

# AGENDA



---

## **PUBLIC VEHICLE ADVISORY COMMITTEE**

THE CORPORATION OF THE CITY OF MISSISSAUGA

**MONDAY, SEPTEMBER 29, 2014 - 9:30 A.M.**

**COUNCIL CHAMBERS**

**SECOND FLOOR, CIVIC CENTRE**

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

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

### Members

Councillor Nando Iannicca, Ward 7 **(Chair)**

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

Al Cormier (Citizen Member)

Baljit Singh Pandori (Elected at Large)

Craig McCutcheon (Limousine Owners)

Gurvel Singh (Taxicab Brokerages)

Harsimar Singh Sethi (City Area Taxicab Drivers)

Nabil A. Nassar (Citizen Member)

Paramvir Singh Nijjar (City Area Taxicab Owners)

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 ORDER

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS

DEPUTATIONS

1. Hara and Associates regarding the Taxi Plate Issuance Model Review
2. Item 2 Ian Black, General Manager, Uber Toronto
3. Item 3 Karam Punian, Taxicab Driver

MATTERS TO BE CONSIDERED

1. Minutes of Previous Meeting
  - 1.1 Minutes of the Public Vehicle Advisory Committee meeting held on April 8, 2014.
  - 1.2 Minutes of the Public Vehicle Advisory Committee meeting held on May 12, 2014

RECOMMEND APPROVAL

2. Taxicab Mobile Applications

Corporate Report dated September 17, 2014 from the Commissioner of Transportation and Works, with respect to taxicab mobile applications.

RECOMMENDATION

That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Taxicab Mobile Applications" be received for information.

3. Mobile Licensing Enforcement Practices

Corporate Report dated September 14, 2014 from the Commissioner of Transportation and Works, with respect to mobile licensing enforcement practices.

RECOMMENDATION

That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Mobile Licensing Enforcement Practices" be received for information.

4. Priority List Renewals

Email dated August 7, 2014 from Karam Punian, Taxicab Driver regarding the priority list renewals.

5. Priority List Renewals

Email dated August 11, 2014 from Gurval Singh, Broker Representative regarding the priority list renewals.

6. Operator License Renewal Requirements

Email dated August 11, 2014 from Gurval Singh, Broker Representative regarding operator license renewal requirements.

7. Lyft Rideshare Program

Email dated July 10, 2014 from Mark Sexsmith, Taxi Owner regarding the Lyft Rideshare Program.

8. Airport Taxicab Exemption

Email dated July 1, 2014 from Peter D. Pellier, Taxicab Driver regarding airport exemption as it applies to taxicabs.

9. Public Vehicle Advisory Committee Election Update

Mickey Frost, Director, Enforcement to provide a verbal update regarding the Public Vehicle Advisory Committee Election.

10. Public Vehicle Advisory Committee - Action List

Public Vehicle Advisory Committee Action List for 2014.

RECOMMEND RECEIPT

OTHER BUSINESS

DATE OF NEXT MEETING – To be determined

ADJOURNMENT

Public Vehicle Advisory Committee  
SEP 29 2014

Public Vehicle Advisory Committee  
JUN 09 2014

Public Vehicle Advisory Committee  
MAY 14 2014



## MINUTES

---

### PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, APRIL 8, 2014 - 9:35 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 Nando Iannicca, Ward 7 (Chair)  
Councillor Ron Starr, Ward 6 (Vice-Chair)  
Al Cormier (Citizen Member)  
Baljit Singh Pandori (Elected at Large)  
Karam Punian on behalf of Gurvel Singh (Taxicab Brokerages)  
Harsimar Singh Sethi (City Area Taxicab Drivers)  
Nabil A. Nassar (Citizen Member)  
Paramvir Singh Nijjar (City Area Taxicab Owners)

**Members Absent:**

Craig McCutcheon (Limousine Owners)

**Staff Present:**

Doug Meehan, Acting, Director, Enforcement  
Daryl Bell, Manager, Mobile Licensing Enforcement  
Stephanie Smith, Legislative Coordinator

CALL TO ORDER - 9:35 A.M.

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS

DEPUTATIONS

A. Amandeep Singh Mann with respect to window tints.

Karam Punian, Taxicab Brokerages spoke on behalf of Amandeep Singh Mann and addressed safety concerns, manufacture's tint, drivers being exposed to strong sunlight, and drivers purchasing cars across the border.

B. Jasbir Singh Gill with respect to window tints.

Jasbir Singh Gill, Taxicab Driver spoke to a health issue that requires his windows to be tinted.

Daryl Bell, Manager, Licensing Mobile Enforcement spoke to the Public Vehicle Licensing By-law and noted that vehicle tint is not allowed expect for manufacture tint.

Members of the Committee engaged in discussion regarding manufacture tint versus non-manufacture tint, medical documentation, using alternatives such as sunscreen, public safety and the Highway Traffic Act.

C. Hajit Johal with respect to window tints.

No discussion took place.

RECOMMENDATION

That the deputations made by Jasbir Singh Gill and Karim Punian, Taxicab Brokerages on behalf of Amandeep Singh Mann and with respect to window tints be received and referred to staff.

Referred (N. Nasser)

Recommendation PVAC-0004-2014

---

MATTERS TO BE CONSIDERED1. Minutes of Previous Meeting

Minutes of the Public Vehicle Advisory Committee meeting held on February 24, 2014.

Approved (Councillor Starr)

2. Taxicab Plate Issuance Process

Daryl Bell, Manger, Mobile Licensing Enforcement spoke to the Corporate Report dated March 26, 2014 from the Commissioner of Transportation and Works, with respect to the taxicab plate issuance process and noted that the Taxicab Plate Issuance Priority List was published in the Mississauga News and that if there are no major issues with the list, staff anticipate to issue plates as of June 3, 2014.

Al Cormier, Citizen Member enquired what issues would come from the Taxicab Plate Issuance Priority List. Mr. Bell noted that objections have been received regarding driver road experience and deceased drivers.

Members of the Public Vehicle Advisory Committee engaged in conversation regarding the June issuance date, number of driver's on the Taxicab Plate Issuance Priority List and the Mississauga Appeal Tribunal (MAT) process.

RECOMMENDATION

That the process for the issuance of 33 new taxicab plates, as outlined in the report from the Commissioner of Transportation and Works dated March 26, 2014, entitled "Taxicab Plate Issuance Process", be approved.

