

From: [Dave Edwards](#)
To: [Councillor Crisanti](#); [Councillor Malik](#); [Councillor Matlow](#); [Councillor Moise](#); [Councillor Fletcher](#); [Councillor Jaye Robinson](#); [Councillor Carroll](#); [Councillor Cheng](#); [Councillor Bradford](#); [Councillor Holyday](#); [Councillor Crawford](#); [Councillor Thompson](#); [Councillor Mantas](#); [Councillor Myers](#); [Councillor Ainslie](#); [Councillor Perks](#); [Councillor Nunziata](#); [Councillor Pasternak](#); [Councillor Bravo](#); [Councillor McKelvie](#); [Councillor Saxe](#); [Councillor Burnside](#); [Councillor Morley](#); [Councillor Perruzza](#); [Councillor Colle8](#); [councilmeeting](#)
Subject: [External Sender] Opposed to DM6.3: Licensing Micro-mobility Couriers
Date: May 9, 2023 9:45:04 PM

Dear Mayor McKelvie & Council,

[NRBI Hyper-Local Logistics](#) is a Toronto based company that specializes in emission-free, last mile deliveries using a fleet of high-capacity electric cargo bikes. Our e-cargo bikes replace delivery vans in Toronto's core, easing congestion on our streets and reducing carbon emissions in our city. We are leading the kind of change in the logistics industry that is needed to make Toronto a greener, more livable city in the coming years.

We currently directly employ 10 delivery riders, and will soon be doubling our workforce. We train our riders well and prioritize the safety of our riders and those around them. In our 2+ years of existence, we have had exactly zero incidents involving collisions between our delivery riders and pedestrians.

We fundamentally disagree with the approach proposed by Councillors Saxe and Carroll for Council's consideration as item [DM6.3 "Micro-mobility Couriers"](#) on Wednesday May 10, 2023. We believe road safety decisions must always be based on data. Decisions must target our most pressing safety concerns, where people are actually being injured. We know that in February, [Traffic Services](#) reported that 197 pedestrians were struck by motorists in the first 45 days of 2023. We believe that targeting delivery riders with increased police enforcement and licensing would be taking resources, time, and attention away from measures that could actually improve the safety of pedestrians and other vulnerable road users in Toronto. We believe City resources can be better spent to help achieve its own [Vision Zero](#) goals.

If there is conflict between various types of Vulnerable Road Users, we suggest resources could be better used for:

Infrastructure Improvements: Continue to expand on our network of separated cycling infrastructure. Provide truly safe cycling routes where cyclists of all ages and abilities feel safe on the roads, and are not compelled to divert onto sidewalks. When construction in and around these lanes is needed, provide safe detours and adequate signage to allow for safe passage for cyclists and pedestrians.

Education Incentives: Focus on efforts to incentivize safe cycling amongst working e-cyclists. Provide funds to develop free or low-cost education courses for riders and incentivize companies in the industry to hire riders who have completed such courses.

The use of electric cargo bikes in the logistics industry benefits the city in many ways: less

congestion, lower carbon emissions, reduced noise, and safer streets. We encourage the City to work with local emission-free delivery companies like nrbi to make success in the logistics world more likely, and to avoid targeting delivery riders with increased enforcement and licensing.

Thank you,

nrbi hyper-local logistics

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nrbi

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