



# AGENDA

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## TOWING INDUSTRY ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**TUESDAY, FEBRUARY 11, 2014 - 9:00 A.M.**

**COUNCIL CHAMBER**

**SECOND FLOOR, CIVIC CENTRE**

300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

[www.mississauga.ca](http://www.mississauga.ca)

### Members

Councillor Ron Starr, Ward 6 (**Chair**)

John C. Lyons, Citizen Member (**Vice Chair**)

Councillor Nando Iannicca, Ward 7

Mark Bell, Citizen Member

Daniel Ghanime, Citizen Member

Tullio (Tony) Pento, Citizen Member

Armando Tallarico, Citizen Member

Daniel R. Wallace, Citizen Member

Contact: Stephanie Smith, Legislative Coordinator  
Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181  
[Stephanie.Smith@mississauga.ca](mailto:Stephanie.Smith@mississauga.ca)

CALL TO ORDERAPPROVAL OF AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS/DEPUTATIONSMATTERS TO BE CONSIDERED

1. Minutes of Previous Meeting(s)
  - 1.1 Towing Industry Advisory Committee meeting minutes from December 16, 2013.
  - 1.2 Vehicle Pound Facility Subcommittee minutes from January 24, 2014

RECOMMEND APPROVAL

2. Amendments to the Tow Truck Licensing By-law 521-04, as amended, requiring Tow Truck Equipment Identification Markings

Corporate report dated January 29, 2014 from the Commissioner of Transportation and Works with respect to amendments to the Tow Truck Licensing By-law 521-04, as amended, truck equipment identification markings.

RECOMMENDATION

That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, effective April 1, 2014, outlining the requirements for tow truck equipment identification markings as outlined in the report from the Commissioner of Transportation and Works dated January 29, 2014, entitled Amendments to the Tow Truck Licensing By-law 521-04, as amended, requiring Tow Truck Equipment Identification Markings.

RECOMMEND APPROVAL

3. Two Tier Tow Truck Licensing System

Towing Industry Advisory Committee to discuss a two tier tow truck licensing system, more specifically “General Towing for Hire” and “Contract Towing Not for Hire”

DIRECTION REQUIRED

4. Towing Industry Advisory Committee Action List

Action list of the Towing Industry Advisory Committee meeting held on December 16, 2013 provided to the Committee to provide an update on the status of initiatives raised at prior meetings.

RECOMMEND RECEIPT

5. Information Items

5.1 Corporate report dated December 4, 2013 from the Commissioner of Transportation and Works with respect to amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a two tier tow truck licensing system. (Please note that this report was considered at the December 16, 2013 TIAC meeting and deferred to a future meeting for consideration.)

OTHER BUSINESS

DATE OF NEXT MEETING – 9:00 a.m., Tuesday, April 15, 2014 - Council Chamber

ADJOURNMENT

1.1a



Towing Industry Advisory Committee  
FEB 11 2014

# MINUTES

## TOWING INDUSTRY ADVISORY COMMITTEE

TUESDAY, DECEMBER 16, 2013 – 9:06 AM

### COUNCIL CHAMBERS

SECOND FLOOR, MISSISSAUGA CIVIC CENTRE, MISSISSAUGA, ONTARIO

[www.mississauga.ca](http://www.mississauga.ca)

- Members Present:** Councillor Ron Starr, Ward 6 (Chair)  
 John C. Lyons (Citizen Member) (Vice Chair)  
 Mark Bell (Citizen Member)  
 Daniel Ghanime (Citizen Member)  
 Tullio (Tony) Pento (Citizen Member)  
 Armando Tallarico (Citizen Member)  
 Daniel R. Wallace (Citizen Member)

**Members Absent:** Councillor Nando Iannicca, Ward 7

**Staff Present:** Daryl Bell, Manager, Mobile Licensing Enforcement  
 Stephanie Smith, Legislative Coordinator, Office of the City Clerk

Stephanie Smith, Legislative Coordinator  
 Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181  
[Stephanie.Smith@mississauga.ca](mailto:Stephanie.Smith@mississauga.ca)

CALL TO ORDER – 9:06 a.m.

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST –nil

MATTERS CONSIDERED

1. Minutes of Previous Meeting

That the minutes of the Towing Industry Advisory Committee meeting held on June 11, 2013 be approved as presented.

