

Bill No. 82  
2023

By-law No. A.-\_\_\_\_-\_\_\_\_

A by-law to establish a Pilot Project for Electric Kick-Scooters and for Cargo Power-Assisted Bicycles, for use on highways and bicycle lanes, (not sidewalks) in the City of London.

WHEREAS the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (“*Highway Traffic Act*”) provides in Part XVI s. 228 that the Lieutenant Governor in Council may by regulation authorize or establish a project for research into or testing or evaluation of any matter governed by the *Highway Traffic Act* or relevant to highway traffic;

AND WHEREAS the *Highway Traffic Act* establishes in section 228(8) that every person who contravenes a regulation made under that section is guilty of an offence and on conviction is liable to a fine of not less than \$250 and not more than \$2,500;

AND WHEREAS Ontario Regulation 389/19 entitled “Pilot Project – Electric Kick-Scooters” established a pilot project to evaluate the use and operation of electric kick-scooters, and is to be revoked on November 27, 2024, attached to this by-law as Schedule 1;

AND WHEREAS Ontario Regulation 141/21 entitled “Pilot Project – Cargo Power-Assisted Bicycles” established a pilot project to evaluate the use and operation of cargo power-assisted bicycles, and is to be revoked on March 1, 2026, attached to this by-law as Schedule 2;

AND WHEREAS these Pilot Projects prohibit the use of Electric Kick-Scooters and Cargo Power-Assisted Bicycles on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation, and where such operation is permitted by a municipal by-law;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended (“*Municipal Act, 2001*”) provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act, 2001* or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 4, Public assets of the municipality acquired for the purpose of exercising its authority under this or any other Act; in paragraph 5, Economic, social and environmental well-being of the municipality, including respecting climate change; in paragraph 6, Health, safety and well-being of persons; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; and in paragraph 10, Structures, including fences and signs;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

## **Part 1 DEFINITIONS**

### **Definitions**

1.1 For the purposes of this By-law:

“Electric Kick-Scooter” means a vehicle that has,

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick-scooter and one at the rear;
- (b) a platform for standing between the two wheels;
- (c) a steering handlebar that acts directly on the steerable wheel; and
- (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour.

“Cargo Power-assisted Bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels;
- (b) is fitted at all times with pedals that are always operable to propel the bicycle;
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars;
- (d.1) has a weight of more than 55 kilograms;
- (e) has a width not exceeding 1.3 metres;
- (f) has a length not exceeding 4 metres;
- (g) has a height not exceeding 2.2 metres;
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres;
- (i) does not have any structure that fully encloses the occupant area; and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more.

“Commercial Electric Kick-Scooter” means an Electric Kick-Scooter that is owned by a corporation or individual that allows other individuals or corporations to use the Electric Kick-Scooter on a temporary membership basis or fee per use basis or any other commercial arrangement, including free trials, between the parties for the use of the Electric Kick-Scooter.

## **Part 2 PROHIBITIONS**

### **Prohibited – sidewalks, Hiking trail, ESA, natural park area**

2.1 No person shall operate an Electric Kick-Scooter or a Cargo Power-assisted Bicycle:

- (a) on a sidewalk as defined under the Streets By-law;
- (b) on a Hiking trail as defined under the Parks and Recreation Area By-law;
- (c) in an Environmentally Significant Area (ESA) or a natural park area as defined under the Parks and Recreation Area By-law, unless authorized under the Parks and Recreation Area By-law.

### **Prohibited – Commercial Electric Kick-Scooter**

2.2 No person shall provide or cause to be provided Commercial Electric Kick-Scooters anywhere in the City, unless specifically authorized by The Corporation of the City of London by way of permit, licence or contract with The Corporation of the City of London.

## **Part 3 PERMITTED**

### **Permitted - Electric Kick-Scooter– highway, bicycle lane – not sidewalk**

3.1(1) Subject to sections 2.1, 2.2 and subsection 3.1(2), a person is permitted to operate an Electric Kick-Scooter on the following property under the jurisdiction of The Corporation of the City of London:

- (a) on a highway (excluding the sidewalk and excluding those portions of the highways where the use is prohibited under s. 35 and Schedule 22 of the Traffic and Parking By-law and excluding those highways that have a posted rate of speed of more than 50 kilometres per hour). Where Reserved Lanes for bicycles are provided on a highway, the Electric Kick-Scooter is permitted and required to use such Reserved Lanes, and where there are no Reserved Lanes for bicycles on a highway, the Electric Kick-Scooter shall be operated as close to the right edge of the shoulder or edge of roadway as possible; and
- (b) on a trail, path, walkway or in a park (excluding Hiking trails and Environmentally Significant Areas (ESA) and natural parks all as defined under the Parks and Recreation Area By-law, unless authorized under the Parks and Recreation Area By-law).

