



**MEMORANDUM TO:** Kenneth Weatherill  
Assistant Deputy Minister  
Public Safety Division  
Ministry of the Solicitor General

**FROM:** Marcelle Crouse  
Associate Deputy Minister  
Transportation Safety Division  
Ministry of Transportation

**DATE:** August 13, 2024

**SUBJECT:** **Changes to Ontario’s Collision Reporting Threshold and Collision Coding Standards for Micromobility Vehicles**

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This memorandum is to inform the policing community across the province about two recent changes to Ontario’s collision reporting requirements:

1. An increase to the Property Damage Only (PDO) collision reporting threshold; and
2. Updated collision coding standards for micromobility vehicles.

Further details about these changes are provided below. I would ask that you please bring these changes to the attention of any enforcement personnel who would find it useful or relevant to their duties. Your support on this is greatly appreciated.

**1. Property Damage Only Collision Reporting Threshold**

A Property Damage Only (PDO) collision involves damage to public or private property, including vehicles and their loads, but no bodily injury to any person. Currently, PDO collisions must be reported to the Registrar of Motor Vehicles if they exceed a specified dollar threshold or if any door of a motor vehicle that is open or opening comes into contact with a cyclist, a bicycle, or a moving vehicle.

**As of January 1, 2025**, the Property Damage Only (PDO) collision reporting threshold will increase from \$2,000 to \$5,000. This change is an amendment to [section 11 of Ontario Regulation 596 \(General\)](#) under the *Highway Traffic Act* (HTA).

**2. Updated Collision Coding Standards for Micromobility Vehicles**

The Ministry of Transportation relies on police-reported collision information to evaluate the safety risks and impacts of emerging vehicle types. This memorandum provides

updated coding standards for documenting collisions involving the vehicle types specified in the Table below. These changes are effective immediately.

***Coding Identifiers for Reportable Collisions involving Micromobility Vehicles***

Vehicle	Collision Report Coding Standards	
	'Vehicle Type' Field*	'Body Style' Field
E-scooter	E-scooter (Code 38)	"PS" for personal units
		"SS" for shared (rental) units
E-bike	E-bike (Code 37)	"PA" for pedal-assist
		"TP" for throttle-propelled
		"MP" for moped-style
		"MC" for motorcycle-style
Cargo E-bike	E-bike (Code 37)	"CC" for commercial cargo units
		"PC" for personal cargo units
Golf Cart	Golf Cart (Code 39)	

\* *Micromobility Vehicle Type codes were introduced as of Jan 29, 2023. Visual examples of common vehicle types are provided in the appendix for reference.*

Please note that the same coding standards apply whether collisions are reported using the Motor Vehicle Collision Report ("MVCR") form (SR-LD-401) or an electronic collision data system. The new micromobility coding method does not require any updates to the current collision reporting IT systems. Police services are asked to incorporate the instructions in this memorandum into their current reporting practices.

An updated MVCR Manual and Micromobility Collision Coding Reference Chart reflecting the changes noted are attached. If there are any questions regarding updates to Ontario's collision reporting requirements, please contact Raj Cheema, Manager, Road Safety Program Development Office at [Raj.Cheema@ontario.ca](mailto:Raj.Cheema@ontario.ca).

Thank you for your assistance in communicating these changes.









Sincerely,



Marcelle Crouse  
Associate Deputy Minister  
Transportation Safety Division

Attachments: Micromobility Collision Coding Reference Chart, MVCR Manual

# Micromobility Collision Coding Reference Chart

Vehicle	Device Type	Description	Example	Collision Coding Standards	
				'Vehicle Type' Field	'Body Style' Field (New free text values)
<b>E-Bike (Power-Assisted Bicycle)</b>  Max. 32 km/h Max. 120 kg Max. 500 W	Pedal Assist	Traditional bicycle design and <u>must be pedalled</u> to engage battery power.		<b>E-Bike</b> (Code 37)	<b>PA</b> <i>(denotes 'pedal assist')</i>
	Throttle Propelled	Traditional bicycle design and can be <u>propelled without pedalling</u> .		<b>E-Bike</b> (Code 37)	<b>TP</b> <i>(denotes 'throttle propelled')</i>
	Moped Style	Moped design with a seat, pedals, step-through frame, and a platform footrest.		<b>E-Bike</b> (Code 37)	<b>MP</b> <i>(denotes 'moped')</i>
	Motorcycle Style	Motorcycle design with a straddled seat and pedals.		<b>E-Bike</b> (Code 37)	<b>MC</b> <i>(denotes 'motorcycle')</i>
<b>Cargo E-Bike (Pilot Project)</b>  Max. 32 km/h Min. 55 kg Max. 1000 W Max. 4.0 m (L) x 1.3 m (W) x 2.2 m (H)	Personal Cargo E-Bike	E-bike equipped with pedals and a platform or box used to carry large items.		<b>E-Bike</b> (Code 37)	<b>PC</b> <i>(denotes 'personal cargo')</i>
	Commercial Cargo E-Bike	E-bike with pedals, a platform or box owned by a commercial entity and used for commercial purposes (e.g., Purolator, FedEx).		<b>E-Bike</b> (Code 37)	<b>CC</b> <i>(denotes 'commercial cargo')</i>
<b>E-Scooter (Pilot Project)</b>  Max. 24 km/h Max. 45 kg Max. 500 W	Personal E-Scooter	Kick-style electric scooter used for personal mobility.		<b>E-Scooter</b> (Code 38)	<b>PS</b> <i>(denotes 'personal scooter')</i>
	Shared (Rental) E-Scooter	Kick-style electric scooter device from a local shared mobility provider.		<b>E-Scooter</b> (Code 38)	<b>SS</b> <i>(denotes 'shared scooter')</i>