Approved (D. Wallace)

2. Amendments to the Tow Truck Licensing By-law 521-04, as amended, to Include a Two Tier Tow Truck Licensing System

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to the matter of a two tier tow truck licensing system to include “General Towing for Hire” and “Contract Towing Not for Hire”. Mr. Bell noted that the classifications would solve a number of concerns related to chase tow trucks, vehicles being towed outside the City of Mississauga and that it would allow contract companies to operate in Mississauga without a registered vehicle pound facility (VPP).

Daniel R. Wallace, Citizen Member expressed concerns related to the classification of Contract Towing Not for Hire and noted the need for a new class of licenses for collision towing.

Lisa Goncalves, Abrams Towing enquired if Abrams Towing would need two types of licenses as they complete both classifications. Daryl Bell, Manager, Mobile Licensing Enforcement provided clarification for both classifications.

Discussion ensued with respect to the fees associated to both classifications, CAA owning a pound facility, if the City of Mississauga would have enough staff to enforce the By-law, contract companies chasing accidents, vehicles being towed outside City boundaries, a collision response unit, public safety and private towing companies such as scrap vehicle businesses.

Joey Gagne, Abrams Towing spoke to concerns in the towing industry and that the two tier license system would rectify issues in the industry.

#### RECOMMENDATION

That the corporate report titled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, to Include a Two Tier Tow Truck Licensing System" from the Commissioner of Transportation and Works dated December 4, 2013 be referred to a January 2014 Towing Industry Advisory Committee meeting.

Approved (J. Lyons)

Recommendation TIAC-0008-2013

3. Amendments to the Tow Truck Licensing By-law 521-04, as amended, Requiring Tow Truck Driver Safety Clothing and Identification

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to concerns received regarding the need to identify tow truck drivers at a scene of a collision and that drivers are currently not wearing safety clothing.

Discussion ensued with respect to requirements on a name tag, fluorescent safety colours, and the *Occupational Health and Safety Act*.

#### RECOMMENDATION

1. That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, effective February 1, 2014, outlining the requirements for tow truck driver safety clothing and identification as outlined in the report from the Commissioner of Transportation and Works dated December 4, 2013.
2. That in addition to the requirements outlined in the corporate report from the Commissioner of Transportation and Works dated December 4, 2013 for tow truck drivers when out of the tow truck at both accident and non-accident scenes be amended to add the following:

1.1a

- a fluorescent yellow vest or a combination of yellow and orange reflective material
- an identification badge showing the tow truck driver's first initial and last name

Received (D. Wallace)  
 Recommendation TIAC-0009-2013

4. 2014 Towing Industry Advisory Committee Meeting Dates

Members of the Towing Industry Advisory Committee (TIAC) reviewed the memorandum dated December 5, 2013 from Stephanie Smith, Legislative Coordinator with respect to the proposed 2014 Towing Industry Advisory Committee meeting dates.

RECOMMENDATION

That the memorandum dated December 5, 2013 from Stephanie Smith, Legislative Coordinator with respect to the proposed 2014 Towing Industry Advisory Committee meeting dates be received.

Received (A. Tallarico)  
 TIAC-0010-2013

4. Action List – Towing Industry Advisory Committee Meeting Held on June 11, 2013

Members of the Towing Industry Advisory Committee (TIAC) reviewed the action list.

RECOMMENDATION

That the action list of the Towing Industry Advisory Committee meeting held on June 11, 2013 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

Received (J. Lyons)  
 Recommendation TIAC-0011-2013

1.1e

OTHER BUSINESS

David Brown, David Brown Associates, spoke to the current concerns in the towing industry, the Tow Truck Licensing By-law of the City of Mississauga, proposed amendments to the Tow Truck Licensing By-law and a vehicle pound facility.

Discussion ensued with respect to regarding vehicle pound facilities and created a subcommittee to discuss the matter.

RECOMMENDATION

1. That the deputation by David Brown, David Brown Associates regarding tow truck licensing be received.
2. That Councillor Starr, Councillor Iannicca, John C. Lyons, Daniel R. Wallace, Armando Tallarico, be appointed to the Towing Industry Advisory Subcommittee to discuss the matter of vehicle pound facilities and that a representative from Abrams Towing be invited to participate in the discussion.

