

IWK Position Statement: E-scooters

POSITION

It is the position of IWK Health that **no** child under the age of sixteen (16) should operate e-scooters. Youth aged sixteen (16) or older should be permitted to operate e-scooters if they follow strict safety requirements and adhere to provincial and municipal legislation.

BACKGROUND

In Nova Scotia, an electric kick-scooter (e-scooter) is defined as a small electric vehicle that you can ride while standing. It has two wheels in a straight line, a handlebar for steering, and a flat platform to stand on. It is powered by an electric motor and can travel at speeds of up to thirty-two (32) kilometers per hour. ¹

E-scooters are emerging as a popular mode of transport, occupying a space that previously received limited attention in policy and planning discussions. As cities pursue sustainability and carbon-neutrality goals, these vehicles offer an appealing alternative for short-distance travel. Their integration into urban mobility networks is seen as a way to reduce greenhouse gas emissions, lower air pollution levels, and alleviate traffic congestion. In addition to environmental benefits, these vehicles enhance urban accessibility and connectivity by strengthening first- and last-mile travel options. Beyond utility, e-scooters also contribute to a more engaging travel experience; riding this vehicle can be enjoyable and may positively support physical and mental well-being, reinforcing their broader value within the transportation landscape. ²

E-scooters have been popularized by the introduction of shared micromobility in Canada. Shared micromobility is a term derived from micromobility. Micromobility is an umbrella term used for describing small, compact, and low- speed rideable vehicles such as bicycles, folding bikes, e-mopeds and e-scooters. ³ Shared micromobility is described as a publicly available fleet of bicycles, e-bikes and e-scooters available for short term use. ⁴

THE ISSUE

Increased number of injuries among children

E-scooter injuries occur across all age groups. However, injuries related to children are especially concerning. Canadian Paediatric Society (CPS) has warned public that children under the age of sixteen (16) years do not typically have strength, coordination or experience needed to operate them safely. They further added that these electric devices can speed up to thirty to fifty (30–50) km/h, which requires significant skills to operate them especially in traffic. ⁵

Across Canada, rising injuries linked to e-scooters and e-bikes particularly among children and youth have become a major concern. IWK Health highlights the high risk of serious injury and death for young users of e-scooters and e-bikes. The CPS has echoed these concerns. According to the CPS, emergency rooms across the country are reporting a noticeable rise in injuries linked to e-scooter and e-bike falls and collisions. They have further explained that kids are arriving with broken bones, concussions, and other trauma that could have been mitigated with proper safety measures. ⁶

Recently, Canadian Institute of Health Information (CIHI) released data where they found that e-scooter hospitalizations for children between the ages of five and seventeen increased by sixty-one (61) percent between 2023 and 2024. ⁷ Montreal Children's Hospital (MCH) has also expressed concern as they observed that approximately half of all e-scooter injuries at MCH's Trauma Center were children and youth under the age of fourteen (14). ⁸ MCH has further recommended increasing the minimum age for riding e-scooters to increase to sixteen (16) years from current minimum age of fourteen (14) years. ⁹

It is important to note that given injury figures reflect absolute counts and do not account for changes in exposure or ridership volume. Without exposure data, absolute injury numbers may overstate or understate relative risk. Improved exposure-adjusted surveillance systems are needed to accurately assess injury risks over time.

Atlantic Canada

While there is no significant evidence from Atlantic Canada in relation to children's injuries caused by e-scooters, it could be because of multiple reasons including ambiguity in data collection and legislation or because the shared micromobility projects are only their pilot phases. Creating preventative legislation and safety guidelines in line with recommendations provided by national organizations such as Canadian Paediatric Society and Traffic Injury Research Foundation can prevent injuries and reduce financial and social burden caused by e-scooter injuries.

