<p>Local Workforce Training for ZEV Transition</p>	<ul style="list-style-type: none"> • Consider providing Bermuda College with up-to-date ZEVs and charging technology to ensure students are properly trained in Bermuda for the transition. • Consider offering subsidies or scholarship opportunities for vehicle technicians in Bermuda who would like to become certified in ZEV maintenance and servicing. The financial incentives could be offered for courses at Bermuda College (at such a time in the future they are offered) or for internationally recognized programs such the Institute of Motor Industry’s EV maintenance courses. <p><i>Relevant Ministries: Transport, Education (Bermuda College), Economy & Labour (Workforce Development)</i></p>	<p>A need for updated technology was identified during the stakeholder consultation to provide students with the skills necessary to service and maintain ZEVs and associated infrastructure. Additionally, stakeholders noted a need for re-training of vehicle technicians for ZEV technology, which may be costly to the technicians without subsidization.</p>
<p>Consult internally on EV-Ready Building Code Requirements</p>	<p>Consider revising building codes to require all new construction and renovations to be EV-Ready². This would apply to residential and commercial sites.</p> <p><i>Relevant Ministries: Transport, Home Affairs (Planning)</i></p>	<p>Futureproofing the buildings in Bermuda for EV charging needs will be necessary to ensure access to charging and avoid the need for costly retrofits in the future.</p>

² EV-Ready would require the electrical infrastructure to be upgraded and the conduit to be laid for charging stations but does not require the charging station to be installed. The sites will be ready in the future for any EV charging station installation (level of charging varies by site type, e.g., minimum Level 1 for residential and Level 2 for commercial).

5 - Next Steps

To submit feedback on the recommendations and phase-out timelines outlined in this document, please complete the feedback survey on forum.gov.bm by February 8, 2024, or submit written feedback to zevpolicy@gov.bm. Feedback from the public and key stakeholder groups will be synthesized and addressed in an updated document, which will provide rationale for why feedback did or did not result in a change to the policy recommendations.



Appendix A - ZEV Benefits for Bermuda

Transportation is the largest contributor of greenhouse gas (GHG) emissions globally³. The world is preparing to take action to combat climate change, making the decarbonization of this sector increasingly important. This has sparked a transformation in automotive policies and manufacturing toward zero-emission vehicles (ZEVs) in many nations across the world. As the shift to ZEVs progresses, it will become increasingly important for Bermuda to prepare for this transition with innovative policy measures and bold action to reduce tailpipe emissions.



Emissions from the transport sector makes up the third most polluting sector on the island.

In 2021 in Bermuda, nearly 20 percent of carbon dioxide (CO₂) emissions came from the transport sector, making it the third most polluting sector on the island⁴. ZEVs provide a solution to significantly reduce GHG emissions from the transport sector by using electricity or hydrogen as fueling sources rather than direct fossil fuel consumption. Furthermore, ZEVs offer lower fuel and maintenance costs, increased efficiency, and improved local air quality when compared to internal combustion engine (ICE) vehicles.

Perhaps the largest benefit of ZEVs is their ability to improve local air quality. Vehicular emissions from burning fossil fuels contribute to ambient air pollution that can cause damage to the neurological, cardiovascular, and respiratory systems, and even contain potential carcinogens⁵. Children, seniors, people with pre-existing medical conditions, and those living in poorer communities are at higher risk of adverse health impacts due to air pollution. Transitioning the transport sector away from ICE vehicles will reduce these emissions drastically, improving local air quality in Bermuda and fostering a healthier environment for its residents.

³ "Transport: Improving the sustainability of Passenger and Freight Transport", International Energy Agency (2023). Available [here](#).

⁴ Bermuda Greenhouse Gas Inventory: 1990-2021 - Aether-UK (2023).

⁵ The American Lung Association classifies particulate matter from vehicular exhaust as a cause of health concerns such as lung cancer, heart disease, and asthma. Available [here](#).



The improvement of air quality can enhance human health and well-being, allowing for the enjoyment of outdoor activities.

