BACKGROUNDER

Building Ontario Faster Act, 2026

PROTECT ONTARIO

Ministry of Red Tape Reduction

October 27, 2026

Ontario

Overview

To continue delivering on our commitment to build the most competitive, resilient and self-reliant economy in the G7, the government is introducing the Building Ontario Faster Act, 2026.

The bill and associated measures would, if passed, support Ontario's economic growth by transforming government permits and processes, speeding up infrastructure development and improving energy system efficiency. The government's work to streamline permits and approvals, combined with proposed targeted initiatives, will create a faster, more predicable regulatory environment that attracts investment and fortifies supply chains supporting job creation and economic growth.

Permit Transformation

Ontario is supporting **a stable and predictable business climate** that attracts investment and ensures businesses can secure approvals quickly, predictably and efficiently.

The government is streamlining approvals **while maintaining strong health, safety and environmental standards**, and the Crown's duty to consult.

Ontario's **leadership role in red tape reduction** is making Ontario a **premier destination for global investment**, job creation and growth.

Building Ontario Faster

Ontario is **building a more efficient regulatory environment** to ensure the province is resilient and ready for economic opportunities.

As part of the government's plan to build Ontario faster, the province is **maintaining high standards and oversight** while:

- Transforming archaeological approvals
- Modernizing environmental oversight and service delivery
- Delivering housing, infrastructure and key public services faster and more efficiently
- Strengthening Ontario's electricity distribution system

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Permit Review Progress

Led by the Ministry of Red Tape Reduction, the government-wide permit review supports faster project starts, lower administrative costs and greater predictability for businesses and investors in key sectors such as mining, transportation, energy, agriculture and infrastructure.

In fall 2025, the government committed to a full review of all business-facing permits with the goal of eliminating or transforming at least 35 to 50 per cent of them by the end of 2028.

Delivering Results

After the first year, **more than half of all 375 business-facing permits have been reviewed** and the government is on track to review the remaining permits by the end of 2028. Once all permit transformations approved to date are implemented, the time required to process those permits will be reduced by almost **220,000 days**.

Meeting Targets

Target	Progress–to-date
33% of permits reviewed by the end of 2026	✓ EXCEEDING: 51% of permits reviewed by end of 2026
35% to 50% of permits eliminated or transformed through code of practice, permit by rule or shot clock by the end of 2028.	✓ ON TRACK: 33% of all 375 business-facing permits to be eliminated or transformed by the end of 2026

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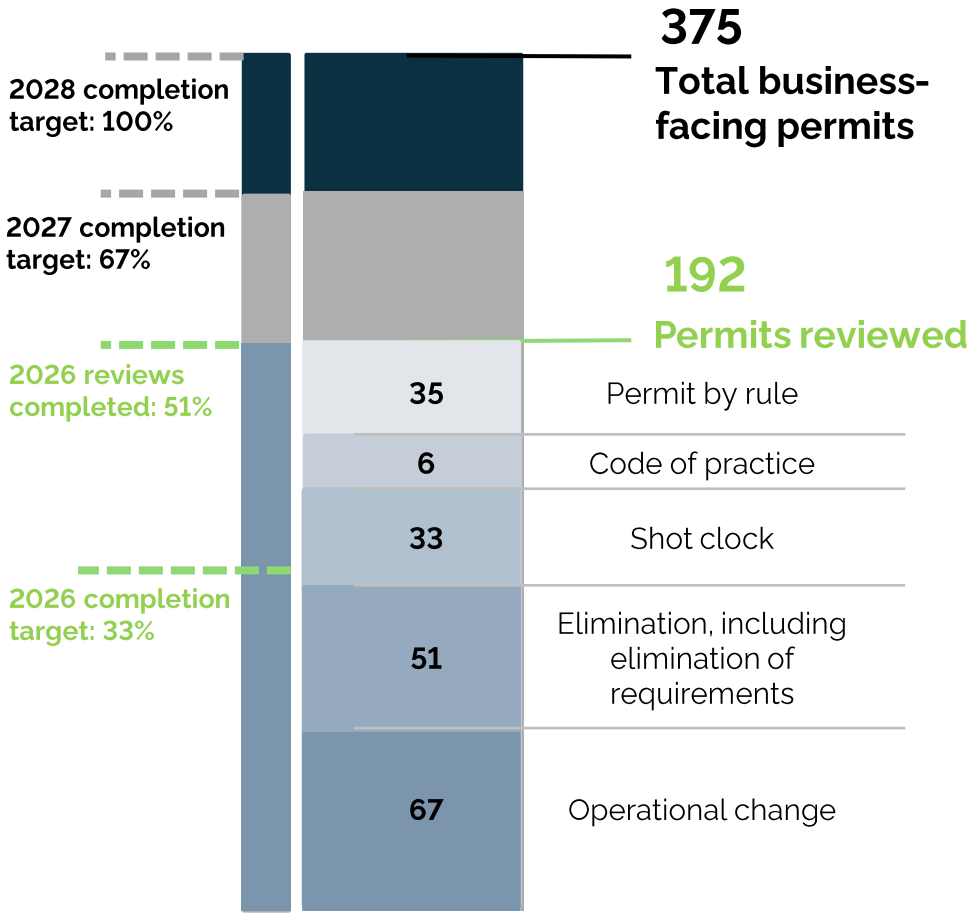
Permit Review Progress (cont'd)