3.1(2) The permission under subsection 3.1(1) to operate an Electric Kick-Scooter or a Cargo Power-assisted Bicycle is subject to the person complying with the applicable Ontario Regulation 389/19 and 141/21, as amended from time to time.

**Permitted – Cargo Power-assisted Bicycle– highway, bicycle lane – not sidewalk**

3.2(1) Subject to sections 2.1, 2.2 and subsection 3.2(2), a person is permitted to operate a Cargo Power-assisted Bicycle on the following property under the jurisdiction of The Corporation of the City of London:

- (a) on a highway (excluding the sidewalk and excluding those portions of the highways where the use is prohibited under s. 35 and Schedule 22 of the Traffic and Parking By-law and excluding those highways that have a posted rate of speed of more than 50 kilometres per hour). Where Reserved Lanes for bicycles are provided on a highway, the Cargo Power-assisted Bicycle is permitted and required to use such Reserved Lanes, and where there are no Reserved Lanes for bicycles on a highway, the Cargo Power-assisted Bicycle shall be operated as close to the right edge of the shoulder or edge of roadway as possible; and
- (b) on a trail, path, walkway or in a park (excluding Hiking trails and Environmentally Significant Areas (ESA) and natural parks all as defined under the Parks and Recreation Area By-law, unless authorized under the Parks and Recreation Area By-law).

3.2(2) The permission under subsection 3.2(1) to operate a Cargo Power-assisted Bicycle is subject to the person complying with Ontario Regulation 141/21, as amended from time to time.

3.2(3) The permission under subsection 3.2(1) to operate a Cargo Power-assisted Bicycle for commercial or business purposes is subject to any additional licensing requirements under the City’s Business Licensing By-law.

**Part 4  
COMPLIANCE AND ADMINISTRATIVE PENALTY**

4.1 Every person who fails to comply with any provision of this by-law is liable to pay an administrative monetary penalty as per the Administrative Monetary Penalty System By-law;

4.2 Penalty notices indicating non-compliance with the by-law shall be issued in accordance with the Administrative Monetary Penalty System By-law.

**PART 5  
REVOCATION**

5.1. The definition of “Electric Kick Scooter” in section 1.1, the phrase “Electric Kick Scooter” in section 2.1, and section 3.1, are all repealed on November 27, 2024, being the date that the Province’s Pilot Project – Electric Kick Scooters Regulation is revoked.

5.2 This By-law is repealed on March 1, 2026, being the date that the Province's Pilot Project – Cargo Power-assisted Bicycles is revoked.

**Part 6**  
**MISCELLANEOUS**

**Administration**

6.1 The Deputy City Manager, Environment and Infrastructure is responsible for the administration of the By-law.

**Short Title**

6.2 The short title of this by-law is the Electric Kick-Scooter and Cargo Power-assisted Bicycle By-law.

**Effective date**

6.3 This By-law shall come into force and effect on the day it is passed.

PASSED in Open Council on March 7, 2023.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – March 7, 2023  
Second Reading – March 7, 2023  
Third Reading – March 7, 2023

Schedule 1 (O.Reg. 389/19)  
Highway Traffic Act

**ONTARIO REGULATION 389/19**

**PILOT PROJECT - ELECTRIC KICK-SCOOTERS**

**Consolidation Period:** From January 1, 2020 to the [e-Laws currency date](#).

**Note: This Regulation is revoked on November 27, 2024, the fifth anniversary of the day it was filed. (See: O. Reg. 389/19, s. 14)**

Last amendments: [389/19](#).

Legislative History: [389/19](#).