Prince Edward Island (PEI)

Among Atlantic Canadian provinces, PEI has the most comprehensive framework, outlining consolidated public regulations covering minimum age of operator, maximum driving speed, definitions, permitted operating areas, equipment standards, safe operation guidelines, helmet use, and penalties. For instance, some key regulations in the consolidated guide of PEI include minimum age of sixteen (16) years to drive e-scooters and e-bikes, maximum speeds of twenty-four (24) km/h and thirty-two (32) km/h for e-scooters and e-bikes respectively; and maximum power output of five hundred (500) W for e-scooters and e-bikes. Link to PEI's consolidated regulations for e-scooters can be found here: [PEI E-scooter Regulations](#)

Nova Scotia (NS):

Regulations for e-scooters exist through amendments to the Motor Vehicle Act. (E-bikes are considered in a similar category as bicycles and all the rules that apply to bicycles also apply to e-bikes. ¹⁰)

In NS, the Motor Vehicle Act (MVA) was amended to introduce an official definition of "electric kick-scooter" and set rules like a minimum age of fourteen (14) years for operation, maximum speed of thirty-two (32) km/h, motor power limit of five hundred (500) W. ¹¹ Municipal by-laws supplement the provincial law: e.g., in the Halifax Regional Municipality (HRM) the "Micromobility By-law (By-Law M-300)" provides local rules for e-scooters (e.g. where they may operate, maximum speeds, etc). ¹²

While regulations exist, ambiguity exists in Nova Scotia between minimum age for privately owned e-scooters and shared micromobility devices. To elaborate, the minimum age for operating a privately owned e-scooter is fourteen (14) years as outlined in provincial legislation. On the other hand, the minimum age to ride publicly

available shared micromobility devices is sixteen (16) years. Unlike in PEI, there isn't one *standalone* regulation document exclusively for e-scooters that is easily referenced in NS. The rules are scattered: part of them in the MVA amendments, part in local bylaws, and part in supplementary guides.

New Brunswick (NB) and Newfoundland & Labrador (NFLD):

While both provinces have adopted federal legislation and guidelines for e-bikes, ambiguity still exists with regard to e-scooter legislation. City of Fredericton in NB is the only municipality which has defined e-scooters in the province.¹³

Summaries of each Atlantic Canadian province's legislation and safety guidelines related to e-scooters is listed below, further details can be found on each province's website (a link to each is included in Appendix A).

E-scooter Legislation:

E-scooter legislation	NB	NL	NS	PEI
Definitions	Unclear	Unclear	Yes	Yes
Age Requirements	Unclear	Unclear	Shared micromobility = 16+ years Privately owned devices = 14+ years	16+ years
Insurance	No	No	No	No
Size Restrictions	Unclear	Unclear	Yes	Yes
Safety Equipment/Gear	Unclear	Unclear	Yes	Yes
Passengers	Unclear	Unclear	Yes	Yes
Location/Time of Use	Unclear	Unclear	Yes	Yes
Educational Campaigns	No	No	No	No
Data collection	No	No	No	No
Substance Use	Yes	Yes	Yes	Yes

Yes – Legislation exists No – Legislation does not exist

Recommendations

The following recommendations were developed to help support legislative change. These recommendations are based upon current data that illustrates the risk of serious injury in children and youth who use e-scooters.

Provincially:

1. Create a comprehensive framework, outlining consolidated public regulations including definitions, permitted operating areas, equipment standards, safe operation guidelines and accountability structures for e-scooter usage in one place in Nova Scotia, New Brunswick and Newfoundland and Labrador.¹⁴
2. Prohibit the use of e-scooters for children or youth under the age of sixteen (16) years.^{5 9}
 - a. For youth over the age of sixteen (16) years, require safety equipment to be worn when riding e-scooters. Such equipment includes CSA certified helmets, reflective vests, and appropriate footwear.^{5 15}

3. Conduct educational campaigns to raise awareness about safely driving micromobility devices and educate active transport users to expect micromobility devices on roads. ¹⁵
4. Create Comprehensive Public Health Strategies including: ¹⁵
 - a. Public education/awareness campaigns about safe e-scooter use.
 - b. Improved infrastructure (e.g. bike lanes, segregated docking/parking stations, etc.).
 - c. Improved surveillance of injuries involving e-scooters (and e-bikes).
5. Support and expand research efforts to systematically track and analyze injuries related to e-scooter and e-bike use. ¹⁵

Federally:

1. Define standards and classifications for e-scooters and e-bikes (e.g. Speed, power of devices, weight etc.) at national level. ¹⁵
2. Support development of consistent national data system to capture micromobility injuries including in police records, transportation databases, public health data, trauma centers and provincial health system records. ¹⁵

Conclusion

Use of e-scooters by children and youth under the age of sixteen (16) years poses severe risks. Children and youth do not typically have strength, coordination or experience needed to operate them safely in proximity to other road users. ⁵

Provincial and national organizations such as Montreal Children's Hospital, the Hospital for Sick Children (SickKids) and the Canadian Paediatric Society have voiced their concerns regarding safety of e-scooters for children. ^{6 8 16} As e-scooter use continues to rise, we can only expect to see an increased number of injuries and deaths if legislative changes and injury prevention measures are not made.

