

Towing Industry Advisory Committee

Date

September 14, 2015

Time

9:30 AM

Location

Council Chamber

2nd Floor

300 City Centre Drive

Members

Councillor Ron Starr, Ward 6 (Chair)

Councillor Matt Mahoney, Ward 8 (Vice-Chair)

Mark Bell, Citizen Member

Robert Fluney, Citizen Member

Daniel Ghanime, Citizen Member

John C. Lyons, Citizen Member

Tullio (Tony) Pento, Citizen Member

Armando Tallarico, Citizen Member

Contact

Sacha Smith, Legislative Coordinator, Legislative Services

905-615-3200 ext. 4516

Email sacha.smith@mississauga.ca

Find it online

<http://www.mississauga.ca/portal/cityhall/towingindustryadvisory>

CALL TO ORDERDECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS - NilDEPUTATIONS

- A. Item 2 Elliott Silverstein, Manager, Government Relations, CAA South Central Ontario

MATTERS TO BE CONSIDERED1. Minutes of Previous Meeting

Towing Industry Advisory Committee meeting minutes from June 22, 2015.

RECOMMEND APPROVAL2. City of Mississauga Towing Licensing By-law 0521-04

Letter dated August 26, 2015 from the Teresa Di Felice, Director, Government and Community Relations and Driver Training, CAA with respect to City of Mississauga Towing Licensing By-law 521-04 section 4(1) (a) (i).

Please note that this matter was referred to TIAC by General Committee on September 9, 2015.

3. Amendments to the Tow Truck Licensing By-law 521-04, as amended for the Training of Tow Truck Drivers

Corporate Report dated August 26, 2015 from the Commissioner of Transportation and Works with respect to the amendments to the Tow Truck Licensing By-law 521-04, as amended for the training of Tow Truck Drivers.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works dated August 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended for the Training of Tow Truck Drivers" be received for information.

2. That staff incorporate comments received from the Towing Industry Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the training of tow truck drivers.
4. Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs

Corporate Report dated August 26, 2015 from the Commissioner of Transportation and Works with respect to the amendments to the Tow Truck Licensing By-law 521-04, as amended, vehicle tow digital photographs.

RECOMMENDATION

That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated August 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs".

5. Towing Industry Advisory Committee Action List

Members of the Towing Industry Advisory Committee (TIAC) to discuss the Action List for 2015.

6. Start Time of Meetings

Committee to discuss the regular start time for Towing Industry Advisory Committee meetings.

OTHER BUSINESS

DATE OF NEXT MEETING - Friday, November 20, 2015

ADJOURNMENT



DRAFT ONLY

MINUTES

TOWING INDUSTRY ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, JUNE 22, 2015 - 10:02 A.M.

COUNCIL CHAMBERS

SECOND FLOOR, CIVIC CENTRE

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

www.mississauga.ca

Members Present

Councillor Ron Starr, Ward 6 (**Chair**)
Councillor Matt Mahoney, Ward 8 (**Vice-Chair**)
Mark Bell, Citizen Member
Robert Fluney, Citizen Member
Daniel Ghanime, Citizen Member
John C. Lyons, Citizen Member
Tullio (Tony) Pento, Citizen Member
Armando Tallarico, Citizen Member

Non Members Present

Councillor Carolyn Parrish, Ward 5

Staff Present:

Mickey Frost, Director, Enforcement
Daryl Bell, Manager, Mobile Licensing Enforcement
Sacha Smith, Legislative Coordinator, Office of the City Clerk

Contact: Sacha Smith, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 4516 Fax 905-615-4181
sacha.smith@mississauga.ca

CALL TO ORDER – 10:02 AMDECLARATIONS OF CONFLICT OF INTEREST - NilPRESENTATIONS – NilDEPUTATIONS

A. Rhonda Carson, R & G Scrap Removal with respect to the two tier licensing system.

Ms. Carson appeared before Committee and explained that her flatbed truck is not for hire as it tows vehicles to the scrap yard. Due to the new two tier licensing system she would be required to have a salvage plate to operate in Mississauga, however there are no salvage plates available. She requested that Committee consider an extension on the implementation date for the two tier licensing system until a salvage plate becomes available or provide an exemption to the By-law.

Daryl Bell, Manager, Mobile Licensing Enforcement explained that no salvage plates are available due to the moratorium and further spoke to the two tier licensing system.