Approved (Councillor Starr)

Recommendation PVAC-0005-2014

3. Public Vehicle Advisory Committee - Action List

Members of the Public Vehicle Advisory Committee approved the Action List for 2014 as presented.

(3)

RECOMMENDATION

That the 2013 Action List provided to the Committee to update on the status of initiatives raised at prior meetings be received.

Approved (Councillor Starr)

Recommendation PVAC-0006-2014)

4. Information Items4.1 Minor Infractions

Karam S. Punian, Taxicab Brokerages discussed the letter dated January 13, 2014 from Karam S. Punian regarding minor infractions. He requested that a Notice of Compliance should be issued to the driver for a minor infraction instead of charging drivers and sending them to court.

Members of the Public Vehicle Advisory Committee engaged in conversation regarding previous practises followed, minor versus major infractions, public safety and grace periods for minor infractions.

Al Cormier, Citizen Member objected the recommendation.

RECOMMENDATION

That the letter dated January 13, 2014 from Karam S. Punian regarding minor infractions be received and that staff report back with practices currently being followed.

Received (Councillor Iannicca)

Recommendation PVAC-0007-2014

4.2 Airport Drivers Representation on the Public Vehicle Advisory Committee

The Public Vehicle Advisory Committee (PVAC) reviewed the letter dated February 3, 2014 from Gurval Singh, President, All Star Taxi regarding airport driver's representation on PVAC.



(4.2)

RECOMMENDATION

That the letter dated February 3, 2014 from Gurval Singh, President, All Star Taxi regarding airport drivers representation on PVAC be received and referred to staff.

Received (Councillor Iannicca)

Recommendation PVAC-0008-2014

4.3 Term of Taxi Plate Leases

The Public Vehicle Advisory Committee (PVAC) reviewed the letter dated February 3, 2014 from Gurval Singh, President, All Star Taxi regarding the term of taxi plate leases.

Daryl Bell, Manger, Mobile Licensing Enforcement noted that we cannot have the term of a taxi plate lease coincide with the age of the vehicle as staff need to ensure accurate records are kept on vehicles.

RECOMMENDATION

Public Vehicle Advisory Committee (PVAC) to review the letter dated February 3, 2014 from Gurval Singh, President, All Star Taxi regarding the term of taxi plate leases be received.

Received (Councillor Iannicca)

Recommendation PVAC-0009-2014

4.4 Examination of Fleet Taxis

The Public Vehicle Advisory Committee (PVAC) reviewed the letter dated February 3, 2014 from Gurval Singh, President, All Star Taxi regarding an examination of fleet taxis in the City of Mississauga.

Daryl Bell, Manger, Mobile Licensing Enforcement noted that the City of Mississauga does not have authority to phase out fleet taxi services.

Nabil A. Nassar, Citizen Member spoke to the benefits of fleet taxi services and that phasing out fleet taxis is not the answer.

(4.4)

Councillor Starr and Iannicca spoke to the definition of a fleet owner and that the City of Mississauga does not have ownership of taxicab business arrangements.

RECOMMENDATION

That the letter dated February 3, 2014 from Gurval Singh, President, All Star Taxi regarding an examination of fleet taxis in the City of Mississauga be received.

Received (Councillor Iannicca)

Recommendation PVAC-0010-2014

4.5 Summons #2329112B, #2329113B, #2329114B

The Public Vehicle Advisory Committee (PVAC) reviewed the letter dated February 19, 2014 from Gurval Singh, Broker Representative regarding summons #2329112B, #2329113B, #2329114B.

Karam S. Punian, Taxicab Brokerages spoke to summons being issued to taxicab drivers.

Councillor Iannicca noted that once a summons is issued and before the court, Staff do not review the matter.

Paramvir Singh Nijjar, City Area Taxicab Owners request that Staff report back on the difference between Notice of Compliance and summons charges.

RECOMMENDATION

Public Vehicle Advisory Committee (PVAC) to review the letter dated February 19, 2014 from Gurval Singh, Broker Representative regarding summons #2329112B, #2329113B, #2329114B be received and referred to staff.

Received (Councillor Iannicca)

Recommendation PVAC-0011-2014

OTHER BUSINESS

Peter Pellier, Taxicab Driver spoke to the Public Vehicle Advisory Committee (PVAC) upcoming 40th anniversary.

11F

---

Al Cormier, Citizen Member spoke to the status of hiring consultants to conduct the Mississauga taxi industry review. Daryl Bell, Manger, Mobile Licensing Enforcement noted that a consultant has been hired and that a report will come forward at the next PVAC meeting.

Harsimar Singh Sethi, City Area Taxicab Drivers spoke to taxi stands still not at the Square One Shopping Centre and at Mississauga hospitals. Councillor Iannicca noted that the City of Mississauga does not have authority to enforce taxi stands on private property.

DATE OF NEXT MEETING – 9:30 a.m., Tuesday, June 3, 2014, Council Chambers

ADJOURNMENT 10:33 A.M.



Public Vehicle Advisory Committee  
SEP 29 2014

# MINUTES

## PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, MAY 12, 2014 - 9:40 A.M.

COUNCIL CHAMBERS

SECOND FLOOR, CIVIC CENTRE

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

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

**Members Present:**

- Councillor Nando Iannicca, Ward 7 (Chair)
- Councillor Ron Starr, Ward 6 (Vice-Chair)
- Al Cormier (Citizen Member)
- Baljit Singh Pandori (Elected at Large) (Departed at 9:50 a.m.)
- Gurvel Singh (Taxicab Brokerages) (Departed at 9:50 a.m.)
- Nabil A. Nassar (Citizen Member)

**Members Absent:**

- Craig McCutcheon (Limousine Owners)
- Paramvir Singh Nijjar (City Area Taxicab Owners)
- Harsimar Singh Sethi (City Area Taxicab Drivers)

**Staff Present:**

- Mickey Frost, Director, Enforcement
- Daryl Bell, Manager, Mobile Licensing Enforcement
- Stephanie Smith, Legislative Coordinator

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)

1.29

CALL TO ORDER: 9:40 a.m.

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS

DEPUTATIONS

- A. Introduction of representatives from Hara Associates, Consultants to discuss the Taxi Plate Issuance Model Review.

