

June 7, 2021

City Council
City of Toronto
100 Queen St W
Toronto, ON M5H 2N2

Dear members of City Council:

Pembina Institute, the Canadian clean energy think tank with an Ontario-based transportation team, supports the continued use of power-assisted bicycles by residents and businesses in the City of Toronto as it is a viable and sustainable mode of transportation. That is why we support the recommendations being presented in agenda item IE22.15, "*Regulatory Clarity for Cargo E-bikes*" at the June 8th City Council meeting. The proposed amendments to City of Toronto Municipal Codes are necessary to respond to and align with new legislative and regulatory changes by the Ontario Ministry of Transportation regarding power-assisted bicycles, including cargo power-assisted bicycles. To be more specific, the Ontario government has amended the *Highway Traffic Act*¹ to define "power-assisted bicycles" and introduced new regulations for a 5-year cargo e-bike pilot program for cargo e-bikes that weigh more than 55 kg (O.Reg. 141/21).

These provincial policy changes allow the City of Toronto and other Ontario municipalities to determine where e-bikes and cargo e-bikes can safely operate. The City of Toronto has been proactive in its policymaking to permit pedal-assisted cargo e-bikes, and has enabled residents to commute and do their shopping without a car and businesses to replace trucks with cargo e-bikes to make deliveries. The recommendations for City Council's consideration in this motion would be consistent with its [decision in July 2020](#) which allowed for expanded use of pedal-assisted cargo e-bikes, weighing not more than 120 kg unladen, by residents and businesses on streets, bike lanes and cycle tracks.

Like Toronto, cities in Canada (Vancouver and Montreal), the United States and Europe permit the use of pedal-assist cargo e-bikes for personal and commercial delivery purposes with measurable positive impacts in reducing cars and trucks and related congestion and emissions.

Furthermore, we support City staff efforts to prepare a micromobility report that considers a pilot for the safe operation of larger cargo e-bikes for commercial deliveries (over 120 kg in

¹ Bill 282, *Moving Ontarians More Safely Act*, 2021 received Royal Assent on June 3, 2021.

weight). We recommend that the City of Toronto engage with a wide range of relevant stakeholders to design and implement such a pilot.

The recommendations in agenda item IE22.15 will continue to help provide the regulatory clarity and consistency needed to support the continued use of cargo e-bikes for delivery operations, and we encourage City Council to support the motion.

Yours sincerely,

Carolyn Kim, MCIP RPP
Director, Ontario region
Pembina Institute