Permit Review Timeline



How are permits being transformed?

Ontario is removing unnecessary permit requirements and making those that remain faster and easier to obtain. Lower-risk activities will follow standard practices, while activities that require stronger oversight will have improved processes and clear service standards.

Eliminate: Remove permit requirements that are no longer necessary. This option may be used where a permit is no longer needed or when requirements duplicate other safeguards.

Code of practice: Businesses can begin work without applying for a permit or notifying government, but they must adhere to a set of enforceable operational rules or standards.

Permit by rule: Businesses can begin work after government is notified and some information, like where the activity is taking place, is provided. This information supports compliance monitoring and inspections.

Shot clock: Guarantees a permit decision within a set timeframe. If a decision is not made within that timeframe, the permit is automatically approved. Government may pause the timelines if permit application materials are incomplete.

Operational change: For activities that require it, full permits will remain in place. Permit processes will be simplified to improve the user experience and service standards will be in place.

Ontario

Permit Transformation

Initiative	Current State	Future State
Retail Sales Tax Act	Vendors who collect premiums for taxable insurance contracts or benefits plans are required to register as a vendor and get a vendor permit. Approximately 50 permits issued in 2025.	Changing to Permit by Rule, where clients will no longer be issued a vendor permit but are still required to register with the Ministry of Finance.
Fuel Tax Act	An Ontario Fuel Tax Distributor Permit or registration may be obtained to sell fuel produced from waste at a waste disposal site. Applicants may complete the Application to Register for Fuel Distributor (Form 013-0519) and submit it to the Ontario Ministry of Finance. None issued in 2025.	Permit eliminated. The permit has had little to no recent uptake and overlaps with authorities already provided through the Fuel Collector Designation Permit, creating an opportunity to eliminate this permit. Eliminating would streamline the approval process and reduce confusion from clients.

Permit Transformation (cont'd)

Initiative	Current State	Future State
Garage Licences – Amendments to the *Highway Traffic Act* (HTA)	Currently, the process to apply for or renew a garage licence for auto wreckers and salvage yards that dismantle vehicles (Class C), and businesses that exclusively sell trailers (Class A), is paper-based, does not accept digital payments and can take six to eight weeks to complete. Application volumes are low, with approximately three to five new applications and 200 renewals annually.	The proposed changes would eliminate garage licensing requirements for these businesses, cutting red tape by reducing paperwork, administrative delays and costs. Businesses would continue to be subject to existing record-keeping, inspection and enforcement requirements, maintaining regulatory oversight, consumer protection and road safety.
Corridor Management Permits – Amendment to the *Public Transportation and Highway Improvement Act*	Currently, businesses and property owners must obtain permits from the Ministry of Transportation for certain commercial and residential developments near provincial highways, as well as for signs and advertising devices located within 400 metres of a provincial highway right-of-way. Increasingly complex permit applications have contributed to longer processing times and greater administrative burdens for applicants and government.	The proposed changes would allow the Minister of Transportation to streamline permitting requirements for lower-risk activities by establishing codes of practice and introducing reporting requirements. This would reduce application delays, lower administrative costs and make it easier for businesses and property owners to undertake eligible activities, while maintaining strong highway safety protections.

