

November 17, 2020



Right Honourable Justin Trudeau
Prime Minister of Canada
80 Wellington St
Ottawa, ON K1A 0A2

Dear Prime Minister:

As Chair of Vélo Canada Bikes, I am contacting you on behalf of our co-signatories, regarding the Government of Canada's role in making it easier for Canadians to access e-cycles as a means of transportation, commercial usage, recreation and tourism. With the support of the undersigned organizations, we are recommending that the federal government support Canadian businesses and communities in their efforts to build back better by:

- (1) Incentivizing the adoption of electric-assisted cycles and cargo cycles for all Canadians as a practical personal and local goods movement measure to save money and offset non-sustainable transportation behaviour and choices which many Canadian communities are facing, post-COVID 19; and
- (2) Putting on hold Transport Canada's planned changes to the regulatory framework affecting 'power-assisted cycles' and micro-mobility in Canada.

The COVID-19 pandemic represents a clear and unprecedented mobility challenge for many Canadians, deeply affecting their daily commutes and transportation options. People are seeking new ways to move around, with an emphasis on practicality, cost-effectiveness, well-being and the daily reality of social distancing. This demand is evident in the Eco-Counter dashboard, showing a 23% increase in weekend bicycle riding compared to this time last year, at the time of this letter (<https://www.eco-compteur.com/en/cycling-data-tracker/>). While this shift is currently being offset by an increase in working from home and telecommuting, it represents the potential to increase the number of people cycling in Canada, as a strategy to mitigate the impacts of climate change.

Without strategic investment in greener modes of transit, the reduced capacity on public transit networks across the country to allow for physical distancing, coupled with ongoing uncertainty and personal safety concerns, sets the foundation for a cultural shift towards personal automobiles which would be disastrous for Canada's climate change abatement and personal well-being goals.

This is an equity issue, the impact of this shift will disproportionately impact those on lower incomes with limited access to cars who more often tend to be women, seniors, newcomers, indigenous communities and people of colour.

The barriers to a shift towards cycling and micro-mobility of any kind is exacerbated by a lack of access to protected and connected infrastructure. In the case of electric-assisted mobility, one can identify the additional issue of added purchase and storage costs. Electric-assisted mobility allows many people - including many of the most vulnerable - an opportunity to address some of the more challenging aspects of mobility during a pandemic. The additional distances easily and comfortably covered by electric-assist cycles has the added benefit of opening up access for more people and more trips on infrastructure that already exists, without requiring additional physical ability.

As immediate next steps, we recommend putting the micro-mobility regulatory changes outlined in [Canada Gazette, Part II, Volume 154, Number 4](#), on hold. Shifting the responsibility for micro-mobility device safety to each province and territory will lead to red tape and competing sets of rules across the country. With no set federal regulations governed by Transport Canada, as currently exists for all vehicles under the [Canada Motor Vehicle Safety Standards](#), safety will suffer. More time is needed for input from provincial and territorial governments, industry and civic partners, and from the Canadian public to ensure cycling and the future success of micro-mobility.

If implemented as currently planned, Federal de-harmonization would also create confusion among users across jurisdictions and worsen already serious existing industry import and export challenges. Establishing a patchwork of non-harmonized safety regulations will also inhibit micro-mobility adoption to move people and goods in provinces and territories across Canada during a difficult time and with the looming threat of a climate crisis.

We also recommend that the Government of Canada's recently announced iZEV Program offering incentives to buyers of EVs be expanded to include electric cycles. Given precedent in other countries, we propose a \$1,500 rebate for each electric cycle or micro-mobility vehicle. Additionally, we propose that the Government of Canada consider adopting the simple 7% annual flat tax on leased cycles, as modelled by the Kingdom of the Netherlands, which will make it easier for employers to support employee micro-mobility during and after the pandemic.

We look forward to working closely with the Government of Canada to ensure that all Canadians can benefit from a 21st Century transportation system that is safe, secure, green, innovative and efficient.

Sincerely,



Anders Swanson
Chair, Vélo Canada Bikes

Michael Longfield
Cycle Toronto

Ingrid Larson
Saskatoon Cycles

William Oates
Dundas Cycles

Forest Pearson
Whitehorse Urban Cycling Coalition

Ciel Sander
Trails BC

Denae Penner
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Yvette Tendick
Guelph Coalition for Active Transportation

Kelsey Lane
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Christopher Chan
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Bicycle Newfoundland and Labrador

Dave Buchanan
Paths for People

Suzanne Lareau
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Peter Spearing
Bike Calgary

Alison Carlyle
Bicycle Nova Scotia

Carol Steuri
Green Communities Canada

cc:

Honourable Chrystia Freeland, Minister of Finance
Honourable Marc Garneau, Minister of Transportation
Honourable Catherine McKenna, Minister of Infrastructure and Communities
Honourable Bill Blair, Minister of Public Safety and Emergency Preparedness
Honourable Navdeep Bains, Minister of Innovation, Science and Industry
Honourable Mary Ng, Minister of Small Business, Export Promotion and International Trade
Honourable Maryam Monsef, Minister for Women and Gender Equality and Rural Economic Development
Andy Fillmore, Parliamentary Secretary to the Minister of Infrastructure and Communities

Leader of the Official Opposition, Erin O'Toole
Pierre Poilievre
Stephanie Kusie
Shannon Stubbs
James Cumming
Andrew Scheer
Pat Kelly
Jagdeep Sahota

Leader of the NDP, Jagmeet Singh
Peter Julian
Niki Ashton
Jack Harris
Brian Masse
Taylor Bachrach
Gord Johns
Lindsay Mathyssen

Leader of the BQ, Yves-Francois Blanchet
Leader of the Green Party, Annamie Paul