

**From:** Pablo Godoy  
**To:** General Government and Licensing  
**Subject:** My comments for 2019.GL6.31 on June 24, 2019 General Government and Licensing Committee  
**Date:** June 20, 2019 3:01:46 PM

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To the City Clerk:

Please add my comments to the agenda for the June 24, 2019 General Government and Licensing Committee meeting on item 2019.GL6.31, Review of the City of Toronto Municipal Code Chapter 546, Licensing of Vehicles-for-Hire

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

## **WHO WE ARE**

### **THE UNITED FOOD AND COMMERCIAL WORKER'S UNION (UFCW)**

On behalf of the membership of the United Food and Commercial Workers Union Canada (UFCW), Canada's leading private sector union, I am pleased to present our comments on proposed recommendations to *City of Toronto Municipal Code Chapter 546, Licensing of Vehicles-for-Hire*.

The UFCW is a voice for all Canadian workers, including some of Canada's most socially and economically vulnerable. We work to better their lives. As the leading trade union in the retail, food processing, and hospitality sectors, we represent 120,000 workers across Ontario and 250,000 across Canada.

The City of Toronto is reviewing the licensing of vehicles-for-hire bylaw that came into effect in July 2016, and it could have economic and social consequences for for-hire drivers in Ontario for decades.

Aligning UBER services with Toronto's traditional vehicle-for-hire regulated workplaces by-laws will set the cities vehicle-for-hire workers and industry on a trajectory of prosperity. All changes made should keep the drivers' best interest in mind.

### **UFCW has consulted with hundreds of Uber Black/Limousine drivers who are proposing the following amendments to the vehicles-for-hire bylaw review:**

1. Cap for all ride share (Uber X) drivers at 10,000 allowed to operate at any given time.
2. Implement mandatory training and background checks.
3. Uber policies must match city polices.
4. Banning automatic de-activation of driver accounts without investigation and appeal.

### **Recommendations:**

1. Cap the number of ride share (Uber X) drivers at 10,000 allowed to operate at any given time.
  - a. Toronto already has 11,000 licenced taxi drivers for approximately 5,000 cabs.

- b. Currently, Uber X has 90,000 drivers. This is adding to congestion, accidents, crime and pollution.
  - c. Toronto already has more taxis per person than Vancouver, Ottawa, and Los Angeles.
2. Implement mandatory training and background checks.
- a. Creating a standardized model of training and background checks for all Vehicle-for-hire drivers in the city would ensure that UBER drivers are not at an unfair disadvantage. Moreover, it would create safer and healthier conditions for both clients and service providers in the vehicle-for-hire industry.
  - b. We recommend cameras be mandated in ride share vehicles for both the drivers and customers safety.
3. Uber policies must match city polices.
- a. We recommend one set of regulations for all in respect to vehicle replacement criteria.
  - b. Allow for equitable staging spaces for Uber black drivers. Currently UBER drivers are not allowed to stage in the same areas as traditional Taxi's or Limo services.
  - c. Revise ticketing policies. Currently UBER drivers are faced with multiple traffic infractions due to clients asking to be dropped off in unsafe and/or often no stop zones. Drivers are forced to choose between risking being ticketed or receiving low ratings from clients resulting in deactivation and loss of livelihood.
4. Banning automatic de-activation of driver accounts without investigation and appeal.
- a. Uber drivers need to make a living and the deactivation of drivers' accounts must not be allowed to happen without the driver having the opportunity to appeal a decision through the Toronto Licensing Tribunal.
  - b. The rating system is complicating UBER driver's ability to deliver the highest quality service, while respecting city by laws.
  - c. The city should evaluate eliminating the rating system for Uber black equitable rating system for UBER Black/limo drivers as they are professionals who carry a specific chauffeur license and receive yearly update training.

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