Councillor Starr spoke to the two tier licensing system and noted that Ms. Carson's concerns could be reviewed. He further noted that he could meet with Councillor Mahoney and staff to review possible solutions.

Ms. Carson further spoke to notification of the new licensing system. Councillor Starr noted that the City website includes information and Mobile Licensing staff could also be contacted.

RECOMMENDATION

That the deputation by Rhonda Carson, R & G Scrap Removal with respect to the Two Tier Tow Truck Licensing System, be received.

(Received) Councillor Mahoney
Recommendation TIAC-0009-2015

B. Troy Edwards, Impact Auto Auctions with respect to the two tier licensing system.

Mr. Edwards appeared before Committee and explained that the company he represents sells vehicles to auctions on behalf of insurance companies. Mr. Edwards expressed concern that the new two tier licensing system would affect their towing partners and rates. He requested that Committee consider an exemption to the By-law or delay the implementation date.

Mr. Bell spoke further to the two tier licensing system and explained that some of the changes were due to safety reasons. Daniel Ghanime commented that there are trucks operating in Mississauga that should not be considered as tier 1. Mr. Bell spoke to vehicles not being towed to pounds outside of the City limits.

RECOMMENDATION

That the deputation by Troy Edwards, Impact Auto Auctions with respect to the Two Tier Tow Truck Licensing System, be received.

Received (A. Tallarico)

Recommendation TIAC-0010-2015

- C. Pete Karageorgos, Insurance Bureau of Canada, Ontario Region with respect to the two tier licensing system.

Mr. Karageorgos appeared before Committee and expressed concern with respect to the implementation of the two tier licensing system. He further noted that the Province is currently reviewing regulations for the towing industry due to Bill 15. Mr. Karageorgos spoke to Item 2 on the agenda with respect to the centralized vehicle pound facility feasibility study and noted that he was supportive that Mississauga would be reviewing the matter.

RECOMMENDATION

That Pete Karageorgos, Insurance Bureau of Canada, Ontario Region with respect to the Two Tier Tow Truck Licensing System, be received.

Received (J. Lyons)

Recommendation TIAC-0011-2015

Councillor Starr noted that Council enacted the By-law to implement the two-tier licensing system for July 1, 2015. Mickey Frost, Director, Enforcement advised that the Committee could consider a motion with respect to delaying the implementation of the two tier licensing system. Mr. Lyons and Councillor Starr spoke to the matter and noted that implementation of the system should be delayed for further discussion.

RECOMMENDATION

That a by-law be enacted to delay the implementation of the Two Tier Tow Truck Licensing System and that the Chair and Vice-Chair of the Towing Industry Advisory Committee and Enforcement Staff review the matter further.

Approved (J. Lyons)

Recommendation TIAC-0012-2015

MATTERS CONSIDERED1. Minutes of Previous Meeting

Towing Industry Advisory Committee meeting minutes from May 4, 2015.

Approved (D. Ghanime)

2. Centralized Vehicle Pound Facility Feasibility Study

Members of the Towing Industry Advisory Committee (TIAC) discuss the Corporate Report June 10, 2015 from the Commissioner of Transportation and Works with respect amendments to the a Centralized Vehicle Pound Feasibility Study.

Chris Rouse, Project Manager – Centralized Vehicle Pound Facility Review explained the three (3) phases of the project which includes: research and initial consultation, consultation and recommendation and implementation.

Members of Committee and Councillor Parrish spoke to the matter and made the following comments:

- The importance of protection for consumers.
- Would the purpose of a centralized vehicle pound bring revenue to the City or bring order in the industry?
- The cost of land, operating and staffing costs will need to be reviewed.
- The possibility of having licensed vehicle pounds that can bid to the City.
- The importance of contacting other centralized pounds in the GTA

Mickey Frost, Director, Enforcement advised that the research for the project is in the preliminary stage. Generally, a centralized vehicle pound would bring order and more confidence in the industry. Staff are undertaking the review because most cities of a similar size have a centralized model and he can't say for sure at this point if it is

profitable. Mr. Frost further noted that multiple options would be looked at and all members of Council would be consulted. Mr. Rouse confirmed that centralized pounds in the GTA would be contacted.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works, dated June 10, 2015 entitled "Centralized Vehicle Pound Facility Feasibility Study" be received for information.
2. That staff consider comments received from the Towing Industry Advisory Committee regarding the components and timing of the Centralized Vehicle Pound Facility Feasibility Study.