Lead Department: Child Safety Link

Child Safety Link (CSL) is a child and youth injury prevention program at IWK Health dedicated to reducing the incidence and severity of unintentional childhood injuries within the Maritimes. CSL is committed to working collaboratively with local communities, government, and other partners to ensure that children are as safe as necessary on the road, at home and at play. To help achieve this mission, Child Safety Link takes an active role in advocating for healthy public policy that would result in fewer unintentional childhood injuries.

References

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- ² Bretones, A., Marquet, O., Daher, C., Hidalgo, L., Nieuwenhuijsen, M., Miralles-Guasch, C., & Mueller, N. (2023). Public health-led insights on electric micro-mobility adoption and use: A scoping review. *Journal of Urban Health*, 100(3), 612–626. [Public Health-Led Insights on Electric Micro-mobility Adoption and Use: a Scoping Review - PMC](#)
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- ⁴ City/County Association of Governments of San Mateo County. (2022). Shared micromobility feasibility study and implementation plan: 6.2-A3-Micromobility-Final-Plan (PDF). <https://ccag.ca.gov/wp-content/uploads/2022/12/6.2-A3-Micromobility-Final-Plan.pdf>
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- ⁶ Canadian Paediatric Society. (n.d.). *E-Scooter and E-Bike warning*. Canadian Paediatric Society. [E-Scooter and E-Bike Warning | Canadian Paediatric Society](#)
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- ¹⁰ Nova Scotia Legislature. (n.d.). *Motor Vehicle Act (amended)*. https://nslegislature.ca/legc/bills/60th_2nd/3rd_read/b146.htm
- ¹¹ Nova Scotia Legislature. (2022). Bill 134: Motor Vehicle Act (amended). https://nslegislature.ca/legc/bills/64th_1st/3rd_read/b134.htm
- ¹² Halifax Regional Municipality. (n.d.). By-law M-300: Respecting micromobility. [By-law M-300, Respecting Micromobility | Halifax.ca](#)
- ¹³ City of Fredericton. (2022). By law No. 19: A by law respecting parklands and trail systems. [law-no-l-19-law-respecting-parklands-and-trail-systemspdf-0](#)

¹⁴ Prince Edward Island. (2022). Electric Kick-Scooters Regulations (PEI Reg. EC863/22), Highway Traffic Act. [Electric Kick-Scooters Regulations](#)

¹⁵ CAA Atlantic. (2025). Micromobility in Canada: Risks, regulations, knowledge gaps & opportunities (ca a-micromobility-in-canada-12d.pdf). <https://atlantic.caa.ca/sites/default/files/2025-07/caa-micromobility-in-canada-12d.pdf>

¹⁶ The Hospital for Sick Children. (2024). SickKids seeing growing number of injuries from e-scooters and e-bicycles. <https://www.sickkids.ca/en/news/archive/2024/sickkids-seeing-growing-number-of-injuries-from-e-scooters-and-e-bicycles/>

Appendix A

Provincial e-scooter legislation

Nova Scotia:

- [Nova Scotia Motor Vehicle Act](#)
- [By-law M-300, Respecting Micromobility | Halifax.ca](#)

Prince Edward Island:

- [Electric Kick-Scooters Regulations](#)

New Brunswick:

- [E-scooter regulation in Fredericton New Brunswick](#)

Newfoundland and Labrador:

- [City of St. John's, By-Law 1443, SKATEBOARD, IN-LINE SKATES AND SCOOTER BY-LAW](#)

Provincial e-bike legislation:

Nova Scotia:

- [Nova Scotia Motor Vehicle Act](#)

Prince Edward Island:

- [Power-Assisted Bicycles Regulations](#)

New Brunswick:

- [Motor vehicle registration - gnb.ca](#)

Newfoundland and Labrador:

- [RCMP Newfoundland and Labrador encourages e-bike and bicycle users to put safety first | Royal Canadian Mounted Police](#)