



# AGENDA

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## **TOWING INDUSTRY ADVISORY COMMITTEE**

THE CORPORATION OF THE CITY OF MISSISSAUGA

**TUESDAY, FEBRUARY 17, 2015 - 9:00 A.M.**

**COUNCIL CHAMBERS**

**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 Matt Mahoney, Ward 8

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 CONSIDERED1. Minutes of Previous Meeting

Towing Industry Advisory Committee meeting minutes from December 1, 2014.

RECOMMEND APPROVAL2. Amendments to the Tow Truck Licensing By-law 521-04, as amended, Requirements for Off-Road Recovery

Members of the Towing Industry Advisory Committee (TIAC) to discuss the Corporate Report dated January 27, 2015 from the Commissioner of Transportation and Works with respect to amendments to the Tow Truck Licensing By-law 521-04, as amended, requirements for off-road recovery.

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 January 27, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, Requirements for Off-Road Recovery".

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

Members of the Towing Industry Advisory Committee (TIAC) discuss the Corporate Report January 26, 2015 from the Commissioner of Transportation and Works with respect to amendments to the Tow Truck Licensing By-law 521-04, as amended, for tow truck definitions.

(3)

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 January 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, for Tow Truck Definitions".

4. Bill 15

Daryl Bell, Manager, Mobile Licensing Enforcement to provide a verbal update regarding Bill 15.

5. Towing Industry Advisory Committee Action List

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

OTHER BUSINESS

DATE OF NEXT MEETING – Tuesday, April 7, 2015

ADJOURNMENT



Towing Industry Advisory Committee  
FEB 17 2015

# MINUTES

## TOWING INDUSTRY ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**MONDAY, DECEMBER 1, 2014 - 9:32 A.M.**

**COUNCIL CHAMBERS**

**SECOND FLOOR, CIVIC CENTRE**

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

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

### Members

**Members Present:** Councillor Ron Starr, Ward 6 (**Chair**)  
John C. Lyons (Citizen Member) (**Vice Chair**)  
Councillor Nando Iannicca, Ward 7  
Daniel Ghanime (Citizen Member)  
Tullio (Tony) Pento (Citizen Member)  
Armando Tallarico (Citizen Member)  
Daniel R. Wallace (Citizen Member)

**Members Absent:** Mark Bell (Citizen Member)

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

CALL TO ORDER – 9:32 A.M.

APPROVAL OF AGENDA

DECLARATIONS OF CONFLICT OF INTEREST - Nil

PRESENTATIONS/DEPUTATIONS - Nil

MATTERS CONSIDERED

1. Minutes of Previous Meeting

Towing Industry Advisory Committee meeting minutes from June 10, 2014.

Approved (Councillor Iannicca)

2. By-law to Prohibit Solicitation at an Accident Scene for all Non-Tow Truck Related Persons

Members of the Towing Industry Advisory Committee (TIAC) reviewed the Corporate Report dated November 19, 2014 from the Commissioner of Transportation and Works with respect to a by-law to prohibit solicitation at an accident scene for all non-tow truck related persons.

No discussion took place.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works, dated November 19, 2014 and entitled "By-law to Prohibit Solicitation at an Accident Scene for all Non-Tow Truck Related Persons" be received.
2. That staff incorporate comments received from the Towing Industry Advisory Committee into a report for consideration by General Committee for the recommended drafting of an accident scene solicitation by-law.

Received (Councillor Iannicca)

Recommendation TIAC-0014-2014

3. Two Tier Tow Truck Licensing System

Members of the Towing Industry Advisory Committee (TIAC) reviewed the Corporate Report November 20, 2014 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.

No discussion took place.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works, dated November 20, 2014 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a Two Tier Tow Truck Licensing System" be received.
2. That staff incorporate comments received from the Towing Industry Advisory Committee into a report for consideration by General Committee for amendments to the Tow Truck Licensing By-law 521-04, as amended, to include a two tier tow truck licensing system.

Received (J. Lyons)

Recommendation TIAC-0015-2014

4. Forms in Tow Trucks

Daryl Bell, Manager, Mobile Licensing Enforcement provided a verbal update regarding the permission to tow forms. He noted that work orders are not allowed and that staff are reviewing the current forms to ensure residents are able to identify what they are signing.

5. Bill 15

Councillor Starr and Mickey Frost, Director, Enforcement spoke to Bill 15 and noted that the City of Mississauga was not part of the original discussion and that City staff have now provided the Province with comments on behalf of the City of Mississauga and members of the industry. Mr. Frost noted that the Province gave no indication during the consultation process of where they were headed or the timing of Bill 15 and that staff are currently reviewing the legislative and the impact it would have on the towing industry.