Mickey Frost, Director, Enforcement introduced Dr. Dan Hara, Hara Associates and Jim Bruzzese, BMA Management Consulting who had been hired to conduct the Taxi Issuance Model Review.

Jim Bruzzese and Dr. Dan Hara spoke to the proposed Taxi Issuance Model Review schedule, forecast taxi demand and terms of reference for the industry.

**\*\*Quorum was lost at 9:50 a.m. \*\***

DATE OF NEXT MEETING – 9:30 a.m., Tuesday, June 9, 2014, Council Chambers



# Corporate Report

Clerk's Files

Originator's Files

2

Public Vehicle Advisory Committee  
SEP 29 2014

---

**DATE:** September 17, 2014

**TO:** Chair and Members of the Public Vehicle Advisory Committee  
Meeting Date: September 29, 2014

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

**SUBJECT:** **Taxicab Mobile Applications**

---

**RECOMMENDATION:** That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Taxicab Mobile Applications" be received for information.

**REPORT HIGHLIGHTS:**

- Mobile Licensing Enforcement staff became aware of the first taxicab mobile application (TMA) trying to operate in Mississauga in 2012. The subject TMA Hailo did not proceed to operate in Mississauga.
- On June 18, 2014 Mobile Licensing Enforcement staff became aware that Uber was preparing to operate in the City of Mississauga and was actively recruiting taxicab drivers to be involved in providing services as part of the TMA.
- Staff have carefully reviewed the Public Vehicle Licensing By-law 420-04, as amended, and have determined that Uber and other TMAs require a taxicab brokerage licence and that they are required to operate under all of the conditions as provided in Schedule 5 of the by-law. In addition, the Public Vehicle Licensing By-law 420-04, as amended, requires drivers to enter into agreements with only one brokerage.

- Mobile Licensing Enforcement staff will be enforcing the requirements of the Public Vehicle Licensing By-law 420-04, as amended, with Uber and other TMAs.

**BACKGROUND:**

Mobile Licensing Enforcement staff became aware of the first TMA trying to operate in Mississauga in 2012. Concerns raised by the taxicab industry were addressed in a report from the Commissioner of Transportation and Works, dated November 2, 2013 and entitled "iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs". This report was considered by the Public Vehicle Advisory Committee (PVAC) at its meeting of November 13, 2012. The report recommended not making amendments to the Public Vehicle Licensing By-law 420-04, as amended, as the TMA met the requirements of a brokerage. A copy of the report is attached as Appendix 1. The subject TMA Hailo did not proceed to operate in Mississauga.

On June 18, 2014 Mobile Licensing Enforcement staff became aware that Uber was preparing to operate in the City of Mississauga and was actively recruiting taxicab drivers to be involved in providing services as part of the TMA. In particular, on June 18, 2014 Mobile Licensing Enforcement staff were advised that Uber was recruiting drivers at the Novatel Hotel. Mobile Licensing Enforcement staff attended the Uber recruitment function to discuss the City of Mississauga's concerns with the Uber service and the requirements of the Public Vehicle Licensing By-law 420-04, as amended. Mobile Licensing Enforcement staff were informed by Uber representatives that they had reviewed the City of Mississauga's by-law and that they were not in violation of the by-law since they were a TMA and not a brokerage.

The Public Vehicle Licensing By-law 420-04, as amended, has requirements for the licensing of brokerages where:

*"Taxicab Brokerage" means any person who carries on the business of accepting Orders for, or Dispatching in any manner to, Taxicabs and Special Accessible Taxicabs licensed under this by-law that are not owned by the person."*

At their recruitment function Uber was informed by Mobile Licensing Enforcement staff that should they operate without following the requirements of the by-law, appropriate enforcement action would commence in accordance with the by-laws. Mobile Licensing Enforcement staff understand that shortly thereafter Uber contacted the offices of some of the members of Council and wished to meet with them.

**COMMENTS:**

Mobile Licensing Enforcement staff have researched Uber's operations and its impact on cities throughout Canada and the U.S. (see Appendix 2). The digital ride share/dispatch system provides smart phone dispatching of taxicabs to the public and provides additional means of payment that may not be carried by all taxicabs. Uber facilitates the ride, the collection of the taxicab tariffs and tips for the driver, and then provides the driver with appropriate tariff fees (minus Uber's fees) at the completion of a ride. In exchange for the service, Uber collects up to 20% of the tariff from the rider and 10% from the driver. The Uber service also allows for a passenger to get fare quotes prior to a ride and to set pre-arranged rides.

In the event that Uber or any other TMA chooses to be licensed as a taxicab brokerage, a number of other requirements would have to be met in accordance with the Public Vehicle Licensing By-law 420-04, as amended, Schedule 5 "Owners of Brokerages". These requirements include but are not limited to:

- keeping records of all trips and drivers;
- providing rules and procedures of the brokerage to the City;
- being prohibited from entering into an agreement with a driver/owner who is already affiliated with a broker; and,
- maintaining an office within the City of Mississauga.

In addition, the Public Vehicle Licensing By-law 420-04, as amended, requires drivers to enter into agreements with only one brokerage.

Mobile Licensing Enforcement staff will be enforcing the requirements of the Public Vehicle Licensing By-law 420-04, as amended, with Uber and other TMAs.



Enforcement staff met with senior representatives from Uber on September 2, 2014 and advised them of the requirements of the Public Vehicle Licensing By-law 420-04, as amended, as related to the Uber operation; and, informed them that staff will be enforcing the requirements of the by-law.

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

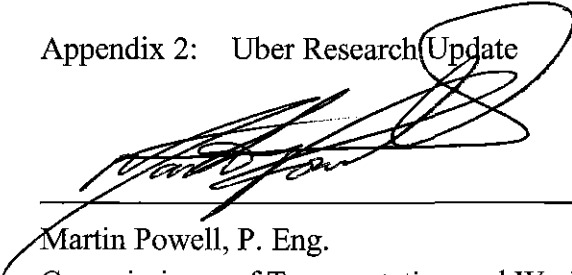
**CONCLUSION:** Staff have carefully reviewed the Public Vehicle Licensing By-law 420-04, as amended, and have determined that Uber and other TMAs require a taxicab brokerage licence and that they are required to operate under all of the conditions as provided in Schedule 5.

