

City Council**Notice of Motion**

MM1.15	ACTION			Ward: All
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Increasing Public Safety and Training Requirements of Private Transportation Companies (PTCs) and other vehicles-for-hire - by Councillor Mike Layton, seconded by Councillor Josh Matlow

** Notice of this Motion has been given.*

** This Motion is subject to referral to the General Government and Licensing Committee. A two-thirds vote is required to waive referral.*

Recommendations

Councillor Mike Layton, seconded by Councillor Josh Matlow, recommends that:

1. City Council request the Executive Director, Municipal Licensing and Standards to include recommendations in the future report on the review of Toronto Municipal Code Chapter 546, Licensing of Vehicles-for-Hire on:
 - a. consideration of all measures to increase public safety and the training requirements of Private Transportation Companies and other vehicles-for-hire; including restoring and improving the initial recommendations in the 2016 staff report; and
 - b. a new public reporting process to City Council and the public on the safety records and performance of Private Transportation Companies licence holders and companies.

Summary

On March 21 2018, Nicholas (Nick) Cameron was killed while taking an Uber from his apartment in Parkdale to Pearson Airport. The driver of the Uber had been a registered Uber driver for two days. During sentencing, Justice P. Robertson made clear that the driver had received no training and did not know where an important landmark/destination of the City was - Toronto Pearson International Airport. The result was the death of a sensitive, caring and funny young man who touched the lives of many. Nick was a brother, an uncle and a son. He would have just celebrated his 29th birthday.

In 2016, City Council voted to remove the vehicle-for-hire training requirements for Private Transportation Companies. Cameron's death illustrates the need to increase the public safety and training requirements for Private transportation Companies and other vehicles-for-hire.

Evidence from the investigation following the accident showed that the driver of the Uber had just moved to Toronto from Ottawa and did not seem familiar with the City and he did not

seem confident driving on the highway.

While the vast majority of rideshare drivers are safe and conscientious, the rules as they are allow unsafe and untrained drivers to pick up and drive members of the public. Nick's story shows the consequences of leaving ride-sharing companies in Toronto under regulated.

This summer, the Cameron family started a petition to bring back rideshare safety training in Toronto. To date it has over 20,000 signatures from residents across Toronto. Several media outlets, including the Toronto Star, The Globe and Mail and the CBC have all published stories in support of the need to change Toronto's ridesharing safety and training requirement.

Across North America, many other cities and provinces have established robust training requirements for drivers, including: Quebec, Alberta, New York and Chicago.

Background Information (City Council)

Member Motion MM1.15