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to Bill 15 and noted that a number of the Provinces concerns are already addressed in City of Mississauga by-laws. Mr. Bell spoke to concerns raised by industry members.

Councillor Iannicca spoke to implications on enforcing Provincial legislation and enquired about timing and next steps. Mr. Bell noted that no clear direction had been provided to the City and that Bill 15 is not a full legislation is it simply a Bill as proposed legislation. Councillor Iannicca requested that staff prepare a report outlining Bill 15 and possibly invite a Member of Parliament to the next TIAC meeting.

Allan McConnell, East Gate Towing expressed concern with the City of Mississauga not being part of the consultation process with the Province and enquired how the Province is going to use the City of Mississauga by-laws as a model. Councillor Starr noted that the City is now invited to all meetings going forward. Mr. McConnell later expressed frustration with appointed citizen members not expressing their concerns. Daniel Wallace, Citizen Member noted that the Committee is taking in all comments from the industry and that the industry and City need to be in a united front.

Todd Keely TLK Towing enquired where the City stands as a municipality on a fight for the towing industry. Councillor Starr noted that currently the City does not have all the proposed rules and regulations.

Robert Fluney, Seneca Towing enquired if there would be any changes to the size of tow trucks in the new year as there's concerns about parking in residential driveways. Mr. Bell noted that previous reports had already been brought to the Committee and that the City does not have any authority to outlaw single wheel trucks. He further noted that under the current by-law trucks are not allowed to park in residential neighbours. Mr. Fluney spoke to miscommunication within the industry and requested to be part of a mailing list.

Dan Sanderson, NAP Towing Association, spoke to previous actions taken towards the Province, truck sizes, Federal Law, self-regulations, productivity loss, loss of driver's income and that tow truck drivers keep the City moving. Councillor Starr noted that Council is aware of what is going on in the industry and expressed empathy for the industry.

RECOMMENDATION

That Licensing and Enforcement staff bring a report to the February 17, 2014 Towing Industry Advisory Committee meeting to outline their top five concerns with Bill 15.

Received (Councillor Iannicca)

Recommendation TIAC-0016-2014

6. 2015 Towing Industry Advisory Committee Meeting Dates

Members of the Towing Industry Advisory Committee (TIAC) reviewed the memorandum dated November 17, 2014 from Stephanie Smith, Legislative Coordinator with respect to the proposed 2015 Towing Industry Advisory Committee meeting dates.

7. Towing Industry Advisory Committee Action List

Members of the Towing Industry Advisory Committee (TIAC) reviewed the Action list from June 10, 2014 on the status of initiatives raised at prior meetings.

RECOMMENDATION

That the action list of the Towing Industry Advisory Committee meeting held on December 1, 2014 provided to the Committee to update on the status of initiatives raised at prior meetings be received.

Received (J. Lyons)

Recommendation TIAC-0017-2014

OTHER BUSINESS

Bobby Meragu (sp), Bobby's Towing expressed concerns with not being able to renew his towing license as he was late and missed the deadline. Councillor Starr noted that he would review the matter with Staff.

Joe McGrey, Atlantic Towing enquired why the City is currently not fighting against Bill 15. Councillor Staff noted that the City of Mississauga does not have all the facts and regulations regarding Bill 15. Councillor Starr spoke to the capital cost associated to run a business.

DATE OF NEXT MEETING – Tuesday, February 17, 2014

ADJOURNMENT – 10:40 A.M.



# Corporate Report

Towing Industry Advisory Committee

FEB 17 2015

Clerk's Files

Originator's  
Files

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**DATE:** January 27, 2015

**TO:** Chair and Members of the Towing Industry Advisory Committee  
Meeting Date: February 17, 2015

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

**SUBJECT:** **Amendments to the Tow Truck Licensing By-law 521-04, as amended, Requirements for Off-Road Recovery**

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**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 January 27, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, Requirements for Off-Road Recovery".

**BACKGROUND:** At its meeting of October 22, 2012 the Towing Industry Advisory Committee (TIAC) approved a report from the Commissioner of Transportation and Works, dated October 15, 2012 and entitled "Amendments to the Tow truck Licensing By-law 521-04, as amended for Off-Road Winching and Collision Tow Rates". The report recommended that a flat rate (all inclusive tow fee) only be charged and removed from the by-law the winching fees of \$103 associated with off-road recovery (Appendix 1). This report was subsequently approved by Council at its meeting of November 14, 2012 (GC-0752-2012).