Furthermore, the brokerage is only permitted to sign taxicab drivers who are solely affiliated with their brokerage and have no affiliation with any other brokerage as provided in Schedule 8 of the by-law.

Mobile Licensing Enforcement staff will actively enforce the by-laws, including the Public Vehicle Licensing By-law 420-04, as amended, to ensure compliance with all relevant legislation.

**ATTACHMENTS:** Appendix 1: Report from the Commissioner of Transportation and Works, dated November 2, 2012 and entitled "iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs"

Appendix 2: Uber Research Update



---

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

---

**DATE:** November 2, 2012

**TO:** Chair and Members of the Public Vehicle Advisory Committee  
Meeting Date: November 13, 2012

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

**SUBJECT:** iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs

---

**RECOMMENDATION:** That the Corporate Report from the Commissioner, Transportation and Works Department, dated November 2, 2012 and titled "iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs" be received for information.

**BACKGROUND:** Members of the taxicab industry approached the Public Vehicle Advisory Committee requesting that staff review and consider an electronic mobile application (APP) known as "Hailo". The "Hailo" App has been adopted in several cities worldwide, including Toronto in 2012. The "Hailo" APP gives customers the ability to arrange for a public vehicle pick up and make payments for the trip through an iPhone or android cellular telephone mobile APP. This eliminates the need to make a person-to-person telephone call or to try to wave down a taxicab, which may take considerable time. The "Hailo" APP contacts a driver and dispatches them to the location to pick up the passenger(s). When a driver is confirmed, the "Hailo" APP sends the customer the driver details, including the estimated time of arrival. With the "Hailo" APP, the customer also has the ability to pay via iPhone or android cellular telephone.

Presently the "Hailo" APP is raising concerns from brokerages in Toronto that feel the "Hailo" APP is taking drivers away from their business. The "Hailo" APP meets the definition of a broker which means any person who carries on the business of accepting orders for, or dispatching in any manner to, vehicles licensed under the Public Vehicle By-law 420-04, as amended.

**COMMENTS:**

The "Hailo" APP is an electronic dispatching system which monitors and provides customers with an option to arrange for a taxicab and make payment, all through the use of an iPhone or android cellular telephone. The "Hailo" APP qualifies as an electronic brokerage and as such requires licensing under the Public Vehicle Licensing By-law 420-04, as amended. A brokerage that is licensed in the City of Mississauga, is responsible to maintain an office within the city from which the brokerage is operating, and submit to the City of Mississauga, Mobile Licensing Enforcement, each month, the names of all drivers operating any vehicle which have entered into an arrangement for their brokerage services. Under the Public Vehicle Licensing By-law 420-04, as amended, the brokerage name must be displayed on the roof light on all taxicabs which are affiliated with the brokerage. The main concern which has arisen in Toronto is the multiple dispatch options given to a driver. Business has been taken from the brokerage by the mobile APP. This has been addressed under the Public Vehicle Licensing By-law 420-04, as amended, in that a dispatch can only be given to a driver currently on the brokerage's list of drivers and drivers are not permitted to enter into agreements with more than one brokerage.


**FINANCIAL IMPACT:** N/A

**CONCLUSION:**

The request to review the Hailo Mobile APP meets the definition of a broker and would be required to be licensed as a brokerage with the City of Mississauga. The Public Vehicle Licensing By-law 420-04, as amended, sets the criteria for drivers to operate under one brokerage which will be displayed on the roof light. Taxicab drivers are not permitted to enter into agreements or accept arrangements from more than one brokerage and the drivers will have to decide

25

who they wish to pay their dues and take their calls from.  
Maintaining a single source broker/dispatch service ensures the  
brokerage clear and concise tracking and record keeping for each taxi  
cab driver as required by the City.



---

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

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

## UBER RESEARCH UPDATE

### MISSISSAUGA

Uber operates three different app-based car services: **Uber Black** where drivers use limos and higher-end sedans, **Uber Taxi** where drivers use licensed taxis and **UberX** which uses either a wider selection of cars or facilitates ride-sharing in non-taxi private vehicles.

As far as the City of Mississauga Mobile Licensing staff are aware, Uber launched its **Uber Black** and **Uber Taxi** services in the City of Mississauga. Uber has claimed that because it is a technology company and not a traditional taxi brokerage, current municipal taxi licensing rules do not apply.

### HOW UBER OPERATES

Using a digital network, Uber connects passengers with drivers who typically operate town cars, limousines, taxis or private vehicles.

#### Arranging a Ride

- Uber offers information and a means to obtain transportation services offered by third party drivers through the use of an application (App) that is installed on your smart phone.
- The GPS on your smart phone detects your location and sends your location to the relevant (often the closest) driver.
- The driver has discretion to accept or reject each request for transportation service.
- If the driver accepts a request, the App notifies the passenger and provides information regarding the driver – including name, vehicle license number, and customer service rating – and the ability to contact the driver directly.
- The App also allows the passenger to view the driver's progress towards the pick-up point, in real time.

#### Payment

- Uber uses a third-party payment processor to link the passenger's credit card to the App.
- The user can view rates for their city in the app and they can also enter their pickup and drop-off locations to get a fare quote for the trip.
- Uber charges a fee to the passenger for the use of the App and the transportation services provided to you on behalf of the driver.
- Uber controls the financial transaction and receives the customer fare and then transfers those funds to the driver minus its share.
- Upon completion of a prearranged ride, Uber will transmit to the rider an electronic receipt, either by electronic mail or via text message.

### CITY OF MISSISSAUGA PUBLIC VEHICLE LICENSING BY-LAW 420-04, AS AMENDED

Uber collects payments from passengers, shares revenue with the drivers, and manages the exchange of information in addition to facilitating interactions and commerce between passengers and drivers. This includes accepting orders for, and communicating orders to licensed public vehicles which should classify it as a "Broker" in the City of Mississauga By-law 420-04. Furthermore, as a "Broker," S.6 (5) of By-law 420-04 prohibits brokers from entering "into an agreement for the provision of Brokerage service with a Driver or Owner who is already affiliated with another Broker."

# UBER RESEARCH UPDATE

2h

## JURISDICTIONAL SCAN

### Canada

Both the **City of Toronto** and **Montreal** have stated that their by-laws require a business to be licensed in order to dispatch and act as a broker. Both cities have approached Uber and made them aware of the licensing requirements but Uber has not complied and claims they are not captured by the "broker" definition in the by-law because they are a technology-based company.