*This is the English version of a bilingual regulation.*

**Definitions**

1. (1) In this Regulation,  
“electric kick-scooter” means a vehicle that has,
- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick-scooter and one at the rear,
  - (b) a platform for standing between the two wheels,
  - (c) a steering handlebar that acts directly on the steerable wheel, and
  - (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour; (“trottinette électrique”)

“public park” means a provincial park or land designated by a municipality for use as a park. (“parc public”)

- (2) An electric kick-scooter is deemed not to be a motor vehicle under the Act.  
(3) Despite subsection (2), any municipal by-law that governs or prohibits the operation of a motorized vehicle applies to an electric kick-scooter unless the by-law provides otherwise.

**Pilot project re electric kick-scooters**

2. A pilot project to evaluate the use and operation of electric kick-scooters is established.

**Prohibition**

3. No person shall operate an electric kick-scooter on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground unless,
- (a) such operation is permitted by and in accordance with this Regulation; and
  - (b) where the highway, sidewalk, trail, path, walkway, public park or exhibition ground is under the jurisdiction of a municipality, such operation is permitted by and in accordance with a municipal by-law.

**Where electric kick-scooters permitted**

4. (1) Subject to subsection (2), a person may operate an electric kick-scooter on a roadway or on the shoulder of a highway.
- (2) An electric kick-scooter shall not be operated on,
- (a) those parts of the controlled-access highways described in Schedule 1 to Regulation 627 of the Revised Regulations of Ontario, 1990 (Use of Controlled-Access Highways by Pedestrians) made under the Act;
  - (b) those parts of the controlled-access highways described in Schedule 1 to Regulation 630 of the Revised Regulations of Ontario, 1990 (Vehicles on Controlled-Access Highways) made under the Act; or

- (c) any highway to which access by pedestrians or bicycles is prohibited under any Act, regulation or municipal by-law.

### **Roadway use**

5. (1) Where bicycle lanes are provided on a highway, an electric kick-scooter shall only be operated in the bicycle lanes.

(2) Despite subsection (1), where the highway is located in a tunnel or underpass, an electric kick-scooter may be operated on a sidewalk in the tunnel or underpass rather than the bicycle lane except where such operation is prohibited by municipal by-law.

(3) Where bicycle lanes are not provided on a highway or where the operation of electric kick-scooters in bicycle lanes is prohibited by municipal by-law, an electric kick-scooter shall only be operated,

- (a) if there is a shoulder on the highway, on the shoulder as close to the right edge of the shoulder as possible; or
- (b) if there is no shoulder on the highway, on the right side of the roadway as close to the edge of the roadway as possible.

### **Application of the Act**

6. (1) Parts II, IV, VI and X.3, sections 179 and 199 and subsection 214 (2) of the Act do not apply to the operation of an electric kick-scooter or to a person who operates an electric kick-scooter.

(2) Sections 140 and 144 of the Act apply to an electric kick-scooter as if the electric kick-scooter were a bicycle.

(3) When an electric kick-scooter is being operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground, the provisions of the Act, other than the Parts and sections listed in subsection (1), apply to the operation of the electric kick-scooter and to the operator of the electric kick-scooter as if the electric kick-scooter were a bicycle and the operator a cyclist.

(4) When an electric kick-scooter is being operated on a roadway or on the shoulder of a highway, the provisions of the Act, other than the Parts and sections listed in subsection (1) or the provisions listed in subsection (2), apply to the operation of the electric kick-scooter and to its operator as if the electric kick-scooter were a bicycle and the operator a cyclist.

### **Safe operation**

7. (1) The operator of an electric kick-scooter shall keep a safe distance from pedestrians and other users of the roadway, shoulder, sidewalk, trail, path, walkway, public park or exhibition ground at all times and shall give way to a pedestrian or bicycle by slowing or stopping, as necessary, where there is insufficient space for the pedestrian or bicycle and the electric kick-scooter to pass.

(2) An electric kick-scooter shall not be operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground at a speed that is markedly greater than the speed of the pedestrians who are proximate to the electric kick-scooter.

(3) Every electric kick-scooter shall be equipped with a bell or horn which shall be kept in good working order and sounded whenever it is reasonably necessary to notify cyclists, pedestrians or others of its approach.

(4) When operated at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, every electric kick-scooter shall carry a lighted lamp displaying a white or amber light at the front and a lighted lamp displaying a red light at the rear.

(5) The lamps referred to in subsection (4) may be attached to the electric kick-scooter or may be carried or worn by the operator on his or her person.