Received (R. Fluney)

Recommendation TIAC-0013-2015

3. Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs

Members of the Towing Industry Advisory Committee (TIAC) discuss the Corporate Report June 10, 2015 from the Commissioner of Transportation and Works with respect amendments to Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs.

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to the subject report and explained that there are claims of extensive damage to a vehicle while being towed. The proposed amendments would provide protection for the public and tow truck drivers.

In response to questions from Committee with respect to feedback, who would be responsible, possible fines for non-compliance and the number of complaints received, Mr. Bell advised that no feedback was received and Mississauga would be the first to implement this. The tow truck operator would be responsible for taking the digital photographs and should keep them for 90 days and there is a possibility of a fine for non-compliance. In the last 5 years there have been over 200 complaints, but the City cannot do anything about it because it is a civil matter. The Province is also looking at implementing something similar.

Mickey Frost, Director, Enforcement noted that the rationale of this recommendation is to protect the driver. If the shop wishes to get involved and get the pictures that is between the shop and the driver. Discussion ensued with respect to amending the tow form to include authorization to take a photo of the vehicle and the cost involved for the drivers to take digital photographs.

Councillor Starr suggested that this matter be discussed further with staff and Councillor Mahoney.

RECOMMENDATION

That the report from the Commissioner of Transportation and Works dated June 10, 2015, entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs" be referred back to staff to discuss the matter further with Councillor Starr, Chair, and Councillor Mahoney, Vice-Chair.

Referred (A. Tallarico)

Recommendation TIAC-0014-2015

4. Towing Industry Advisory Committee Action List

Members of the Towing Industry Advisory Committee (TIAC) to discuss the Action List for 2015.

RECOMMENDATION

That the action list of the Towing Industry Advisory Committee meeting held on June 22, 2015 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

Received (A. Tallarico)

Recommendation TIAC-0015-2015

OTHER BUSINESS

Mark Bell spoke to the current tow rates. Daryl Bell, Manager, Mobile Licensing Enforcement advised that the by-law would be going to Council for approval and that the new approved rates would be mailed out.

DATE OF NEXT MEETING – Monday, September 14, 2015

ADJOURNMENT (T. Pento) – 10:47 AM

2.



Insurance
Travel
Roadside
Rewards

August 26, 2015

General Committee
SEP 09 2015

Members of Mississauga Council
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Towing Industry Advisory Committee
SEP 14 2015

Re: City of Mississauga towing licensing by-law (By-Law 521-04)

Dear Mayor and Members of Council,

On behalf of CAA South Central Ontario (CAA) and its over two million members, we are writing today to request that the City of Mississauga **exempt CAA from section 4 (1) (a) (i) of the by-law** which imposes a minimum seven (7) years of driving experience after completing the full "G" license requirements. We also request a delay in the implementation of the two-tier licensing model of the towing by-law, until provincial regulations are implemented.

CAA is a not-for profit auto club offering automotive care and roadside services, and has been advocating on behalf of our Members since 1903.

Today, our advocacy work focuses on transportation infrastructure, mobility, traffic safety, the environment and consumer protection. CAA has worked with municipalities across the Greater Toronto and Hamilton Area in recent years as municipal tow truck by-laws were drafted and implemented, ensuring these by-laws emphasize consumer protection as a critical component.

The provincial government is currently drafting regulations to regulate the towing industry following the passage of Bill 15. CAA has been actively involved in these discussions, including serving on their stakeholder advisory panel to determine how regulations will be implemented across Ontario.

For those unfamiliar with CAA and our towing services, CAA branded vehicles do not actively solicit for business at a collision or the scene of a vehicle breakdown. Rather, CAA members must contact us to request service, and a service vehicle is dispatched at that time.

We are requesting an exemption from the 7 year G- license requirement, because this portion of the city's towing licensing by-law unfairly imposes constraints on CAA, as a member service organization, to promptly and effectively serve the hundreds of thousands of our Members who reside and/or travel through Mississauga on an annual basis.

Several independent contractor companies cover CAA Member calls within Mississauga's boundaries. Over the past few years, the number of calls in Mississauga continues to be steady with CAA responding to more than 40,000 calls per year in both 2013 and 2014.