The City of Toronto has over 30 charges pending against Uber for operating as a Broker without a licence. Staff have been in contact with the City of Toronto Licensing regarding the licensing of Uber, court issues and Uber's current status with the City of Toronto. Toronto's staff advised that they are not in talks with Uber. Toronto staff did indicate that Uber has been kept apprised of Toronto's requirements to be licensed in the City. The City of Toronto has informed Uber that the court cases would not be withdrawn but it would be in Uber's best interest to comply with the by-laws and licence the business, which may have some effect on the outcome of the court cases. To-date, Uber has not applied for a Toronto licence.

An important distinction between City of Toronto's Taxi by-law and the City of Mississauga's is that the drivers are considered "independent contractors" in Toronto and can use smartphone taxi apps licensed as brokers alongside a licensed traditional dispatch-based brokerage. In the City of Mississauga, a broker is prohibited from entering into an agreement for the provision of brokerage service with a driver or owner who is already affiliated with another broker. In Montreal, because the jurisdiction over laws and regulations concerning taxi transport services is shared between Montreal and Quebec, Montreal does not have jurisdiction over the brokers and the brokers use the threat of dismissal to prevent drivers from using the app.

Hailo (another app-based car service) has obtained a City of Toronto broker licence and drivers can use Hailo while simultaneously operating for other licensed brokers. Hailo also received their dispatch permit in Montreal and drivers not affiliated with another broker now use the application and drive Hailo taxis.

Uber attempted to expand without success in both **Vancouver** and **Calgary**. In both cities, sedans and limos have a minimum hourly fare over \$70. The City of Calgary's **Taxi Advisory Committee** also passed an additional provision after the launch of Uber to make it more difficult for Uber to operate their on-demand business model. The provision requires sedans to be booked 30 minutes in advance. The brokers from the three big taxi companies also forbid drivers from accepting trips from the app under threat of dismissal.

Staff from the **Halifax Regional Municipality (HRM)** met with representatives from Uber on July 3, 2014. Uber stated their main focus in the Halifax market is limo services and their black car service, **Uber Black**. Uber is not in violation of any by-law by providing their black car service because Halifax does not regulate or licence brokers. Limo or taxi drivers and owners must have licences and it is their choice how they wish to market and communicate their services to the public. The HRM by-law does set \$68 dollars as their base rate for the limousines. However, there is a clause in the by-law that the passenger and driver can enter into a verbal agreement on the fare amount to be charged. A

## UBER RESEARCH UPDATE

communication strategy was discussed to ensure that Uber is aware of drivers who have their license suspended or revoked and that the City is aware of any complaints Uber receives about drivers.

### The United States

The proliferation and development of app-based car services in the United States has taken a different trajectory than that experienced by Canadian municipalities thus far. Although Uber and Hailo do operate using existing licensed taxis and limo services in a number of cities, there have been significantly larger issues that have emerged with UberX and other "ride-share" apps such as Lyft and SideCar which allow people to give rides to others for profit using their private vehicles.

#### How "Ride-Share" Works

Drivers affiliated with businesses like UberX, Lyft, SideCar drive passengers in private vehicles to destinations of their choice in exchange for payment. Often the payment is considered a "donation" and the app suggests a fare, which is often lower than a taxi fare, and the passenger can choose if they want to pay the suggested fare or something higher or lower. There is also a rating system that enables both the drivers and passengers to rate each other and these ratings are posted to the individual's profile. Similar to Uber and Hailo, these app-based businesses collect payments from passengers, share revenue with the drivers, and manage the exchange of information in addition to facilitating interactions and commerce between drivers and passengers.

#### Concerns

A number of incidents have occurred in the United States as a result of the lack of regulation. Uber in particular came under the spotlight after they refused to accept liability for the death of a six-year-old who was killed by an UberX driver. They claimed Uber is not accountable because the UberX driver was not commissioned for an Uber ride at that point. After a number of other incidents including assault and kidnappings, Uber and Lyft began offering insurance to its drivers to extend their own personal coverage and conducting more rigorous background checks.

The cycle of negotiation – incidents occur, Uber and other apps adjust – continues as many jurisdictions continue to grapple with how to best regulate such services.

#### Regulatory Approaches

Many jurisdictions in the United States are primarily concerned with ride-share apps (UberX, Lyft and SideCar) and addressing the gap in regulation. Many states have created or are looking to create a new category of regulations that outlines safety requirements that must be followed by these **ride-share** companies.

California was the first state to regulate **ride-sharing services** when the California Public Utilities Commission (CPUC) established a new category of businesses called "Transportation Network Companies" (TNCs). It is important to note that a TNC connects riders to drivers who drive their **personal vehicle**, not a vehicle such as a limousine purchased primarily for a commercial purpose, which the driver may use to transport customers for multiple limousine/town car companies. California is undertaking another review to consider how best to rewrite regulations addressing the latter category. California's approach emphasizes safety as a primary objective and many jurisdictions who are following California's lead require adequate insurance and often allow the companies to conduct vehicle and driver inspections by either city-run or city-licensed and approved facilities.

## UBER RESEARCH UPDATE

2j

Some cities where these app-based car services are beginning to operate do not currently have by-laws or regulations that capture their distinct business model. Some cities have begun pilot programs that allow the companies to operate while they determine the best regulatory approach. It has been noted that the presence of such apps during the pilot programs has often promoted a healthier competition as it has forced the taxi industry to make some upgrades. Many cities are currently undertaking a review or have set up a task force to help modernize the laws and regulations governing the taxi industry.

### *Main Issues Raised in Debates*

- Would Uber and Lyft and other such companies fall under a separate category of regulation?
- Who would be responsible for inspecting automobiles and checking drivers' criminal backgrounds?
- Should there be a limit to how many drivers are on the road?
- How should issues of accessibility be best addressed?
- Would they be allowed to make trips to the airport?
- What should be required of the insurance policy?
- Should each driver of a ride-sharing company be licensed or should they be "endorsed" by their own company?
- Should they be allowed to offer "surge" pricing (prices increase during peak hours)?