(6) An electric kick-scooter shall not be operated in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

## **General rules re operation**

8. (1) No person under the age of 16 years shall operate an electric kick-scooter.
- (2) No person operating an electric kick-scooter shall carry any other person thereon.
- (3) No person operating an electric kick-scooter shall tow another person, vehicle or device.
- (4) No person operating an electric kick-scooter shall attach himself or herself to another electric kick-scooter, vehicle or device for the purpose of being drawn or towed.
- (5) No person operating an electric kick-scooter shall operate it in any position other than while standing at all times.
- (6) No cargo may be carried on an electric kick-scooter.
- (7) No person operating an electric kick-scooter shall leave it in a location that is intended for the passage of vehicles or pedestrians.

## **Equipment**

9. (1) An electric kick-scooter shall have one or more electric batteries that are the sole source of power to the motor.
- (2) An electric kick-scooter shall not have,
  - (a) a seat, surface or structure that could be used as a seat;
  - (b) pedals attached to it;
  - (c) a basket attached to it;
  - (d) wheels with a diameter of more than 430 millimetres; or
  - (e) any structure to enclose the electric kick-scooter.
- (3) The weight of an electric kick-scooter, including the weight of the battery but otherwise unladen, shall not exceed 45 kilograms.
- (4) The battery and motor of an electric kick-scooter shall be securely fastened to the electric kick-scooter to prevent them from moving while the electric kick-scooter is in motion.
- (5) All electric terminals on an electric kick-scooter shall be completely insulated and covered.
- (6) An electric kick-scooter shall not be modified after its manufacture in any way that may result in increasing its power or its maximum speed beyond the limits set out in the definition of "electric kick-scooter".
- (7) The motor of an electric kick-scooter shall cease to propel the electric kick-scooter forward if the accelerator is released or the brakes are applied.
- (8) The braking system of an electric kick-scooter must be capable of bringing the electric kick-scooter, while being operated at a speed of 24 kilometres per hour on a clean, paved and level surface, to a full stop within nine metres from the point at which the brakes were applied.
- (9) An electric kick-scooter and all of its components shall be maintained in good working order at all times.

## **Helmets**

10. A person who is under 18 years old shall wear a helmet that complies with the requirements of subsection 104 (1) or (2.1) of the Act when operating an electric kick-scooter.

## **Operator to stop for police officer**

11. Every operator of an electric kick-scooter shall stop when required to do so by a police officer and shall, on the demand of the police officer,
  - (a) surrender his or her driver's licence, if he or she has one and has it in his or her possession, for reasonable inspection by the officer; or
  - (b) provide the officer with his or her correct name, address and date of birth.

### **Duty to report accident**

**12.** (1) Where an electric kick-scooter is involved in an accident with a pedestrian, animal or vehicle that results in personal injury or property damage, the operator of the electric kick-scooter shall forthwith report the accident to a police officer and furnish him or her with the information concerning the accident as may be required by the officer under subsection (2).

(2) A police officer receiving a report of an accident, as required by this section, shall secure from the person making the report, or by other inquiries where necessary, the particulars of the accident, the persons involved, the extent of the personal injuries or property damage, if any, and the other information that may be necessary to complete a written report concerning the accident and shall forward the report to the Registrar within 10 days of the accident.

(3) The report of a police officer under subsection (2) shall be in the form that is approved by the Minister.

### **Reports to Minister**

**13.** Any municipality in which electric kick-scooters are being used shall, if requested by the Minister, report to the Minister on the use of electric kick-scooters in the municipality, or on any aspect of such use as may be specified by the Minister.

### **Revocation**

**14. This Regulation is revoked on the fifth anniversary of the day it is filed.**

**15. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).**

Schedule 2 (O.Reg. 141/21)  
Highway Traffic Act

**ONTARIO REGULATION 141/21**

**PILOT PROJECT - CARGO POWER-ASSISTED BICYCLES**

**Consolidation Period:** From April 29, 2021 to the [e-Laws currency date](#).

**Note: This Regulation is revoked on March 1, 2026. (See: O. Reg. 141/21, s. 14)**

Last amendment: [321/21](#).

Legislative History: [141/21](#), [321/21](#).