Received (J. Lyons)  
TIAC-0012-2013

ADJOURNMENT - 10:22 A.M





Towing Industry Advisory Committee  
FEB 11 2014

1.2

# MINUTES

## VEHICLE POUND FACILITY SUBCOMMITTEE

FRIDAY, JANUARY 24, 2014 – 12:33 P.M.

COUNCIL CHAMBERS  
SECOND FLOOR, MISSISSAUGA CIVIC CENTRE, MISSISSAUGA, ONTARIO  
[www.mississauga.ca](http://www.mississauga.ca)

**Members Present:** Councillor Ron Starr, Ward 6 (Chair)  
John C. Lyons (Citizen Member) (Vice Chair)  
Mark Bell (Citizen Member)  
Tullio (Tony) Pento (Citizen Member)  
Armando Tallarico (Citizen Member)  
Daniel R. Wallace (Citizen Member)  
Joey Gagne, Abrams Towing, Representative

**Members Absent:** Councillor Nando Iannicca, Ward 7

**Staff Present:** Mickey Frost, Director, Enforcement  
Daryl Bell, Manager, Mobile Licensing  
Enforcement  
Stephanie Smith, Legislative Coordinator, Office of  
the City Clerk

Stephanie Smith, Legislative Coordinator  
Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181  
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CALL TO ORDER: 12:33P.M

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST -Nil

PRESENTATIONS/DEPUTATIONS - Nil

MATTERS TO BE CONSIDERED

1. Vehicle Pound Facilities

Councillor Starr noted that the purpose of the subcommittee meeting is to receive input from members, discuss the number of pounds facilities within the City of Mississauga and discuss if there would be any advantage of consolidating pounds facilities.

Armando Tallarico, Citizen Member spoke to the challenges with operating 22 pound facilities in Mississauga and suggested consolidating the number of pound facilities to 3 or 4.

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to the Tow Truck Licensing By-law regarding pound facilities being required to be open 24 hours a day/ 7 days a week.

Mickey Frost, Director, Enforcement noted that staff investigate all situations when complaints are received and that staff also take a proactive approach to ensure the Tow Truck Licensing By-law is being adhered to.

John Lyons, Citizen Member enquired if staff think there are too many pound facilities in the City of Mississauga. Daryl Bell, Manager, Mobile Licensing Enforcement spoke to some pound facilities being too small and addressed the Zoning By-law. Mr. Lyons spoke to establishing consensus on a standard pound size, hours of operation and vehicles being towed outside of the City of Mississauga. He suggested creating a standard size for pound facilities.

Daryl Bell, Manager, Mobile Licensing Enforcement noted that the By-law currently covers all of the noted concerns except for the size limitation. He further spoke to tow trucks drivers operating in Mississauga must have a pound facility within the City of Mississauga.

Discussion ensued with respect to pound facilities being staffed during business hours, response times for customers to retrieve their vehicle, enforcement of the By-law and accountabilities on tow truck owners.

Direction was provided to staff to determine a reasonable time for a car to be released to a customer.

Tony Pento, Citizen Member spoke to the number of policies related to operating a pound facility.

Councillor Starr spoke to tow truck drivers being associated with a home pound, registered pound facilities in the City of Mississauga and customer's rights. He further spoke to conducting a business plan to determine what business models currently work for other municipalities and for staff to report back on their findings.

Daniel R. Wallace, Citizen Member spoke to the unregulated system that the Ontario Provincial Police (OPP) follows versus the regulated system that the City of Mississauga follows and noted that the unregulated system is efficient. Daryl Bell, Manager, Mobile Licensing Enforcement noted that the Province is currently looking to take over tow truck licenses as they feel the system is not working. Mr. Wallace further spoke to the challenges small businesses would face with size restrictions on pound facilities.

Joey Gagne, Abrams Towing spoke to the uniqueness of the City of Mississauga and that the Tow Truck By-laws are more advanced than other municipalities. He noted that he is currently the President of the Provincial Towing Association and that they would not support any recommendation that would hurt small businesses. Mr. Gagne further spoke to the hours of operations of pound facilities, companies being required to have a store front location and challenges faced when dealing with insurance companies.

Conversation ensued with respect to the OPP's standard regulations, the need for the City of Mississauga to be stricter enforcing By-laws and reducing the number of tow truck licenses.

