

## **Extended Summary - Transforming the way MTO pilots new micromobility vehicles on-road**

### **Overview – Micromobility**

The safe integration of new or existing vehicle types with pedestrians and other vehicles is a key consideration before any vehicle type will be allowed on-road.

Under section 228 of the [Highway Traffic Act](#), the ministry's pilot authority is intended to: assess these vehicles over a specified period of time; examine their ability to safely integrate with other vehicle types; determine whether existing rules of the road are adequate; and, assess the appropriateness of some unique operating and licensing requirements, before expanding their use and/or allowing these vehicles on-road permanently.

Currently, the ministry is piloting five types of micromobility vehicles on public roadways:

1. [Ontario Regulation 215/17 \(“Pilot Project – Low-Speed Vehicles”\)](#) - Defined in regulation under the federal [Motor Vehicle Safety Act](#), a low-speed vehicle is an electric, four-wheeled vehicle that is smaller and lighter than a regular car. Low-speed vehicles have a maximum speed of 40 kilometres per hour. The pilot program allows low-speed vehicles that meet certain requirements to be used on roads in Ontario with a maximum speed limit of 50 kilometres per hour. Ontario's low-speed vehicle pilot program allows municipalities to choose where and how e-scooters may be used.
2. [Ontario Regulation 389/19 \(“Pilot Project – Electric Kick-Scooters”\)](#) - An electric kick-scooter (e-scooter) is a vehicle that has two wheels (one at the front and one at the back), a platform to stand on, a handlebar for steering, an electric motor that does not exceed 500 watts, and a maximum speed of 24 km/h on a level surface. Ontario's e-scooter pilot program allows municipalities to choose where and how e-scooters may be used.
3. [Ontario Regulation 141/21 \(“Pilot Project – Cargo Power-Assisted Bicycles”\)](#) - Cargo e-bikes are a type of electric-powered bike with a platform or box to carry larger items such as packages and boxes for deliveries. Businesses can use cargo e-bikes as another way to deliver products, to reduce their carbon footprint, or as an alternative to larger delivery trucks. People can also use cargo e-bikes to transport larger items for personal purposes. The cargo e-bike pilot program lets municipalities choose where and how cargo e-bikes can be used.
4. [Ontario Regulation 407/21 \(“Pilot Project – Golf Cars”\)](#) - The golf car pilot program provides another transportation option for people living in communities with unique transportation needs. The pilot program allows residents and visitors to use golf cars on roads with a speed limit of up to 50 kilometres per hour on Pelee Island and in the municipality of Huron-Kinloss. Currently, other

municipalities cannot opt in. Various pilot parameters (e.g., golf car specifications, operating requirements) also apply.

5. [Ontario Regulation 411/22 \(“Pilot Project – Large Quadricycles”\)](#) - Large quadricycles are bikes that can seat 12 or more people and are often used for tourism. They can be non-electric or electric-assisted. The large quadricycle pilot program allows electric-assisted large quadricycles on roads where permitted. The pilot aims to have a positive economic impact for municipalities by supporting tourism opportunities. Lastly, it lets municipalities choose where and how large quadricycles can be used.

## Proposed Regulatory Changes

It is the ministry’s intent to continue to pilot new micromobility vehicles and to expand existing pilots when deemed appropriate and consistent with the ministry’s road safety mandate. Furthermore, it is the ministry’s desire to reduce regulatory burden where possible and streamline its existing micromobility regulatory approach.

The ministry is now proposing, as part of this regulatory registry, to regulate these multiple micromobility vehicles under one pilot regulation.

With this new pilot regulation, MTO will be able to:

1. Align the expiry periods for all micromobility pilot vehicles (2023-2028);
2. Collect more consistent data (by aligning reporting requirements to be annual and on March 1);
3. Better communicate the rules for these vehicles to municipalities and to the public as they will be all located in one regulation; and,
4. Remove repeated requirements to avoid duplication and burden.

In addition to transforming the way we test new vehicles, MTO is also proposing to expand the use of certain pilot vehicles and enable new ones:

1. **Golf Car Expansion:** Currently, the golf car pilot is limited to only two municipalities that are prescribed in regulation (i.e., Pelee Island and Huron-Kinloss). Additional municipalities have expressed interest in participating in the pilot as the expansion of the golf car pilot may extend additional mobility options to residents and also benefit some sectors of the economy, such as tourism.

Building on the success of the pilot to date—there have been no collisions reported—the ministry is proposing to move to a municipal opt-in model where any municipality can permit the use of golf cars on roadways under municipal jurisdiction. Municipalities would be able to continue to impose additional restrictions via by-law, such as when and where the golf cars can be operated within the municipality. The ministry is also proposing to enable the use of golf cars at ferry terminals.

**Feedback the ministry would be interested in particular would be:**

- Are the rules proposed for licencing/insurance appropriate?
- Should the ministry consider registration?
- Are there safety concerns?
- What benefit would this bring to your community?

2. **Enabling Urban Mobility Vehicles (UMVs) on-road:** As previously announced in Ontario's [2023 Budget](#), MTO is now soliciting public comment on the proposal to permit the on-road use of urban mobility vehicles (UMVs) as part of a pilot project. This would allow the ministry to ensure UMVs can be safely integrated with other road users before further decisions are made.

MTO is considering allowing these vehicles on roadways under municipal jurisdiction, provided the municipality opts in and passes a by-law accordingly. Further, the drivers would have to have a Class G licence (or higher). Seasonal limitations would be imposed as to when the vehicles could be operated. The government is proposing that UMVs would be exempt under the *Compulsory Automobile Insurance Act* (CAIA).

**Feedback the ministry would be interested in particular would be:**

- Are the rules proposed for licencing/insurance appropriate?
- Should the ministry permit cargo to be carried (commercial use)?
- Are there safety concerns?
- What benefit would this bring to your community?

## **Conclusion**

The goal of this proposal is to promote the adoption of micromobility and the testing of new vehicle types to expand mobility options and benefit sectors of the economy, as well as to maintain the province's robust road safety record, and respond to municipal and stakeholder requests.

We look forward to hearing your feedback.