***This is the English version of a bilingual regulation.***

**Definitions**

1. (1) In this Regulation,

“cargo power-assisted bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels,
- (b) is fitted at all times with pedals that are always operable to propel the bicycle,
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars,
- (d.1) has a weight of more than 55 kilograms,
- (e) has a width not exceeding 1.3 metres,
- (f) has a length not exceeding 4 metres,
- (g) has a height not exceeding 2.2 metres,
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres,
- (i) does not have any structure that fully encloses the occupant area, and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more; (“vélo cargo assisté”)

“public park” means a provincial park or land designated by a municipality for use as a park. (“parc public”) O. Reg. 141/21, s. 1 (1); O. Reg. 321/21, s. 1.

(2) A cargo power-assisted bicycle is deemed not to be a motor vehicle under the Act. O. Reg. 141/21, s. 1 (2).

(3) Despite subsection (2), any municipal by-law that governs or prohibits the operation of a motorized vehicle applies to a cargo power-assisted bicycle unless the by-law provides otherwise. O. Reg. 141/21, s. 1 (3).

**Pilot project re cargo power-assisted bicycles**

2. A pilot project to evaluate the use and operation of cargo power-assisted bicycles is established.

**Prohibition**

3. No person shall operate a cargo power-assisted bicycle on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground unless,

- (a) such operation is permitted by and in accordance with this Regulation; and

- (b) where the highway, sidewalk, trail, path, walkway, public park or exhibition ground is under the jurisdiction of a municipality, such operation is permitted by and in accordance with a municipal by-law.

### **Where cargo power-assisted bicycles permitted**

4. (1) Subject to subsection (2), a person may operate a cargo power-assisted bicycle on a roadway or on the shoulder of a highway.

(2) A cargo power-assisted bicycle shall not be operated on,

- (a) those parts of the controlled-access highways described in Schedule 1 to Regulation 627 of the Revised Regulations of Ontario, 1990 (Use of Controlled-Access Highways by Pedestrians) made under the Act;
- (b) those parts of the controlled-access highways described in Schedule 1 to Regulation 630 of the Revised Regulations of Ontario, 1990 (Vehicles on Controlled-Access Highways) made under the Act; or
- (c) any highway to which access by pedestrians or bicycles is prohibited under any Act, regulation or municipal by-law.

### **Roadway use**

5. (1) Where bicycle lanes are provided on a highway, a cargo power-assisted bicycle shall only be operated in the bicycle lanes.

(2) Despite subsection (1), where the highway is located in a tunnel or underpass, a cargo power-assisted bicycle may be operated on a sidewalk in the tunnel or underpass rather than the bicycle lane except where such operation is prohibited by municipal by-law.

(3) Where bicycle lanes are not provided on a highway or where the operation of cargo power-assisted bicycles in bicycle lanes is prohibited by municipal by-law, a cargo power-assisted bicycle shall only be operated,

- (a) if there is a shoulder on the highway, on the shoulder as close to the right edge of the shoulder as possible; or
- (b) if there is no shoulder on the highway, on the right side of the roadway as close to the edge of the roadway as possible.

### **Application of the Act**

6. The Act and the regulations apply to the operation of a cargo power-assisted bicycle and to a person who operates a cargo power-assisted bicycle.

### **Safe operation**

7. (1) The operator of a cargo power-assisted bicycle shall keep a safe distance from pedestrians and other users of the roadway, shoulder, sidewalk, trail, path, walkway, public park or exhibition ground at all times and shall give way to a pedestrian or bicycle by slowing or stopping, as necessary, where there is insufficient space for the pedestrian or bicycle and the cargo power-assisted bicycle to pass.

(2) A cargo power-assisted bicycle shall not be operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground at a speed that is markedly greater than the speed of the pedestrians who are proximate to the cargo power-assisted bicycle.

(3) The operator of a cargo power-assisted bicycle shall sound the bell or horn on the cargo power-assisted bicycle whenever it is reasonably necessary to notify cyclists, pedestrians or others of its approach.

(4) The operator of a cargo power-assisted bicycle shall, when operating the cargo power-assisted bicycle at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, ensure the bicycle has a lighted lamp at the front displaying a white or amber light, and at the rear either a lighted lamp displaying a red light or a reflector.