## 2. Provincial Regulation of Tow Truck Licences

Daryl Bell, Manager, Mobile Licensing Enforcement provided a verbal update regarding the Provincial Government regulating tow truck licences. He indicated a meeting was held in December 2013 with representatives from multiple municipalities. Mr. Bell noted a 135 page report was prepared with recommendations for the Province to legislate tow truck licenses and vehicle pound facilities. Direction was given to Mr. Bell to provide the document to Towing Industry Advisory Committee members.

## OTHER BUSINESS

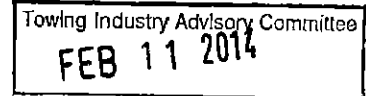
ADJOURNMENT – 1:42 P.M.



# Corporate Report

Clerk's Files

Originator's  
Files



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**DATE:** January 29, 2014

**TO:** Chair and Members of the Towing Industry Advisory Committee  
Meeting Date: February 11, 2014

**FROM:** Martin Powell, P. Eng.  
Commissioner of Transportation and Works

**SUBJECT:** **Amendments to the Tow Truck Licensing By-law 521-04, as amended, requiring Tow Truck Equipment Identification Markings.**

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**RECOMMENDATION:** That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, effective April 1, 2014, outlining the requirements for tow truck equipment identification markings as outlined in the report from the Commissioner of Transportation and Works dated January 29, 2014, entitled Amendments to the Tow Truck Licensing By-law 521-04, as amended, requiring Tow Truck Equipment Identification Markings.

**BACKGROUND:** Concerns have been raised by staff and members of the towing industry regarding the manner in which tow truck drivers switch equipment from one tow truck to another leaving tow trucks lacking required equipment at accident scenes. Staff have found many tow trucks at accident scenes missing fire extinguishers, shovels, brooms and various other items required under the Tow Truck Licensing By-law 521-04, as amended. During the annual mandatory inspections, staff have witnessed tow truck drivers switching equipment before attending 3235 Mavis Road for the inspection. During mandatory inspections increased staffing has been required to monitor vehicles to prevent the switching of equipment prior to and after the inspection. This has resulted in an increase in court action for drivers operating tow trucks with missing equipment.

**COMMENTS:**

Staff reviewed the by-laws of surrounding municipalities and found that all municipalities that license tow trucks have similar equipment requirements. Of the municipalities reviewed, there was no by-law requirement to place identification markings on the individual equipment.

Furthermore, staff have consulted with members of the towing industry and received suggestions to resolve the issue. Members of the industry have suggested that placing identification numbers on all equipment remedies the concern with switching equipment and ensures that drivers carry all required equipment at all times.

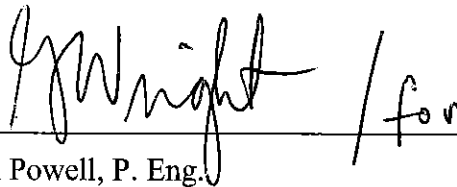
As a result, staff recommend that a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, effective April 1, 2014, requiring tow truck drivers mark all required equipment under the by-law, in either permanent paint or decal, with the designation "ML" and the municipal licence number of the tow truck.

**FINANCIAL IMPACT:**

This report has no financial impact on the Corporation of the City of Mississauga.

**CONCLUSION:**

The Tow Truck Licensing By-law 521-04, as amended, requires an amendment to include visible identification markings on all equipment required under the by-law. The equipment shall be marked with the designation "ML" and the Mississauga Tow Truck Licence Number. These changes will assist staff in ensuring that all tow trucks are fully equipped to perform the services as required under the by-law and provide greater confidence to the consumer and emergency services.

A handwritten signature in black ink, appearing to read "M. Powell", followed by a horizontal line and the word "for" written in a cursive style.