Permit Transformation (cont'd)

Initiative	Current State	Future State
Farm Implements Act (FIA)	The Farm Implements Act (FIA) requires distributors of farm equipment to register under the Act, even though the registration no longer provides operational value to support enforcement. The registration takes one day to process, with an overall turnaround time of one day.	OMAFA is proposing to remove the requirement for a distributor to register under the FIA. Eliminating the distributor registration will reduce burden for businesses while aligning with modern practices. In addition, because a dealer/distributor is not a formal term in the Act or Regulation, the ministry will be making a policy change to remove new dealer/distributor registrations. The remaining obligations under the FIA continue to apply to distributors, regardless of their registration status. In addition, OMAFA will move the current requirement for new dealer registrations to a "permit by rule", where a farm equipment dealer is still required to register by submitting a completed application, but will be able to begin operations immediately without waiting for confirmation from the ministry.
Quarantine Permit and Wax Refuse Permit – The Bees Act	The Quarantine Permit and Wax Refuse Permit are no longer actively used and are duplicative of risk-management tools available to mitigate risks under the *Animal Health Act, 2009* . As both permits are dormant, there are no applicable processing times.	Eliminating the dormant permits would remove outdated requirements while maintaining capacity to implement quarantines, movement controls and risk mitigation measures under the *Animal Health Act, 2009*. This change would-streamline the ministry's bee health response framework and align legislative authorities with current operational practices. Elimination is preferred because the regulatory outcomes of both permits can be met through other mechanisms.

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Permit Transformation (cont'd)

Initiative	Current State	Future State
Animal Health Act (AHA), The Drug and Pharmacies Regulation Act	The current licensing framework under the *Animal Health Act, 2009* (AHA) requires businesses to undergo ministry review and approval prior to selling specific over-the-counter livestock medicines that do not require a veterinary prescription. The licence is a lifetime authorization, and the associated regulatory risks are commonly low. OMAFA takes four days to process the licence, while the overall process takes 17 days.	Transitioning to a permit by rule approach would streamline market entry as well as reduce delays and administrative burden, by enabling businesses to immediately begin selling livestock medicines once the business notifies the government upon registration. OMAFA would need to automate a response to confirm the business is registered under the AHA for the purposes of maintaining a pathway for businesses being subject to the *Drug and Pharmacies Regulation Act* (DPRA). Collecting business information through registration would also allow OMAFA to complete the necessary oversight as desired by the Ministry of Health.
Agricultural Tile Drainage Installation Act	To initiate a tile drainage business under the *Agricultural Tile Drainage Installation Act,* a business must apply for a business licence, employ at least one licensed Class A Operator, and have access to at least one licensed machine. Currently, there are three different classes of Agricultural Tile Drainage Machine Operator Licences (A,B, & C). All licences under the Act are designed to ensure agricultural drainage systems are designed and installed accurately to improve land productivity. The current permits framework is outdated and requires multiple licences and approvals. It takes a combined 16 days to process all licence applications.	OMAFA is proposing the following transformations : • Maintain new and annual renewals of the Business Licence but add additional requirements to facilitate the elimination of the Machine License. • Eliminate all permits associated with the Machine Licence and amend the requirements of the Business Licence to include an attestation that a machine meets a standard. • Eliminate the Class C Machine Operator Licence and eliminate the renewal requirements for Class A & B Machine Operator Licences. These changes will streamline and consolidate permits that have become an administrative burden and maintain the necessary level of oversight.

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Building Ontario Faster

Initiative	Current State	Future State
Amendment to the *Metrolinx Act*	Currently, Metrolinx and the Ministry of Transportation share responsibilities for long-term transportation planning in the Greater Golden Horseshoe, resulting in duplication and overlapping accountability. The *Metrolinx Act* also requires Metrolinx to present its annual report at a public board meeting, a requirement that differs from the standard reporting process followed by other agencies.	The proposed amendments would consolidate responsibility for coordinating long-term regional transit and highway planning under the Ministry of Transportation, reducing duplication and strengthening accountability for transportation planning across the Greater Golden Horseshoe. The amendments would also require Metrolinx's annual report to be publicly released following approval by the Minister of Transportation, aligning its reporting process with requirements for other provincial agencies.