The changes by Mississauga's Council and Towing Industry Advisory Committee to move from a minimum requirement of having a G license in good standing and be at least 18 years old, to the current seven (7) year G-license requirement, has left our contractors with licenses in good standing to operate in Mississauga, but without a sufficient roster of drivers who fulfill the 7-year requirement. As a result, this is forcing numerous

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trucks to be taken out of service, which in turn could affect the service provided to our Members and your constituents who have chosen CAA as their preferred choice for towing services.

The seven year requirement is exclusive to Mississauga, when comparing the requirements in other GTA municipalities including Vaughan, Richmond Hill, Hamilton, Brampton and Toronto.

Mississauga's requirements to have drivers with a minimum of 7-years of experience with a G license, does not take into consideration that drivers with less than 7 years of experience with a G license, may have other licenses such as an AZ class license which requires a higher skill level to obtain than a G license and meeting medical fitness requirements.

The 7-year G license requirement has the potential to limit younger entrants into the industry. As with regular passenger vehicle driver insurance, tow company owners employing drivers who are under 25 years of age pay more in insurance premiums. Therefore it is a business and financial consideration for tow operators to employ drivers 25 years or younger.

The city's current by-law also presents challenges in an industry where trends have indicated it is becoming more difficult to find drivers, as towing is a challenging industry to work in. It does not afford an opportunity to New Canadians who may want work in the industry, as they likely will not have 7 years of experience driving with a G license, but who may have passed CAA's mandatory training course. New Canadians deserve the same job opportunities as others and in particular in an industry that is in need of more resources.

All CAA drivers are required to pass a mandatory training course which is comprehensive on safety, operations and customer service components. CAA contract tow operations must meet significant contractual obligations including financial and insurance requirements and all drivers and companies are managed on specific service standards.

Additionally, the recently passed provincial regulation removes a former exemption for the tow industry which now makes them subject to the Commercial Vehicle Operating Registry (CVOR). The removal of this exemption gives the Ministry of Transportation and the police greater enforcement tools to address aggressive tow driving behaviours (i.e. speeding to the scene of a collision, running stop signs, etc.) as these infractions become registered under each driver's registry as well as the company owner and gives powers to address problem drivers and the owners who employ them.

We appreciate Council's consideration of the above aspects and respectfully request an exemption from the 7-year G license requirement for many of the reasons indicated above.

The second issue we would like to bring to your attention is the ongoing effort to introduce a **two-tier licensing model** in the City of Mississauga. At the June 2015 meeting of the Towing Industry Advisory Committee (and later approved by Council), a recommendation to defer the implementation of the two-tier model was approved. While CAA has previously supported the two-tier licensing model concept, we would like to recommend that the implementation of the two-tier licensing model, be deferred until regulations set by the province through Bill 15 are implemented, something we expect in early 2016. The proposed Mississauga two-tier system would be a significant change from the current structure, as two different sets of licenses would be issued; one for General towing for Hire (allowing trucks to access collision scenes and displaying the existing blue and white plates), and one for Contract towing/not for hire (identified by new red and white plates).

CAA's original support of the two-tier system was based on the understanding, as communicated to us by city staff, that CAA's not for hire services for Members would not be impacted. As details began to emerge on how the plan would be applied, CAA has identified concerns with portions of the proposed system. This includes the proposed fee structure in a two-tier system. The license rates for both types of plates are the same, even though the "not for hire / red and white" plate would limit the volume of business that those trucks could generate, and as a result should be issued at a reduced rate.

Other stakeholders at the June 2015 meeting also raised issues related to the two-tier licensing system. CAA suggests that with the onset of provincially set changes in execution of Bill 15, including the implementation of CVOR for the towing industry, the questions raised by both the industry and related stakeholders once City staff began implementation of its new system, that the City of Mississauga continue to defer this by-law and consult with all industry stakeholders.

CAA believes that the seven year license requirements and the proposed two-tier license system in their current forms challenge service responses in the city. We would be happy to discuss these issues further with staff or Members of Council at your earliest convenience.

Sincerely,



Teresa Di Felice
Director, Government and Community Relations and Driver Training

SEP 14 2015

3.