Martin Powell, P. Eng.  
Commissioner of Transportation and Works

*Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement*

# Towing Industry Advisory Committee Action List- December 16, 2013

<b>Issue</b>	<b>Last Discussed on</b>	<b>Who</b>	<b>Status</b>
Gross Vehicle Weight Rating (GVWR)	June 18, 2012	Enforcement Office	<b>COMPLETED</b>
Dual-Wheel Trucks	June 18, 2012	Enforcement Office	<b>COMPLETED</b>
Accident tow rate – amending flat rate	October 22, 2012	Enforcement Office	<b>COMPLETED</b>
Compliance and enforcement of Licensed Vehicle Impound Facilities (VPF)	October 22, 2012	Enforcement Office	<b>COMPLETED</b>
Bi-yearly Ontario Drivers Abstract and a Peel Regional Police criminal record search for all drivers	October 22, 2012	Enforcement Office	<b>COMPLETED</b>
Any company applying for a Tow Truck Owner's License must also show proof of an approved Vehicle Impound Facility which is located within the boundaries of the City of Mississauga	June 18, 2012	Enforcement Office	<b>COMPLETED</b>
Proof of insurance credentials	October 22, 2012	Enforcement Office	<b>COMPLETED</b>
Drivers complete the following – criminal record search every 6 months, drivers abstract every 6 months, and WSIB	October 22, 2012	Enforcement Office	<b>COMPLETED</b>
Towing Practices and Policies for the Peel Regional Police	June 18, 2012	Enforcement Office	<b>COMPLETED</b>
Capping the Number of Tow Truck Licenses	February 28, 2012	Enforcement Office	<b>COMPLETED</b>
Training/qualifications for drivers	December 10, 2012	Enforcement Office	<b>In progress</b>
Central City pound facility	February 19, 2013	Enforcement Office	<b>Enforcement staff to report back</b>
By-law review – Towing out of City boundaries	February 19, 2013	Enforcement Office	<b>Enforcement staff to report back</b>
By-law review – WSIB/Insurance requirements	February 19, 2013	Enforcement Office	<b>Enforcement staff to report back</b>
Auto clubs operating without owning a pound facility	June 11, 2013	Enforcement Office	<b>In progress</b>

Towing Industry Advisory Committee  
FEB 11 2014



# Corporate Report

Clerk's Files

Originator's Files

Towing Industry Advisory Committee  
DEC 16 2013

**DATE:** December 4, 2013

Towing Industry Advisory Committee  
FEB 11 2014

**TO:** Chair and Members of the Towing Industry Advisory Committee  
Meeting Date: December 16, 2013

**FROM:** Martin Powell, P. Eng.  
Commissioner of Transportation and Works

**SUBJECT:** Amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a two tier tow truck licensing system

**RECOMMENDATION:** That a by-law be enacted to amend the Tow Truck Licensing By-law 521-04, as amended, effective February 1, 2014, to include a two tier tow truck licensing system, more specifically "General Towing for Hire" and "Contract Towing Not for Hire" as outlined in the report from the Commissioner of Transportation and Works dated December 4, 2013.

**REPORT HIGHLIGHTS:**

- Issues have been raised as a result of tow truck companies operating in the city without a registered vehicle pound facility (VPF) in the City of Mississauga.
- The Canadian Automobile Association (CAA) requested a licence so that they could perform their business, which is a "not for hire" industry related to dispatched calls and not to chasing accidents.
- Mobile Licensing Enforcement previously started a process to accept a letter to set the terms for tows conducted by towing companies located outside the City of Mississauga, notwithstanding the requirements of the Tow Truck Licensing By-law 521-04, as amended.

- A two tier licence system provides protection for the public, will more effectively regulate chase and contract tow trucks, and will address concerns with unlicensed and possibly unsafe tow trucks operating on Mississauga roads.

**BACKGROUND:**

Concerns have been raised by staff and the insurance industry regarding the issue of tow truck companies who are not located in Mississauga and do not have a registered VPF in the City of Mississauga, which contravenes the requirements of the Tow Truck Licensing By-law 521-04, as amended. The by-law requires that the tow truck driver take the vehicle to their registered VPF located in the City of Mississauga or to a location at the direction of the hirer.

Notwithstanding the requirements of the by-law, past practice by previous management was to accept a letter from tow truck companies located outside the boundaries of the City of Mississauga stating that the tow rates they would charge would not be more than what is permitted within the City of Mississauga in accordance with the by-law. This practice was originally put in place to allow contract tow truck companies, including the CAA, to operate in the City of Mississauga. However, a number of general towing companies with chase trucks were granted the same permission.

CAA and other contract tow truck companies operate on a dispatch call system for their customers under prearranged contracts to service their clients. The contract tow trucks are not permitted to attend accident scenes or other random towing situations except if they maintain a registered VPF in the City of Mississauga in accordance with the requirements of the by-law.