Bermuda is uniquely positioned to benefit from a transition to ZEVs due to the low annual mileage requirements of its vehicles (since available ZEVs have ample range) and increasing renewable energy generation. As the Integrated Resource Plan⁶ or Bermuda's is implemented, the adoption of renewable energy technologies is set to increase. ZEVs offer an opportunity to utilize locally generated, clean electricity to further reduce the country's reliance on imported gasoline and diesel fuel. This is particularly relevant in times with volatile oil prices and availability issues due to geopolitical conditions. Even as the vehicles are charged using the current Bermuda Electric Light Company (BELCO) electric grid, which is primarily fueled by imported diesel fuel oil, the greater efficiency of ZEVs still translates to overall savings in energy, fuel, and emissions⁷. These benefits will only increase as BELCO's grid becomes increasingly powered by renewable energy sources.

To meet the global call to action to reduce transport sector emissions, it is recommended that Bermuda take swift action to transition to ZEVs and ensure it is not left with outdated technology and insufficient infrastructure investment.

⁶ The **Integrated Resource Plan** ("IRP") was first approved by the Regulatory Authority in 2019, including viable pathways to meet a national target of 85% renewable energy by 2035.

⁷ "Electrifying transportation reduces emissions and saves massive amounts of energy", Yale Climate Connections (2022). Available [here](#).

What actions are global markets taking to increase ZEV adoption?

National-Level ZEV Targets and Commitments: ZEV adoption targets set by countries signal the direction in which automotive markets in those regions will be required to proceed. Though policy measures encouraging the adoption of ZEVs vary across geographies in terms of vehicle technology, more than 20 countries have announced vehicle electrification targets in the form of ICE bans and/or ZEV sales requirements.

Vehicle Model Availability: National-level ZEV legislation and targets are leading to commitments by automakers to expand ZEV manufacturing through increased product volume and model availability. For example, at least 10 automakers are promising to make only ZEVs within the next decade – General Motors (GM), BMW Mini, Jaguar, Bentley, and Mercedes have made pledges as early as 2030. The Volkswagen brand has 70 new EV models in the pipeline and announced that ZEVs will be 70% of its sales in Europe in 2030. The company intends to make its last ICE platform in 2026. Hyundai has committed to selling 23 new types of EZVs—in addition to 11 from the Kia brand—by 2025, and the automaker has invested \$7.5 billion in EV manufacturing in the US. Toyota expects to offer 70 EV models by 2025.

Financial Incentives: The primary roadblock towards large scale ZEV adoption is a higher upfront cost than comparable ICE vehicles. Electric vehicles specifically are currently 20% more expensive than ICEs, on average; a price premium that, in some countries such as the US, Canada, Norway, New Zealand, and India has been partially or wholly alleviated through tax incentives and rebate programs. As Bermuda plans for a future with completely zero-emission transportation, identifying appropriate financial incentives is key for the Government to effectively support the transition.