City of Mississauga

Corporate Report



MISSISSAUGA

<p>Date: August 26, 2015</p>	<p>Originator's files: File names</p>
<p>To: Chair and Members of the Towing Industry Advisory Committee</p> <p>From: Martin Powell, P. Eng. Commissioner of Transportation and Works</p>	<p>Meeting date: Sep. 14, 2015</p>

Subject

Amendments to the Tow Truck Licensing By-law 521-04, as amended, for the Training of Tow Truck Drivers

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated August 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, for the Training of Tow Truck Drivers" be received for information.
2. That staff incorporate comments received from the Towing Industry Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the training of tow truck drivers.

Background

The members of the Towing Industry Advisory Committee (TIAC) have previously been advised by staff of a desire to develop a tow truck driver training course to be delivered by the training section of Mobile Licensing Enforcement. The training course would emulate the mandatory taxi and limousine driver training, which includes: by-law orientation, customer service, accessibility and sensitivity training; and, defensive driving.

Mobile Licensing Enforcement staff have investigated 577 complaints from 2012 to August 15, 2015, which ranged from inappropriate tow truck driver behaviour to unsafe towing practices and violations of the relevant by-laws. The results of the investigations found that the majority of concerns were a direct result of a lack of tow truck driver knowledge. The province prepared a report in the fall of 2013, which also identified a need for tow truck driver training to address the growing concerns raised by consumers and other stakeholders. In 2014, the province passed *Bill 15, Fighting Fraud and Reducing Automobile Insurance Rates Act, 2014*, which will legislate provincial licensing of tow truck owners and drivers and set out requirements for mandatory tow truck driver training for towing methods and provincial legislation.

Comments

Staff reviewed other GTA municipalities and found that currently no municipality offers or requires any formal tow truck driver training.

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The City tow truck driver training will comprise of a three-day course covering: by-law orientation; customer service; accessibility and sensitivity training; and, defensive driving. At the completion of the course, each driver will be required to pass an exam and obtain a minimum passing mark of 75% before a licence can be issued (and the driver classed as certified). Each driver will be required to renew their training/certification every five years to remain current with changes in the industry, which is consistent with the training provided to taxi and limousine drivers. The training program will ensure all tow truck drivers receive relevant training to ensure they are equipped with the knowledge required to be a licensed tow truck driver.

Currently licensed tow truck drivers will be required to receive the training within one year of the date Council enacts the by-law amendments. New tow truck drivers will be required to receive the training prior to licensing.

Financial Impact

There will be no financial impact to the City as all course development and training costs will be recoverable through training fees.

Conclusion

Staff recommend an amendment to the Tow Truck Licensing By-law 521-04, as amended, to include mandatory training for tow truck drivers. The three-day training course/exam will cover: by-law orientation, customer service, accessibility and sensitivity training; and, defensive driving. The course will ensure that all members of the towing industry have been provided the required tools to ensure consumer protection and public safety.

Recertification requirements every five years will ensure that tow truck drivers' knowledge and abilities remain current and reflect changing trends in the industry.



Martin Powell P. Eng.
Commissioner of Transportation and Works

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

City of Mississauga
Corporate Report



Date: August 26, 2015 To: Chair and Members of the Towing Industry Advisory Committee From: Martin Powell, P. Eng. Commissioner of Transportation and Works	Originator's files: File names
	Meeting date: Sep. 14, 2015

Subject

Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs

Recommendation

That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated August 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, Vehicle Tow Digital Photographs".

Background

Staff have received numerous complaints of vehicles receiving further damage after a vehicle is towed from an accident scene. The issue of vehicle damage and perceived fraud from the towing industry have been identified by the Province's Anti-Fraud Squad and is to be captured in legislation recently enacted by the province: *Bill 15 Fighting Fraud and Reducing Automobile Insurance Rates Act, 2014*. A similar report was brought to the Towing Industry Advisory Committee (TIAC) on June 22, 2015 and referred back to staff as the industry was concerned with the additional cost for taking and keeping digital photographs. This report responds to those concerns.