### **OTHER CONSIDERATIONS**

#### Public & the Media

As more authorities concede to the pressure from taxi stakeholders and threaten to ban the use of the app, Uber continues to grow. While taxi industry and regulators are concerned about public safety and the safety of the actions of such companies, many people who actually use the service are not and have been very vocal on social media in other municipalities.

Uber claims to create jobs in the economy, improve the environment and reduce drunk-driving. Other claimed benefits of Uber include shorter wait times and user-friendly ordering and payment processes.





# Corporate Report

Clerk's Files

Originator's  
Files

Public Vehicle Advisory Committee  
SEP 29 2014

3

---

**DATE:** September 17, 2014

**TO:** Chair and Members of the Public Vehicle Advisory Committee  
Meeting Date: September 29, 2014

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

**SUBJECT:** **Mobile Licensing Enforcement Practices**

---

**RECOMMENDATION:** That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Mobile Licensing Enforcement Practices" be received for information.

**REPORT  
HIGHLIGHTS:**

- In 2012 management staff at Mobile Licensing Enforcement changed and new management staff identified the business practices which were in effect. Mobile Licensing Enforcement staff were operating with the direction to issue only Notices of Contravention (NOCs) and charges were the exception, regardless of the nature and seriousness of the infraction found.
- Changes to the practices used by Mobile Licensing Enforcement occurred in the spring of 2013. The new management staff reviewed the practices and found that Mobile Licensing Enforcement staff could not efficiently and effectively regulate unless drivers and owners took ownership of their responsibilities under the by-laws for which they were licensed. Further, the overall goals were to improve public safety; to protect the consumer; and, to maintain/improve public trust and the images of the industries regulated.

- Staff were directed to stop using NOCs, particularly for public safety items and more serious offences, as well as for violations discovered during mandatory vehicle inspections, the dates of which are known to operators and which are scheduled 30 days in advance. Further, all mandatory vehicle inspections are now performed at the Mobile Licensing Enforcement office for vehicles licensed under the by-laws.
- In 2012 the actual number of licensed public vehicle drivers/corporations charged represented only 0.4% of all licensed public vehicle drivers. Further, 3.0% of the charges laid were issued during mandatory vehicle inspections.
- The actual number of public vehicle drivers/corporations charged in 2013 represented only 3.7% of all licensed public vehicle drivers. Further, 81.1% of the charges laid were issued during the mandatory vehicle inspections.
- Only 3.6% of all licensed public vehicle drivers are projected to be charged in 2014, assuming a similar pattern for the balance of the year. Further, 58.4% of the charges are projected to be laid during mandatory vehicle inspections.

**BACKGROUND:**

In 2012 management staff at Mobile Licensing Enforcement changed and new management staff identified the business practices which were in effect. Mobile Licensing Enforcement staff were operating with the direction to issue only Notices of Contravention (NOCs) and charges were the exception, regardless of the nature and seriousness of the infraction found.

The industries that Mobile Licensing Enforcement regulates were very complacent with by-law and licensing requirements. Moreover, many drivers and owners were not proactively dealing with concerns and expected that when Mobile Licensing Enforcement staff found violations they would have time to deal with the breaches of the by-laws. Mobile Licensing Enforcement staff were required to pursue drivers and perform follow-up investigations to ensure that violations were rectified. The issue with this system was that drivers and owners were not taking responsibility to follow the by-laws for which they were licensed and maintained a mindset that they would

continue to operate in violation of the by-law until their infractions were discovered by a Municipal Law Enforcement Officer (MLEO).

When licensed by the City of Mississauga all drivers are provided a copy of relevant by-laws. The individuals licensed under the Public Vehicle Licensing By-law 420-04, as amended, are also required to complete City of Mississauga Taxicab Training. This training outlines the requirements of City by-laws.

Mobile Licensing Enforcement has an MLEO complement of eight. In other words, eight MLEOs are responsible for regulating approximately 7,500 licensed operators including taxi drivers, tow truck drivers, driving school instructors, limousine drivers, APTV/AMTV drivers, ice cream truck drivers, and refreshment vehicle and vendor operators. Further, many of these drivers/operators work in industries that operate 24/7.

**COMMENTS:**

Changes to the practices used by Mobile Licensing Enforcement occurred in the spring of 2013. The new management staff reviewed the practices and found that Mobile Licensing Enforcement staff could not efficiently and effectively regulate unless drivers and owners took ownership of their responsibilities under the by-laws for which they were licensed. Further, the overall goals were to improve public safety; to protect the consumer; and, to maintain/improve public trust and the images of the industries regulated.

As a result, staff were directed to stop using NOCs, particularly for public safety items and more serious offences, as well as for violations discovered during mandatory vehicle inspections, the dates of which are known to operators and which are scheduled 30 days in advance.

In addition, new management instituted another practice change. All mandatory vehicle inspections are now performed at the Mobile Licensing Enforcement office for vehicles licensed under the by-laws. The by-laws require that all licensed vehicles be inspected either bi-annually or annually, depending on the industry. Previous Mobile Licensing Enforcement management did not inspect all licensed vehicles; some inspections were performed at the vehicle owners'

location and most inspections were cursory only.

Further, issue was raised by the Mississauga Appeal Tribunal regarding the renewal of applicants on the taxicab plate priority list. Previous Mobile Licensing Enforcement management had allowed applicants to renew on the priority list at the same time as their taxicab drivers licence renewal. This is in contravention of the by-law, which requires applicants on the priority list to renew annually on the date they entered the list.

As shown on Appendix 1, in 2012 the actual number of licensed public vehicle drivers/corporations charged (16) and NOCs issued (438) expressed as a percentage of 2012 licensed public vehicle drivers (3,602) represented 0.4% and 12.2%, respectively. In other words, in 2012 the actual number of licensed public vehicle drivers/corporations charged represented only 0.4% of all licensed public vehicle drivers. Further, 3.0% of the charges laid were issued during mandatory vehicle inspections.

In 2013, the actual number of licensed public vehicle drivers/corporations charged (131) and NOCs issued (569) expressed as a percentage of licensed public vehicle drivers (3,575) represented 3.7% and 15.9%, respectively. In other words, the actual number of licensed public vehicle drivers/corporations charged in 2013 represented only 3.7% of all licensed public vehicle drivers. Further, 81.1% of the charges laid were issued during the mandatory vehicle inspections.