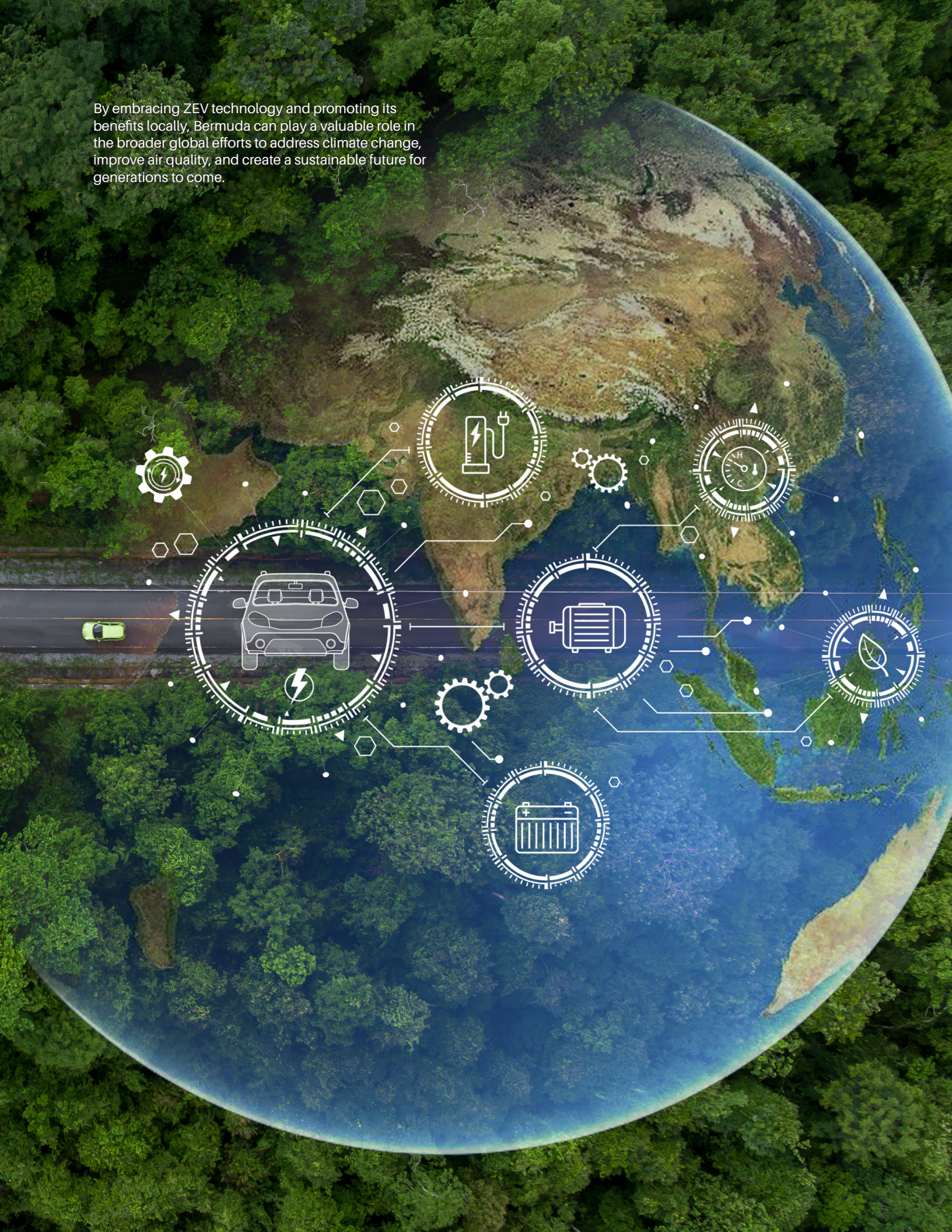


The government has implemented the use of electric buses for public transportation.

Appendix B - Detailed Recommended ICE Phase-Out Timelines

Vehicle Segment* <i>*See Appendix B for definitions of vehicle segments</i>	ZEV-Only Import Date** <i>**No ICE imports after December 31 of previous year</i>	Suggested Targets: ZEVs as % of New Vehicle Registration (End of Year)	Notes
Motorcycles	January 1, 2028	<ul style="list-style-type: none"> • 20% by 2024 • 40% by 2025 • 65% by 2026 • 90% by 2027 	<ul style="list-style-type: none"> • ICE vehicles already in Bermuda by the required ZEV import date may be sold by dealers and private citizens with no penalty.
Public Service Vehicles	January 1, 2032	<ul style="list-style-type: none"> • 8% by 2024 • 18% by 2025 • 30% by 2026 • 42% by 2027 • 55% by 2028 • 70% by 2029 • 90% by 2030 • 98% by 2031 	<ul style="list-style-type: none"> • No ICE vehicles on the island before the required ZEV import date will be forced into early retirement – citizens may continue to use and register their ICE vehicles until such time the owner chooses to dispose of the vehicle.
Cars	January 1, 2035	<ul style="list-style-type: none"> • 6% by 2024 • 15% by 2026 • 30% by 2028 • 55% by 2030 • 85% by 2032 • 98% by 2034 	
Light/Intermediate Trucks	January 1, 2036	<ul style="list-style-type: none"> • 5% by 2025 • 12% by 2027 • 20% by 2029 • 45% by 2031 • 78% by 2033 • 95% by 2035 	
Heavy Trucks	January 1, 2040	<ul style="list-style-type: none"> • 15% by 2029 • 26% by 2031 • 40% by 2033 • 58% by 2035 • 84% by 2037 • 98% by 2039 	

By embracing ZEV technology and promoting its benefits locally, Bermuda can play a valuable role in the broader global efforts to address climate change, improve air quality, and create a sustainable future for generations to come.





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