Comments

Staff have reviewed the concerns raised by insurance companies and vehicle owners about vehicles receiving further damage after being towed from an accident scene. Staff have found that there is no way to substantiate the claims and as a result, staff are not in a position to take action under the by-law. Staff are of the opinion that with technology advances today, the industry is in a position to provide protection to consumers and address allegations of fraud with the use of digital photographs. The analogy "a picture is worth a thousand words" accurately portrays the reasons behind the recommendation to require digital photographs to be taken of a vehicle from all angles before the vehicle is seized. The photographic evidence can be stored for extended periods, provides protection for consumers and can be used to address any allegations against tow truck drivers about further damage to the vehicle after the initial tow. The cost of computer memory is minimal with a 32 gig memory stick capable of holding approximately 9,000 digital

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photographs from a smartphone which costs less than \$20. Furthermore, every tow truck driver carries a smart phone with photographic capabilities as evident by the number of times that photographs are taken of Mobile Licensing Enforcement staff, Peel Regional Police and other tow truck drivers. Cellular telephones today, particularly smartphones, produce quality pictures, which can sufficiently address any questions regarding damage. The ability to maintain the photographs will have no detrimental effect, but will provide strong evidence to support a tow truck driver or consumer and will also assist officers with investigations. The cost of memory and digital photographs can be offset by an increase in tow rates to ensure that tow truck drivers continue to be able to operate in a cost-effective manner.

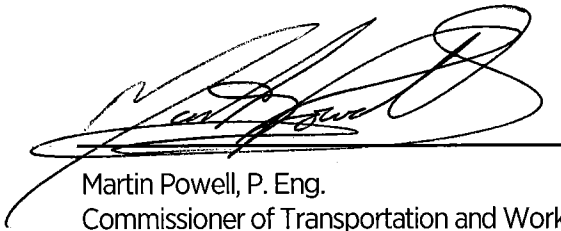
Financial Impact

No direct financial impact would be experienced by the City of Mississauga.

Conclusion

Staff recommend that the Tow Truck Licensing By-law 521-04, as amended, be revised to include requirements that a digital photograph be taken from all angles of a vehicle before a vehicle is seized and towed, that the photographic information be stored for a minimum period of six months and that the digital photograph be made available to Mobile Licensing Enforcement staff on request.

Furthermore, staff recommend that the all-inclusive flat tow fee be increased from \$280 to \$290 to cover the cost of computer memory and telephone equipment that may be required to meet the recommended changes to the by-law.



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

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

Towing Industry Advisory Committee Action List

Issue	Last Discussed on	Who	Status
Gross Vehicle Weight Rating (GVWR)	June 18, 2012	Enforcement Office	COMPLETED
Dual-Wheel Trucks	June 18, 2012	Enforcement Office	COMPLETED
Accident tow rate – amending flat rate	October 22, 2012	Enforcement Office	COMPLETED
Compliance and enforcement of Licensed Vehicle Impound Facilities (VPF)	May 5, 2015	Enforcement Office	In progress
Bi-yearly Ontario Drivers Abstract and a Peel Regional Police criminal record search for all drivers	October 22, 2012	Enforcement Office	COMPLETED
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	COMPLETED
Proof of insurance credentials	October 22, 2012	Enforcement Office	COMPLETED
Drivers complete the following – criminal record search every 6 months, drivers abstract every 6 months, and WSIB	October 22, 2012	Enforcement Office	COMPLETED
Towing Practices and Policies for the Peel Regional Police	June 18, 2012	Enforcement Office	COMPLETED
Capping the Number of Tow Truck Licenses	February 28, 2012	Enforcement Office	COMPLETED
Training/qualifications for drivers	May 6, 2014	Enforcement Office	On the September 14th agenda
Central City pound facility	February 19, 2013	Enforcement Office	In progress
By-law review – Towing out of City boundaries	February 19, 2013	Enforcement Office	COMPLETED
By-law review – WSIB/Insurance requirements	February 19, 2013	Enforcement Office	To be brought back to a future meeting
Auto clubs operating without owning a pound facility	December 1, 2014	Enforcement Office	COMPLETED

Towing Industry Advisory Committee
SEP 14 2015

Towing Industry Advisory Committee Action List

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Bill 15 Update	May 4, 2015	Enforcement Office	On-going
Off-Road Recovery	February 17, 2015	Enforcement Office	COMPLETED
Tow Truck Forms	May 4, 2015	Enforcement Office	COMPLETED
Two-Tier Tow Truck By-law	June 22, 2015		On-going
Centralized Vehicle Pound Facility Feasibility Study	June 22, 2015	Chris Rouse	To be brought back to a future meeting (Nov 20)
Vehicle Tow Digital Photographs	June 22, 2015	Enforcement Officer	On the September 14th agenda