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Protecting Jobs in Ontario's Industrial Sector	Ontario's industrial sector is working to meet its environmental obligations while staying competitive amidst ongoing economic uncertainty. Ontario's two carbon black facilities have identified feasible and readily available approaches to address their sulphur dioxide emissions but have requested additional time to install these control technologies – citing concerns over ongoing economic pressures and the need to protect the jobs of up to 240 employees in tariff-impacted communities. In addition, petroleum facilities face challenges in complying with sulphur dioxide limits during emergencies or scheduled maintenance when emissions are temporarily increased.	The Ontario government is proposing regulatory changes that will create a realistic, clear pathway to long-term sulphur dioxide emissions reductions while providing greater regulatory certainty and flexibility for industry and protecting jobs in tariff-impacted communities. Proposed regulatory changes would suspend the application of the sulphur dioxide standard(s) for carbon black facilities, while requiring facilities to meet interim emissions reduction, monitoring, and reporting requirements. These measures will help protect up to 240 jobs in tariff-impacted communities. The Ontario government is also proposing regulatory changes that would align the province with California by providing exemptions from a flaring-related emissions limit for petroleum facilities during emergencies and scheduled maintenance, while strengthening requirements for emissions reduction and reporting.

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Extending Aerial Pesticide Application Permissions to Include Drones	Ontario's current regulations only permit aerial pesticide distribution by airplane, but do not specifically address application by drones. In June 2026, Health Canada introduced a policy to allow for pesticide application by drone for products currently registered for aerial application. Six other provinces have also begun to allow for drone application.	This measure would bring Ontario into alignment with recent policies and regulations from Health Canada regarding the drone application of federally approved pesticides. By making use of new and emerging drone technology, these changes will also allow for more precise and cost-effective application of pesticides. The Ontario government is proposing regulatory amendments that would create a clear regulatory pathway for the use of drones. A drone-specific application licence and training process would allow qualified operators to apply federally approved pesticides via drone while also allowing appropriately trained farmers to use drones on their properties. This change would have no effect on the type of pesticide permitted to be used in Ontario. This proposed change would help businesses and farmers leverage new and emerging technologies to support their growth and long-term success while ensuring the health and safety of the public and the environment.

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Streamlining Environmental Decision Making **MECP**	Ontario's Environmental Bill of Rights, 1993 (EBR) has remained largely unchanged since it came into force in 1994, and its current framework is unique in Canada. The EBR includes review processes that are broader than those used in other Canadian jurisdictions, such as Saskatchewan, Manitoba and Newfoundland and Labrador, some of which have rarely been used, and that duplicate other avenues for public participation. This creates red tape that is not present in other provinces and territories, undermining Ontario's ability to provide approvals in a timely manner, and thereby undermining Ontario's ability to compete for jobs and investment within Canada and globally. Furthermore, these administrative processes require staff time and resources that could otherwise support core ministry functions, including protecting Ontario's air and water.	The Ontario government is proposing amendments that would update the EBR for the first time in over 30 years, cut duplication and bring Ontario's framework into closer alignment with other jurisdictions such as Saskatchewan, Manitoba and Newfoundland and Labrador. The proposed changes would streamline outdated processes that duplicate other avenues for public input. These include: • removing the requirement to duplicate postings on the Environmental Registry of Ontario and the Ontario Regulatory Registry • streamlining environmental decision-making processes to provide certainty and consistency, including for businesses and proponents; • removing rarely-used tools for civil actions. These changes will dramatically improve Ontario's competitiveness within Canada and around the world, while retaining robust environmental protections and approvals processes, including: • public consultation via the Environmental Registry of Ontario and Ontario Regulatory Registry • responses to potential violations via Environmental Officers and the Spills Action Centre; and • avenues to appeal and challenge decisions.

Ontario

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Streamlining Approval Process for New Landfills	Ontario faces growing pressure on its waste disposal capacity as the amount of waste generated continues to rise while available domestic landfill space continues to decline. As a result, Ontario is reliant on the United States to manage approximately 40 per cent of its commercial waste. Just last week, the United States announced new 50 per cent Section 338 tariffs on Canadian waste products going south of the border, further emphasizing the urgent need to expand landfill capacity here in Ontario. Currently, some existing landfill sites in Ontario have less than 10 years of landfill capacity remaining. Landfills that accept waste from industry, businesses and institutions, meanwhile, have only seven years' capacity remaining. Only one new large landfill has been approved in Ontario in the last 20 years, leaving Ontario increasingly reliant on the United States and vulnerable to further tariffs should immediate action not be taken.	The Ontario government is introducing an updated process that will address the urgent need to streamline the approval of new landfills while retaining robust opportunities for municipal and residential input, through the consultation requirements in the current environmental assessment process. These changes will help Ontario address the urgent need for domestic landfill capacity, support our efforts to reduce our reliance on the United States, increase competitiveness by providing certainty for businesses and helping them avoid the cost of tariffs and help municipalities unlock the jobs and local economic benefits associated with hosting waste management facilities.