After the by-law was amended, the members of the towing industry and TIAC requested that staff further review options for off-road

recovery. Members of the towing industry expressed frustration with the loss of the ability to charge for winching fees and expressed concern that the by-law was flawed in that it stopped tow trucks from recovering the cost of the extra work required for legitimate off-road recoveries in extreme situations.

**COMMENTS:**

Staff reviewed the concerns of the towing industry and have identified a need for the by-law to include a definition for "Off-road Recovery: A fee charged by a Driver to a Hirer when an entire Vehicle is located at least 7.5 metres from a highway or roadway and cannot be towed by conventional means and will require services beyond that of a standard tow".

Staff reviewed the by-laws of Toronto and Brampton, which include an all-inclusive flat rate for collision towing. The by-laws for the Town of Caledon and City of Vaughan were also reviewed and it was found that while they have flat rate for collision towing, off-road recovery fees are permissible. The City of Markham has a more generic model in their by-law that allows fees to be charged in accordance with the rates filed with the municipality.

Staff recommend that the by-law be amended to allow fees to be charged for off-road recovery when a vehicle is more than 7.5 metres off the travelled portion of a highway and in a precarious position, where the tow truck will not be able to back up and perform a standard tow. The by-law should also be amended to include a requirement that rates be filed with the Licensing Manager for such services. These off-road recovery rates will be subject to the approval of the Licence Manager. The rates must be reflective of time to perform services, standby time and any other service required to address the off-road recovery.

Furthermore, staff recommend that in situations where an off-road recovery is deemed to be a non-standard tow by the driver, the driver is required to:

- present the tow rate sheet to the hirer;
- explain the requirements of the by-law for off-road recovery to the hirer; and,

- have the hirer sign a permission to tow sheet acknowledging that the driver did measure the distance and the hirer confirms the minimum 7.5 metre distance from the highway or roadway and agrees that the vehicle is in a position which requires additional fees prior to commencing the tow.

It is further recommended that a minimum distance of 7.5 metres (approximately 25 feet) from the travelled portion of the highway be written into the by-law, as well as a requirement for a winching device with a cable clearly marked at 7.5 metres (approximately 25 feet) and an amendment to delete Schedule 2, from the definition "Permission to Tow a Vehicle Form". The removal of Schedule 2 will allow staff to update the "Permission to Tow Form" as necessary without requiring Council approval each time.

**FINANCIAL IMPACT:** No direct financial impact would be experienced by the City of Mississauga.

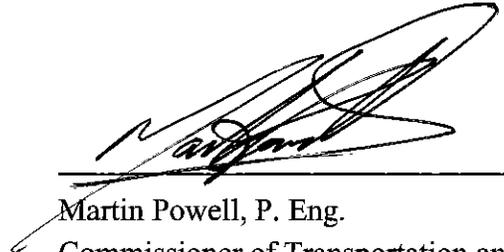
**CONCLUSION:** The Tow Truck Licensing By-law 521-04, as amended, requires an amendment to include the definition of "Off-Road Recovery: when a vehicle is in a precarious situation 7.5 metres beyond the travelled portion of the road that cannot be towed by conventional means and will require the services beyond that of a standard tow".

A further amendment is the requirement that the tow truck owner shall file with the Licence Manager a rate sheet with "off-road recovery" rates reflective of wait and service time. The approved rate sheet and by-law shall be required to be shown to the hirer prior to the commencement of any off-road recovery deemed to be more than 7.5 metres (approximately 25 feet) from the travelled portion of the road and in a precarious position not accessible by conventional tow methods. Furthermore, prior to commencing the tow the driver shall have the hirer sign a permission to tow form agreeing that they have been duly informed and agree with the rates for the tow. The tow truck shall be equipped with a winching cable clearly marked at 7.5 metres (approximately 25 feet).

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**ATTACHMENTS:**

Appendix 1: Report from the Commissioner of Transportation and Works, dated October 15, 2012 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, for Off-Road Winching and Collision Tow Rates"



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Martin Powell, P. Eng.