Appendix 1 shows similar information for 2014 up to and including August 8, 2014. If these numbers are annualized for 12 months as opposed to approximately seven months, the following projections result: for 2014 the projected number of licensed public vehicle drivers/corporations charged (126) and NOCs issued (223) expressed as a percentage of licensed public vehicle drivers (3,485) represents 3.6% and 6.4%, respectively. In other words assuming a similar pattern for the balance of the year, only 3.6% of all licensed public vehicle drivers are projected to be charged in 2014. Further, 58.4% of the charges are projected to be laid during mandatory vehicle inspections.

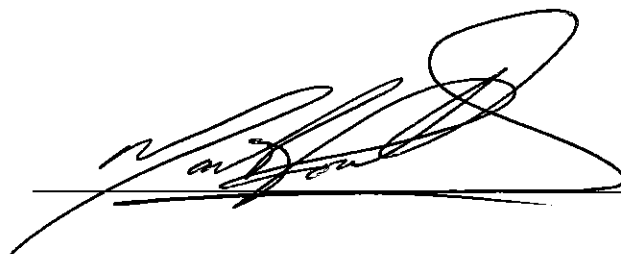
Appendix 2 attached shows a breakdown of the NOCs issued in 2012, 2013 and 2014 to August 8, 2014. Appendix 3 attached shows a breakdown of the charges laid for the same time periods.

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

**CONCLUSION:** In 2013 Mobile Licensing Enforcement changed some of its business practices to more efficiently and effectively regulate mobile industries with a view to improving public safety and consumer protection. This report is provided for information and shows the impact of these changes in business practices on the taxi and limousine industries in terms of the nature and number of NOCs and charges laid in 2012, 2013 and 2014 (to August 8, 2014).

**ATTACHMENTS:**

- Appendix 1: Summary of Public Vehicle Notices of Contravention and Charges
- Appendix 2: Breakdown of Public Vehicle Notices of Contravention
- Appendix 3: Breakdown of Public Vehicle Charges Laid Against Licensed Public Vehicle Drivers/Corporations



---

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

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

### Summary of Public Vehicle Notices of Contravention and Charges

#### Total PV Plates in Effect in a Calendar Year

<u>Licence Type</u>	2012	2013	2014
Public Vehicle Total	1,038	1,031	1,034

#### Total PV Licensed Drivers in a Calendar Year

<u>Licence Type</u>	2012	2013	2014
Public Vehicle Total	3,602	3,575	3,485

#### Total Number PV of Inspections Per Year

<u>Licence Type</u>	2012	2013	2014
Public Vehicle Total	3,173	4,946	2,293

#### PV Notice of Contravention (NOC) Totals Per Year

<u>Licence Type</u>	2012	2013	2014
Public Vehicle Total	438	569	130
Percentage of PV Drivers who received NOC's	12.2%	15.9%	3.7%

#### Total Part 1 & 3 PV Charges Per Year

	2012	2013	2014
Total Charges Laid Against Licensed Public Vehicle Drivers/Corporations	99	217	161
Total Charges Laid Against Unlicensed Public Vehicle Drivers/Corporations	75	61	54
Actual Number of Licensed Public Vehicle Drivers/Corporations Charged	16	131	74
Percentage of Licensed Public Vehicle Drivers/Corporations Charged	0.4%	3.7%	2.1%

#### Total PV Infractions During Mandatory Inspections Per Year

	2012	2013	2014
Charges During Scheduled Mandatory Inspections	3	176	94

#### Total PV Infractions Per Year

	2012	2013	2014
NOC's	438	569	130
Charges (Licensed and Unlicensed Public Vehicle Drivers/Corporations)	174	278	215
<b>Total Infractions</b>	<b>612</b>	<b>847</b>	<b>345</b>

Note: 2014 records are up to August 8, 2014

**Breakdown of Public Vehicle Notices of Contravention**

<u>TAXIS (Incl. Accessible)</u>	2012	2013	2014
Camera Decals (Missing or incorrect decals)	45	39	0
Camera System (Any part of camera system not working, door triggers, lenses, memory)	108	122	125
Exterior Body Damage/ Maintenance (Dents/Scrapes/ Wheels/ Lights/Owner's Plate Location)	85	105	2
Interior Damage/ Maintenance (Dirty, broken or missing parts etc)	39	48	0
Meter (not calibrated, running too fast/slow)	71	114	2
Equipment (spare tire, decals, first aid kit etc)	5	5	0
Renewal Stickers (not on Owner's plate)	2	0	0
Tint (Required to be removed from vehicle)	2	7	0
Vehicle Safety Issue (Usually charge issued as well/ instead)	2	0	0
Other (Lease agreements, Decals, Tarriff cards, document correction etc)	59	91	1
<b>Total NOC's</b>	<b>418</b>	<b>531</b>	<b>130</b>
<u>AMTVs</u>			
(14) Tint (Required to be removed from vehicle)	2	1	0
(8,9) Exterior Body Damage/ Maintenance (Dents/Scrapes/ Wheels/ Lights/Owner's Plate Location)	0	6	0
(10) Interior Damage/ Maintenance (Dirty, broken or missing parts etc)	0	2	0
Owner's Plate Replacement	0	6	0
<b>Total NOC's</b>	<b>2</b>	<b>15</b>	<b>0</b>
<u>APTVs</u>			
(12) Equipment (spare tire, decals, first aid kit etc)	7	1	0
(8,9) Exterior Body Damage/ Maintenance (Dents/Scrapes/ Wheels/ Lights/Owner's Plate Location)	2	16	0
(10) Interior Damage/ Maintenance (Dirty, broken or missing parts etc)	7	0	0
(21) Other (Lease agreements, Decals, Tarriff cards, document correction etc)	2	1	0
(14) Tint (Required to be removed from vehicle)	0	1	0
<b>Total NOC's</b>	<b>18</b>	<b>19</b>	<b>0</b>
<u>LIMOUSINES</u>			
(8,9) Exterior Body Damage/ Maintenance (Dents/Scrapes/ Wheels/ Lights/Owner's Plate Location)	0	3	0
(10) Interior Damage/ Maintenance (Dirty, broken or missing parts etc)	0	1	0
<b>Total NOC's</b>	<b>0</b>	<b>4</b>	<b>0</b>
<b>Total of All NOC's</b>	<b>438</b>	<b>569</b>	<b>130</b>