(5) A cargo power-assisted bicycle shall not be operated in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

## **General rules re operation**

8. (1) No person under the age of 16 years shall operate a cargo power-assisted bicycle.
- (2) No person operating a cargo power-assisted bicycle shall carry any other person thereon unless the bicycle was manufactured to carry passengers.
- (3) No person operating a cargo power-assisted bicycle shall tow another person, vehicle or device.
- (4) No person operating a cargo power-assisted bicycle shall attach the bicycle to another cargo power-assisted bicycle, vehicle or device for the purpose of being drawn or towed.
- (5) No person operating a cargo power-assisted bicycle shall leave it in a location that is intended for the passage of vehicles or pedestrians.
- (6) No person operating a cargo power-assisted bicycle shall carry any dangerous or hazardous goods.
- (7) No person shall operate or permit to be operated a cargo power-assisted bicycle that carries a load unless the load is loaded, bound, secured, contained or covered so that no portion of the load may become dislodged or fall, leak, spill or blow from the cargo power-assisted bicycle.

## **Equipment**

9. (1) A cargo power-assisted bicycle shall have one or more electric batteries that are the sole source of power to the motor.
- (2) A cargo power-assisted bicycle shall be equipped with a bell or horn which shall be kept in good working order.
- (3) The battery and motor of a cargo power-assisted bicycle shall be securely fastened to the cargo power-assisted bicycle to prevent them from moving while the cargo power-assisted bicycle is in motion.
- (4) A cargo power-assisted bicycle shall have a lamp displaying a white or amber light at the front and a lamp displaying a red light or a reflector at the rear that are each clearly discernible at a distance of 150 metres or less.
- (5) A cargo power-assisted bicycle shall have white reflective material placed on its front forks, and red reflective material covering a surface of not less than 250 millimetres in length and 25 millimetres in width placed at the rear.
- (6) A cargo power-assisted bicycle shall not be modified after its manufacture in any way that results in increasing the total continuous rated output power of its electric motor beyond 1000 watts, or that results in increasing its maximum assisted speed beyond 32 kilometres per hour.
- (7) A cargo power-assisted bicycle shall not be modified after its manufacture in any way that results in the cargo power-assisted bicycle being propelled by any form of non-muscular propulsion other than its electric motor.
- (8) The motor of a cargo power-assisted bicycle shall cease to propel the cargo power-assisted bicycle forward if the accelerator is released or the brakes are applied.
- (9) The brakes of a cargo power-assisted bicycle must be capable of bringing the bicycle, while being operated at a speed of 30 kilometres per hour on a clean, paved and level surface, to a full stop within nine metres from the point at which the brakes were applied.
- (10) A cargo power-assisted bicycle and all of its components shall be maintained in good working order at all times.

## **Helmets**

10. Every person operating or riding on a cargo power-assisted bicycle shall wear a helmet that complies with the requirements of subsection 104 (1) or (2.1) of the Act.

### **Operator to stop for police officer**

**11.** Every operator of a cargo power-assisted bicycle shall stop when required to do so by a police officer and shall, on the demand of the police officer,

- (a) surrender his or her driver's licence, if he or she has one and has it in his or her possession, for reasonable inspection by the officer; or
- (b) provide the officer with his or her correct name, address and date of birth.

### **Duty to report accident**

**12.** (1) Where a cargo power-assisted bicycle is involved in an accident with a pedestrian, animal or vehicle that results in personal injury or property damage, the operator of the cargo power-assisted bicycle shall forthwith report the accident to a police officer and furnish him or her with the information concerning the accident as may be required by the officer under subsection (2).

(2) A police officer receiving a report of an accident, as required by this section, shall secure from the person making the report, or by other inquiries where necessary, the particulars of the accident, the persons involved, the extent of the personal injuries or property damage, if any, and the other information that may be necessary to complete a written report concerning the accident and shall forward the report to the Registrar within 10 days of the accident.

(3) The report of a police officer under subsection (2) shall be in the form that is approved by the Minister.

### **Reports to Minister**

**13.** Any municipality in which cargo power-assisted bicycles are being used shall, if requested by the Minister, report to the Minister on the use of cargo power-assisted bicycles in the municipality, or on any aspect of such use as may be specified by the Minister.

**14.** OMITTED (PROVIDES FOR AMENDMENTS TO THIS REGULATION).

**15.** OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).