Commissioner of Transportation and Works

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



## Corporate Report

Clerk's Files

Originator's  
Files

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**DATE:** October 15, 2012

**TO:** Towing Industry Advisory Committee  
Meeting Date: October 22, 2012

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

**SUBJECT:** Amendments to the Tow Truck Licensing By-law 521-04, as amended, for Off-Road Winching and Collision Tow Rates

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- RECOMMENDATION:**
1. That Section 2 of Schedule 3 Tow Rates of the Tow Truck Licensing By-law 521-04, as amended, be revised to read every Owner and Driver of a Tow Truck who offers to tow or tows a passenger vehicle, light duty van or truck not exceeding six thousand (6,000) pounds (2,721 kg) in towing weight from a collision scene, shall only charge or cause to be charged an all inclusive flat rate towing fee of two hundred and fifty dollars (\$250), no more and no less, with no other additional charges other than the applicable federal and provincial taxes.
  2. That Section 2.2 of Schedule 3 Tow Rates of the Tow Truck Licensing By-law 521-04, as amended, be deleted.

**BACKGROUND:** Staff were requested by the Towing Industry Advisory Committee to review the collision tow rates and to amend the flat rate fees due to changes in the economy and the industry. In addition, staff have received complaints regarding questionable practices with charges for off-road winching.

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**COMMENTS:**

Staff compared the flat tow rates and off-road winching fees charged by various municipalities in the GTA, including Brampton, Caledon, Hamilton and Vaughan. Only three municipalities charge off-road winching fees: Mississauga, Vaughan and Caledon. Caledon's off-road winching fee is \$90 while Mississauga's is \$103 and Vaughan's is \$125. The review of the flat tow rates found that Mississauga has the second highest flat tow rate at \$237 and Vaughan has the highest at \$250. The flat tow rate for Brampton and Caledon is \$200, Toronto is \$166 and Hamilton is \$125.

Staff have received numerous complaints that the off-road winching rates are not being applied in accordance with the by-law. Staff have investigated many complaints and found that while some complaints are unfounded, some have merit. The Manager, Mobile Licensing Enforcement, has found that off-road winching fees have been applied to accidents where the vehicles are on the center mediums, on the boulevards and in parking lots. The fees were being billed to vehicles which would only be partially off the travelled portion and in many cases could have been towed without the use of the winch.

The review has found that the fees charged in Mississauga are disproportionate with the surrounding municipalities and require attention to ensure that consumers are protected from unethical practices. Staff feel that by removing the off-road winching fees and raising the flat tow rate, the consumer and all other end users are better served by the by-law while also providing fair treatment of the towing industry.

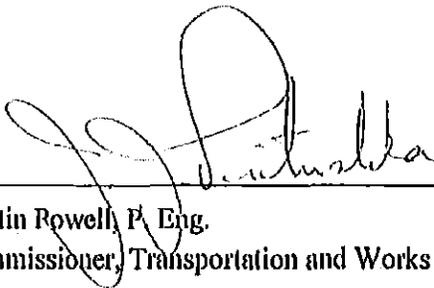
**FINANCIAL IMPACT:** No direct financial impact would be experienced by The Corporation of the City of Mississauga.

**CONCLUSION:**

Staff recommend that the Tow Truck Licensing By-law 521-04, as amended, be revised to remove off-road winching fees (\$103) and to raise the current flat tow rate to \$250. This amendment will protect consumers and other end users from unethical practices. The flat rate tow rate will also provide fairness and equity to the consumer and the towing industry.

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**ATTACHMENTS:**      Appendix 1: Tow Rate Comparison Chart



for/

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Martin Rowell, P. Eng.  
Commissioner, Transportation and Works Department

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

| <b>Tow Rate Comparison Chart</b> |                     |                |                 |                      |                    |                |
|----------------------------------|---------------------|----------------|-----------------|----------------------|--------------------|----------------|
| <b>Rates</b>                     | <b>Municipality</b> |                |                 |                      |                    |                |
|                                  | <b>Brampton</b>     | <b>Caledon</b> | <b>Hamilton</b> | <b>Metro Toronto</b> | <b>Mississauga</b> | <b>Vaughan</b> |
| <b>Flat Tow Rate</b>             | \$200.00            | \$200.00       | \$125.00        | \$166.00             | \$237.00           | \$250.00       |
| <b>Off-road winching</b>         |                     | \$90.00        |                 |                      | \$103.00           | \$125.00       |



# Corporate Report

Clerk's Files

Originator's  
Files

Towing Industry Advisory Committee

FEB 17 2015

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**DATE:** January 26, 2015

**TO:** Chair and Members of the Towing Industry Advisory Committee  
Meeting Date: February 17, 2015

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

**SUBJECT:** **Amendments to the Tow Truck Licensing By-law 521-04, as amended, for Tow Truck Definitions**

---

**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 January 26, 2015 and entitled "Amendments to the Tow Truck Licensing By-law 521-04, as amended, for Tow Truck Definitions".