In early 2013, the present Manager of Mobile Licensing Enforcement recognized this issue and began to remedy the situation due to the number of non-contract tow truck companies which were operating in the City of Mississauga from cities such as Brampton and as far away as Orillia, which did not maintain a registered VPF in the City of Mississauga. Moreover, staff streamlined the licensing process to license the tow trucks in compliance with the licensing by-law and insisted that to be licensed they must have a registered VPF in the City of Mississauga. This caused concerns for a number of contract tow



truck companies who operate without a registered VPF and only tow the vehicle following the owner's directions. Due to the concerns caused by the change, staff granted conditional licences to the tow truck companies that operate within the City without a registered VPF in the City of Mississauga.

A representative for CAA attended the Public Vehicle Advisory Committee (PVAC) meeting of June 11, 2013 to raise their concerns and PVAC directed staff to bring forward a report on this issue. Staff met with representatives of the CAA on September 25, 2013 and discussed their concerns, including staff's proposal to consider a two tier licence system for "contract" also known as "not for hire" tow trucks and "general" tow trucks also known as "chase" tow trucks. CAA representatives agreed that this would be an acceptable solution as this would ensure that the CAA could continue to serve their customers in the City of Mississauga and that the tow truck drivers that operate for the CAA would be prohibited from operating as a chase tow truck.

Staff also met with representatives from various licensed tow truck companies that operate in the City of Mississauga and maintain VPF's in the City. The consensus was that this change would benefit both sides of the industry.

**COMMENTS:**

Staff reviewed the surrounding municipalities and found that none have specific licence types for the operation of contract tow trucks versus general tow trucks. Staff carefully reviewed all of the industry concerns and found that the best solution would be a separate licence type to allow contract towing which for the most part are companies which are located outside of the City of Mississauga; do not have a VPF in the City of Mississauga, and, operate under pre-arranged contracts for their customers and only take the vehicles to locations as directed by the hirer. This type of operation does not meet the current requirements of the by-law but the addition of a "Contract Towing Not For Hire" licence type would permit the business to continue to service their clientele in the City of Mississauga.

Furthermore, the addition of the "Contract Towing Not For Hire" licence type would capture private tow trucks which are not chasing accident scenes but are towing for small shops and private individuals

for the purpose of moving vehicles from one location to another and scrap vehicle businesses which are operating on public roads. This has become a safety concern in recent years due to the lack of regulation. In particular, many of the towing vehicles are simply underrated as they are using towing vehicles such as half ton pickup trucks with towing apparatus attached. The vehicles may not meet the requirements of the Ministry of Transportation, or city by-laws, for tow trucks and hence create a safety hazard due to underrated steering, braking and handling with the addition of a second vehicle attached to the towing apparatus. The towing vehicles often lack proper safety equipment, insurance and driver training.

The current by-law covers the requirements for "General Towing For Hire" and provides all the responsibilities for a tow truck driver to operate in the City of Mississauga. As a result, it is recommended that the Tow Truck Licensing By-law 521-04, as amended, be amended effective February 1, 2014 to create a new tow truck driver licence class for "Contract Towing Not For Hire". Staff further recommend that the fees for the new class be the same as for the "General Towing For Hire" class.

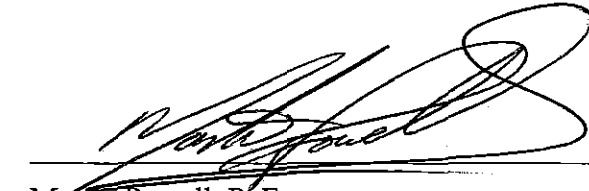
This would further assist with enforcement of the by-laws for both Mobile Licensing Enforcement staff and police services as it would be clearly defined which licence type would be permitted to attend accident scenes, police seizures or highway break downs. This would assist in regulating the tow truck industry to ensure that all "General Towing For Hire" tow trucks maintain a registered VPF within the City of Mississauga.

**FINANCIAL IMPACT:** This recommendation may increase tow truck licensing revenues.

**CONCLUSION:** Following consultation with representatives from the CAA and from the Mississauga towing industry, staff recommend that the Tow Truck Licensing By-law 521-04, as amended, be amended to include two licence types: "General Towing For Hire" and "Contract Towing Not For Hire".

The current by-law provides clear direction for the licensing of "General Towing For Hire" towing and requires amendments to allow

for inclusion of a new licence class: "Contract Towing Not For Hire" with similar licensing fees. This amendment will assist in regulating the tow truck industry by ensuring that tow truck drivers chasing accidents in the city have the appropriate licence to do so.



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Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement*