

July 15, 2019

City of Toronto
General Government and Licensing Committee

RE: GL6.31 Review of the City of Toronto Municipal Code
Chapter 546, Licensing of Vehicles-for-Hire

Dear Committee Members,

I am pleased to provide written comment to the General Government and Licensing Committee as it considers a review of the City of Toronto Municipal Code Chapter 546, Licensing of Vehicles-for-Hire.

Parachute is a national Canadian charity founded in 2012. Our mission is to create a safer Canada by preventing serious and fatal injuries through evidence-based solutions that advocate and educate. We promote researched, evidence-based and expert-advised resources and tools that can help to prevent serious harm or death from preventable injuries.

One of Parachute's priority areas is road safety as motor vehicle collisions are a leading cause of death to Canadians. Our work in this area is guided by the Vision Zero framework, of applying a comprehensive, safe systems approach to road safety. In May 2017, Parachute launched the Canadian Vision Zero Network that provides access to the most current evidence based practices that reduce motor vehicle collisions. Over the past five years, Parachute has implemented an annual National Teen Driver Safety Week (NTDSW) that is designed to drive public awareness of teen driver safety issues, and encourages community and youth involvement as part of the solution. Our team provides expertise, networking links and education across the country to stakeholders who are working in their communities to improve road safety.

The goal of ridesharing driver training is to ensure the safety of passengers, cyclists, pedestrians and drivers, reducing collisions and other negative outcomes. It is essential that this training reflects the

evidence in its content and uses best practices in adult learning. Commonly held adult education principles indicate that adults learn best when learning is relevant to their practice and focused on solving a problem, they are engaged in the process and have responsibility for their learning, they interact with peers, have opportunities to apply what is being learned, etc. There is a plethora of literature that exists to guide development of learning for adults.

An opportunity to harmonize ridesharing driver training would be to focus on a standard, ideally national in scope, that would either set out the standards that a certified ridesharing driver training program should meet or create the training itself. For example, the Canadian Standards Association (CSA) is a credible organization in developing standards and has a validated process that brings together audiences with expertise and interest in the issue (e.g. experts from the field and standards development, industry, policy-makers, the public). CSA has developed national training for agencies such as Search & Rescue (<https://sarvac.ca/core-training-competency-standards/>). This sets up a neutral third party to ensure evidence and best practices form the basis for and are integrated into training. It would allow for diverse expertise and perspective to be included in the process and set a standard for every ridesharing driver.

We thank you for this opportunity to provide comment to the Committee. If you have any questions, please do not hesitate to contact me at 647-776-5103 or pfuselli@parachutecanada.org.

Sincerely,



Pamela Fuselli, MSc.
Interim President and CEO
Vice-President, Knowledge Transfer & Stakeholder Relations