PRIVATE MOTOR TRUCK COUNCIL OF CANADA
ASSOCIATION CANADIENNE DU CAMIONNAGE D'ENTREPRISE

50 YEARS 1977-2026

Will Ontario's Auditor General's report on Entry Level Training be a wakeup call for governments?

On May 12th Ontario's Auditor general released a scathing report on the state of class A entry level training and oversight in the province of Ontario.

Some of the key findings

The auditors sent out "secret shoppers" who attended 6 different training schools between June and December of 2025. 2 of the 6 schools only required students to complete 59.5 & 81 hours of training, while still passing them through the course, well short of the minimum 103.5 hours required. The schools had the students sign off that they completed all required training & then entered them as passed in the MTO's IT system, allowing them to book a road test.

The Ministry of Colleges, Universities, Research, Excellence & Security (MCURES), who is in charge of oversight for Registered Private Career Colleges, (PCC's) has never inspected 54 of 216 PCC's. Worse yet, of the 81 PCC's who have reached the 5 year threshold for required reinspection, 44 of them, or 54%, had yet to be reinspected as of March 2025.

It was also found that MCURES did not routinely share inspection findings with the MTO, who has authority over those who receive their AZ license.

MCURES nor MTO monitored individual ELT providers training outcomes such as road test pass or fail rates, post license driving infraction rates or collision rates.

The AG report uncovered 2 of the 12 PCC's they reviewed employed unqualified driving instructors. A review of 10 investigation files found that 4 PCC's were actively employing a total of 7 unqualified instructors.

The AG found 6 unregistered PCC's that were investigated & penalized by MCURES yet, unfathomable as of June 2025 were still booking road tests. Unregistered schools were also found to be providing training, then working with a registered school to enter the info into the ELT database. One of the PCC's continued to operate after a self-reported closure. The penalty for this offence was only $6,500.00.

Between January 2024 and June 2025, 29 unregistered schools booked a total of 6,393 exam appointments in Serco's system. Some of these schools had been suspended by MCURES. Serco's interface does not allow them to verify if the school who entered the students info into the system is registered, a massive flaw in oversight.

A DCP organization is approved to train and test/license it's students. If the MTO suspends their license they are not allowed to train or certify drivers during the suspension period. However, the MTO's IT system does not in turn prevent the suspended organization from testing and certifying the student. One suspended DCP organization was suspended 3 times between 2017 & 2025, yet while suspended a total of 358 students started & completed their ELT & 96% received their class A license. The MTO told the AG that it was not aware that DCP organizations were training & certifying while training…..to be blunt, the fact that this can occur is insane, is reckless, & clearly has a detrimental effect on road safety!

Auditors

Since 2009, the number of PCC's delivering ELT training has increased from 93 to 205. During the same period, the number of students who completed ELT rose from 13,683 to 22,699. MCURES is responsible for oversight, including conducting audits on all 595 PCC's, not just those who provide class A training. MCURES only employs 8 inspectors.

Industry is concerned, but not surprised

The PMTC, along with many other stakeholders, unfortunately are not the least bit surprised by the AG's report. The PMTC was one of the key stakeholders that worked with the MTO for a period of over 2 years in designing the Class A training standard that was introduced in July of 2017. During these meetings we routinely warned the MTO that if they did not have a thorough compliance & oversight plan in place prior to the implementation of MELT, the desired outcome of ELT would be undermined by the underbelly of the training industry. In addition, industry has consulted with MTO routinely since 2019 on the issues with ELT, warning of the massive increase of schools registering, being approved & supplying training who were in no way complying with the ELT training requirements. The PMTC, along with several other stakeholders provided the MTO & MCURES with several recommendations during rounds of consultations, that were routinely taken uphill, as far up as the Transport Ministers office & right to the premiers attention. For a period of 6 years, none of these recommendations were acted upon & none were put into place. During this time period issues continued to get worse with no serious action being taken by government. The current mess we are in did not occur overnight; it was allowed to fester and expand over a period of years with no meaningful changes or enforcement occurring. While this article is focusing on the Ontario AG's report, compliance & oversight is an issue right across the country, at most levels of government.

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So now what?

The time for big words & threats of serious consequences from the podium by our elected officials need to be in the past, as words with no actions mean nothing. It is time to get serious & put money & resources towards fixing this problem once & for all. In fairness, the government of Ontario has made some changes recently. In 2025 they introduced a Driver Training, Compliance, Oversight & Modernization Branch. Under the guidance of this group, they have begun increasing audits, with cooperation from MCURES as well as MTO during these audits. They have made a commitment to audit all schools in the next year. We are currently consulting with the MTO on a number of changes & recommendations. While I am unable to go into details as we had to sign and NDA, I can say we are discussing mandatory waiting periods after obtaining your class G license before you can attempt your class A road test. We are also discussing on road experience, training, testing, audit & oversight, improvements to ELT, as well as several other topics. The PMTC is hopeful this will all finally lead to meaningful change, as an industry we can't afford to wait any longer for the government to get serious. Meaningful oversight, with strict penalties needs to begin as soon as possible!!



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