**BACKGROUND:** Mobile Licensing Enforcement staff, Peel Regional Police and members of the towing industry have all identified concerns with the lack of consistency and clarity of tow truck requirements and definitions in the Tow Truck Licensing By-law 521-04, as amended.

Further, tow truck industry members also informed staff that due to this lack of clarity, some tow truck drivers who had been denied a licence were still towing vehicles in Mississauga. These unlicensed tow truck drivers were circumventing the by-law, taking advantage of its lack of clarity and using vehicle haulers such as car trailers, and flatbed trucks without winches and towing apparatus. Their intention was to still operate as a tow truck driver in Mississauga without a licence by taking advantage of the by-laws lack of clarity. Because of the by-laws lack of clarity, Mobile Licensing Enforcement staff are

unable to take any enforcement action.

**COMMENTS:**

Staff reviewed the Tow Truck Licensing By-law 521-04, as amended, and found that some of the definitions in the by-law require clarification. The current definition for "Tow Truck" relies on the definition of "Vehicle" which then refers to motor vehicle. The referencing of multiple definitions in the by-law to determine the definition of "Tow Truck" is overly cumbersome and can lead to confusion. Further concern comes from the definition of "Wrecker Body" which states that a "Wrecker Body" is a manufacturer's box. This definition is used as a requirement for a "Tow Truck" and does not accurately define what a "Wrecker Body" is under the by-law.

The relevant definitions in the Tow Truck Licensing By-law 521-04, as amended, for this report are:

**"Tow Truck"** means a Vehicle used for towing or otherwise conveying Vehicle(s)"

**"Vehicle"** includes a Motor Vehicle, or Commercial Motor Vehicle"

**"Motor Vehicle"** includes an automobile, truck, trailer, motorcycle and any other Vehicle propelled or driven otherwise than by muscular power, but does not include a motorized snow Vehicle or motor-assisted Vehicle"

**"Wrecker Body"** means a manufacturer's box designed to be attached to the frame of a cab and chassis and used with an Under lift, Tow Bar or Tow Sling or Wheel lift or flatbed carrier or other similar device and which is equipped and maintained in a manner to ensure the safe lifting and conveying of a Vehicle to be towed"

The definition for a tow truck requires an amendment to clearly define a "Tow Truck". Staff recommend that the definition of "Tow Truck" should be amended to state "Tow Truck is defined as a Motor Vehicle or Commercial Motor Vehicle, with a Wrecker Body used for towing or otherwise conveying vehicles". This amendment provides clarity as it encompasses all the definitions that define a tow truck and in essence closes the loop hole that some industry members perceive as

existing in the current by-law (using vehicle haulers such as trailers and flatbed trucks) by setting out a clear definition. Any vehicle that does not meet this definition used for towing would be deemed to be an unlicensed tow providing clear direction for enforcement.

Furthermore, the definition of "Wrecker Body" provides a definition which lends itself to many interpretations. To provide clarity the words "manufacturer's box" should be replaced with "manufacturer's winching and hoisting mechanisms". This more accurately sets out the requirements for a "Wrecker Body"

**FINANCIAL IMPACT:** No direct financial impact would be experienced by the City of Mississauga.

**CONCLUSION:** The Tow Truck Licensing By-law 521-04, as amended, requires an amendment to revise the definition of tow truck as follows: "Tow Truck is defined as a Motor Vehicle or Commercial Motor Vehicle, with a Wrecker Body used for towing or otherwise conveying vehicles".

Furthermore the definition of "Wrecker Body" requires an amendment to state: "Wrecker Body means a manufacturer's winching and hoisting mechanism designed to be attached to the frame of a cab and chassis and used with an under lift, tow bar or tow sling or wheel lift or flatbed carrier or other similar device and which is equipped and maintained in a manner to ensure the safe lifting and conveying of a vehicle to be towed".



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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)   | October 22, 2012  | Enforcement Office | COMPLETED                              |
| 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 | To be brought back to a future meeting |
| Central City pound facility   | February 19, 2013 | Enforcement Office | COMPLETED                              |
| 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  
FEB 17 2015

# Towing Industry Advisory Committee Action List

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|                   |                  |                    |   |
|-------------------|------------------|--------------------|---|
| Bill 15 Update    | December 1, 2014 | Enforcement Office | <b>On the February 17, 2015 Agenda</b>        |
| Off-Road Recovery | December 1, 2014 | Enforcement Office | <b>On the February 17, 2015 Agenda</b>        |
| Tow Truck Forms   | December 1, 2014 | Enforcement Office | <b>To be brought back to a future meeting</b> |