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REGION OF PEEL

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Sent: Tuesday, October 22, 2024 3:14 PM

To: ZZG-COUNCIL <zzg-council@peelregion.ca>; ccrsa.group@gmail.com

Subject: Agenda Item 14.1

Good afternoon, this submission is for Agenda Item 14.1. Thurs Oct 24th Meeting

- Unregulated Trucking Schools: Many trucking schools in the region prioritize passing exams over real-world safety training, resulting in an influx of poorly trained drivers on our roads.
- Fraudulent Licensing: There are troubling reports of fraudulent licenses being issued, allowing unqualified drivers to operate heavy trucks, putting all of us at risk. Ontario mandates minimum training for Class A: Mandatory entry-level training will include at least 103.5 hours of instruction and cover the entry-level knowledge and skills needed to safely operate a large truck on Ontario's roads.
- Unsafe Trucking Practices: Some trucking companies cut corners on safety, sending out trucks with broken parts and forcing drivers into dangerous situations. This must be stopped.

Additionally many of these illegal drivers only weeks or months prior to arrival may have lived their whole life in rural areas of less rule of law nations, prior to being set free on Ontario roads with moving weapons. There is also credible doubt of legal status to work in Canada at all for a cohort of these drivers. All of this combined has created an environment where rule of law is flouted with relative impunity. This has created fertile ground for illegal truck yards, and by extension transport of locally sourced stolen vehicles. By extension, with no oversight or application of law, how can the public verify illegal operators are not carrying illicit drugs, undocumented dangerous goods, or even human traffic?

The Region of Peel and the Ministry of Transportation could collaborate in several ways to address these issues:

- Stricter Oversight and Regulation: The Ministry could **enforce** more stringent regulations on trucking schools and crack down on fraudulent licensing practices. Only accredited schools with proper training programs should be allowed to operate, and licenses should only be granted after thorough, fair testing. Schools should be subject to regular safety and standards **audits**.
- Enhanced Enforcement of Safety Standards: Joint initiatives could involve stricter roadside **inspections** of trucks to ensure they meet safety standards. The region could also increase the **penalties** for companies that force drivers to operate unsafe vehicles or violate working conditions.
- Driver Training Programs: The Peel Region could **partner** with the Ministry to subsidize better training programs for young drivers or international workers, ensuring they receive the necessary skills to operate trucks safely on the roads.
- DriveTest (**Serco**) operating on a contracted basis for MTO should be compelled to participate in regular safety and standards **audits**, as well as tighter oversight by MTO to ensure contractual obligations regarding safety and standards are being met on a routine basis. This organization has been shown, as a matter of public record, to be prone to internal corruption.

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Lino Portelli
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