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Supporting Energy-from-Waste Facilities and Reducing Pressure on Landfills	Energy-from-waste is employed in Ontario at facilities including the Durham York Energy Centre and Emerald Energy From Waste as a method of diverting non-recyclable material from landfills and generating power. Ontario has a one-window approval process to help renewable energy projects move forward efficiently. However, existing legislation does not explicitly recognize the renewable portion of municipal waste. As a result, energy-from-waste facilities with integrated energy recovery must go through two separate approvals process: an Environmental Assessment and an Environmental Compliance Approval. Uncertainty regarding approval timelines creates barriers for investment in these facilities.	The Ontario government is proposing legislative changes that would recognize energy-from-waste as a core part of Ontario's waste management approach, building on the work done by facilities already operating in the province and aligning with other jurisdictions that recognize the renewable content of municipal waste. With additional regulatory amendments, new energy-from-waste facilities will be able to apply through a one-window approvals process, rather than going through two separate approvals. Existing facilities will also be able to benefit from have the choice to update their current approvals to a Renewable Energy Approval. By providing a clearer, more predictable approval process, these changes would help attract investment in proven waste diversion and alternative waste disposal technologies while reducing pressure on Ontario's landfill capacity.

Ontario

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Underground Mapping/ Digital Twin	Ontario's underground infrastructure data is fragmented across 800+ underground infrastructure organizations (UIOs), such as utilities, municipalities and telecommunication providers, and stored in inconsistent formats with varying levels of accuracy. Timely access to utility location data during infrastructure planning and design is inconsistent and can add cost and time to planning.	The proposed legislative changes, if passed, would support the collection of underground infrastructure information from UIOs and the development of a provincial Underground Infrastructure Map (UIM). Infrastructure Ontario (IO) would lead the data collection and development of this digital map to improve planning, delivery and operation of government, broader public sector (BPS) or other priority infrastructure. This map would serve as a foundational data layer supporting the government's digital twin (DT) initiative to accelerate infrastructure planning and delivery through innovative tools.
Construction Act Holdback	A holdback is a requirement that all contractors and subcontractors withhold 10 per cent of the cost of the services or materials supplied on a project. This helps ensure that enough money is available to pay any lien claims that may arise. Currently, the annual release of a holdback payout is optional. For example, The Ministry of Transportation currently releases all annual holdbacks on the same date. Starting January 1, 2027, project owners will be required to release holdbacks annually on the anniversary date of each contract. This could create an administrative burden for some project owners.	The government is proposing changes to the *Construction Act* that will allow the Attorney General to make regulations to allow project owners to release holdbacks annually for all their contracts on a date they choose, rather than on the anniversary of each individual contract. If passed, a regulation would be developed that applies to projects led by the Ministry of Transportation. Other public and private sector owners could request to be included under the regulation. This change would simplify holdback payments, reduce administrative burden. and support more efficient project delivery.

Ontario

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Registered Disability Savings Plan	The Registered Disability Savings Plan (RDSP) is an important savings program that helps people with disabilities and their families save for the future. Currently, provisions in the federal *Income Tax Act* allow spouses, common-law partners, parents, and adult siblings to open and hold an RDSP on behalf of adults who lack the capacity to enter into contracts. These provisions are set to expire on December 31, 2026. If the federal government does not extend these provisions and Ontario does not have an alternative, some families would require guardianship or another formal decision-making arrangement to support the financial well-being of their loved ones through RDSPs.	Ontario is helping ensure people with disabilities and their families do not lose access to RDSPs and can continue to build long-term financial security. We are introducing new provincial legislation that, if passed, would allow these family members to continue to open and hold RDSPs on behalf of adults who lack the capacity to enter into contracts. This ensures uninterrupted access to RDSPs and continued long-term financial security for people with disabilities.

Building Ontario Faster (cont'd)

Initiative	Current State	Future State
Streamlining Originating Civil Litigations Processes	Typically, people engage in two types of civil proceedings: a civil action or a civil application. Each proceeding requires a different form to be submitted to the courts to begin the litigation. The availability of multiple forms increases the risk of incorrect filing and submissions, which can frustrate litigants and impact access to the justice system	The government is proposing changes to the *Courts of Justice Act* to allow for amendments to the Rules of Civil Procedure (rules governing civil court proceedings in Ontario.) If passed, changes would be made to the Rules of Civil Procedure to create a new 'Notice of Civil Proceeding' form, which could be used to start either a civil action or civil application. The change eliminates the need for different forms and will simplify and streamline the civil process for potential litigants. This improves the experience the people of Ontario have with the justice system and makes it more efficient. The Civil Rules Review Working Group recommended this change following widespread consultations on practical improvements to the civil justice system aimed at addressing barriers that contribute to delay, complexity, and cost.

Improving Labour Mobility Across Canada

Initiative	Current State	Future State
Regulated Health Professions Act, 1991 (RHPA) Amendments	A labour mobility applicant may be asked by a health regulatory college to provide any amount of information, including those that have already been verified by the applicant's existing regulator (e.g. educational transcripts, exam results), although regulators are prohibited from reassessing a labour mobility applicant's qualifications. This results in unnecessary duplication of paperwork and delays for health professionals who have already demonstrated their qualifications and ability to practise safely in other provinces and territories. This applies to all labour mobility applicants to Ontario, including those practising under "As of Right".	These amendments mean: • A labour mobility applicant may be asked by a health regulatory college to only provide the information that is permitted by the updated Chapter 7 (Labour Mobility) of the Canadian Free Trade Agreement; making it easier for a labour mobility applicant to prepare and submit a complete application, allowing them to receive a registration decision more quickly. • Patient safety is maintained as the labour mobility applicant is still required to provide information that demonstrates they can competently and safely practice in Ontario.
Ontario Labour Mobility Act (OLMA) Amendments	The *Canadian Free Trade Agreement* (CFTA) helps reduce barriers for certified workers moving between provinces and territories. The *Ontario Labour Mobility Act, 2009* (OLMA) implements Ontario's labour mobility obligations under the CFTA with respect to most regulated occupations. However, the Act has not yet been updated to reflect recent changes to the CFTA's labour mobility provisions, which include supporting a more streamlined certification process across Canada by introducing a standardized list of certification requirements.	Changes to the OLMA would align the Act with updated CFTA requirements and make it easier for certified workers from elsewhere in Canada to get certified and start working in Ontario. The amendments would incorporate into the OLMA the CFTA's new standardized list of requirements that Ontario regulators can request from workers who are already certified in another province or territory. This would reduce unnecessary barriers, support faster certification decisions and maintain safeguards that protect public safety and professional standards.

Looking Ahead

Unnecessary regulatory compliance requirements are costly for businesses in every sector and, if left unchecked, they can drive jobs and investment out of the province. Cutting red tape is essential to unlocking Ontario's — and Canada's — full economic potential. With the global business and trade environment changing on a scale not seen in generations, we are helping businesses access the approvals they need more efficiently and support a more agile and responsive economy. The results of our permit review and the proposed Building Ontario Faster, 2026 bill will make life easier for Ontarians, including families, business owners, farmers, health care workers and transit users.

Since 2018, the government has taken over 700 actions to transform regulations, including the elimination of approximately 14,000 regulatory compliance requirements, which has contributed to saving businesses and other regulated entities approximately $1.3 billion and 1.8 million hours since 2023. This represents a reduction of nearly six per cent of Ontario's red tape burden. If passed, these savings would be in addition to the nearly 220,000 processing days under the proposed *Building Ontario Faster Act, 2026* and the ongoing permit review once implemented.

In 2026, Ontario earned its first ever A grade from the Canadian Federation of Independent Business for regulatory reform, reflecting that Ontario has the lowest regulatory burden per capita in the nation. Through our ongoing actions to cut red tape, we are making Ontario the most competitive place in the G7 to invest, build and create jobs.

Appendix – Previous Announcements

October 20: Ontario Cutting Wait Times for Archaeological Approvals by Up to 80 Per Cent

October 22: Ontario Accelerating the Expansion of Highway 69

October 23: Ontario Introducing Changes to Improve Blue Box Program

October 27: Driving Economic Growth Through Competitive Electricity Distribution Sector

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