Note: 2014 records are up to August 8, 2014

**Breakdown of Public Vehicle Charges Laid Against Licensed Public Vehicle  
Drivers/Corporations**

	2012	2013	2014
Operate Taxi/ AMTV/ APTV/ LIMO without a licence	<b>73</b>	<b>60</b>	<b>44</b>
Drive vehicle whose owner is not licensed	1	1	0
Operate unregistered vehicle	1	2	1
Carry on business in name other than on the licence	2	5	0
Fail to produce Licence at request of an inspector	0	7	0
Fail to attach renewal sticker to owner's plate	0	8	3
Fail to keep in vehicle current copy of owner's licence	0	7	3
Fail to attend inspection appointment	0	1	0
Use services of an unlicensed taxicab driver	0	2	0
<b>Sub Total</b>	<b>77</b>	<b>93</b>	<b>51</b>
Refuse to serve person with service animal	1	0	0
Fail to provide Trip Sheets to an inspector	5	16	26
Fail to be well groomed, not wearing jeans or sweat pants	5	2	2
Smoking in a taxicab	2	2	6
Fail to be civil and behave courteously	2	1	1
Fail to take due care of property entrusted to him	0	1	0
Pickup passenger within 60m of a taxi stand	0	1	0
Obstruct Inspector	0	0	1
<b>Sub Total</b>	<b>15</b>	<b>23</b>	<b>36</b>
Operate taxi without identical wheel covers	3	3	4
Operate vehicle not in good repair to its interior	1	3	8
Operate vehicle not in good repair to its exterior	1	15	36
Operate vehicle not equipped with a spare tire/ jack	1	3	2
Operate vehicle not equipped with fender numbers	1	7	2
Operate vehicle not equipped with working roof light	0	4	2
Operate vehicle not equipped with seatbelt cutting tool	0	4	0
Operate vehicle not equipped with fire extinguisher	0	1	0
Operate vehicle not equipped with no-smoking signage	0	0	0
Operate vehicle with unsealed meter	0	1	6
Operate vehicle without security camera	0	0	1
Operate vehicle without tint-free windows	0	3	1
Fail to produce maintenance log book	0	53	12
Fail to affix owner's plate in approved location	0	2	0
Display sign/ emblem not approved by manager	0	2	0
<b>Sub Total</b>	<b>7</b>	<b>101</b>	<b>74</b>
<b>Total of All Charges</b>	<b>99</b>	<b>217</b>	<b>161</b>

Note: 2014 records are up to August 8, 2014

Bolded descriptions identify very serious infractions



**Stephanie Smith**

---

**From:** Info [redacted]  
**Sent:** 2014/08/07 1:22 PM  
**To:** Stephanie Smith  
**Subject:** PVAC- Priority List Renewals

Public Vehicle Advisory Committee  
SEP 29 2014

**Categories:** Public Vehicle

August 07, 2014

Karam Punian - Executive Member/Airport Taxicab Association.

**Attn: PVAC – Chair Person**

**REF: Priority List Renewals**

Dear Chair & Committee members,

A letter has been circulated by Mississauga mobile licensing department which notifies priority list members to renew their membership at the date of their first registration instead of renewing it at the same time when they renew their taxi licence. This is very inconvenient for the drivers and extra work for the mobile licensing staff and this issue has never been discussed with PVAC or taxi industry by the mobile licensing department.

Please facilitate the renewal of the taxi driver's licence and the priority list membership at the same time as before. It will save both time and money for the taxi drivers and mobile licensing department. Thanks.

Sincerely,

Karam Punian. [redacted]

5

Public Vehicle Advisory Committee

SEP 29 2014

August 11, 2014

The City of Mississauga  
300 City Centre Dr.  
Mississauga, Ontario, L5B 3C1

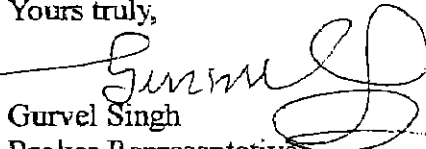
Attention: Nando Iannicca, Chairman, PVAC

Dear Sir:

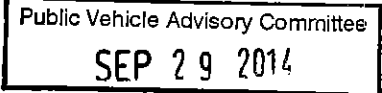
I have two concerns regarding the Priority List which I would like addressed at the next PVAC meeting.

1. Staff has recently changed the procedure for the yearly renewal process for remaining on the Priority List. Previously, a driver would file his renewal application at the same time that they renew their taxi driver's licence, which for operators that did not own a taxi plate would coincide with their birthday. Now Staff has decided that the renewal of the priority list application should occur before February 28<sup>th</sup> /29<sup>th</sup> each year. This change in procedure was not brought to the industry's attention either at a PVAC meeting, or by postal notification to the affected drivers. It is my opinion that this change in procedure requires the driver to make an unnecessary extra trip to the licensing office every year that was not required in the past. Could you please direct staff to revert to the procedure that was in place in the past.
2. Many members of the industry have brought to my attention the fact that older drivers on the Priority List who are of official retirement age, and who cease driving taxi on a full time basis become ineligible to remain on the List. I would ask that a discussion be initiated to determine if it would be acceptable to establish a formula under which a driver who reaches retirement age, and has been continuously on the List for a given number of years, could maintain their eligibility upon retirement.

Yours truly,

  
Gurvel Singh  
Broker Representative

6



August 11, 2014

The City of Mississauga  
300 City Centre Dr.  
Mississauga, Ontario, L5B 3C1

Attention: Nando Iannicca, Chairman, PVAC

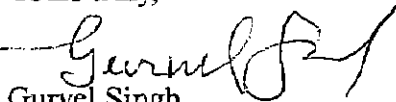
Dear Sir:

It has been brought to my attention that Staff has instituted a change in operator licence renewal requirements that seriously impacts drivers, and potentially, plate owners.

Staff has reportedly been denying renewal to some operators who have been charged with moving violations under the Highway Traffic Act. Apparently, these violations are now considered to be categorized as Criminal Offences, and as such can be the basis for refusal to renew under the Bylaw. To the best of my recollection, this change has not been discussed at any PVAC meeting, and no notice to industry members has been made concerning this change in procedure.

Could you direct Staff to report to the PVAC concerning this important matter. If this change in procedure is in fact allowable under the current Bylaw, we would ask that an immediate rewording of the Bylaw be enacted in order that Staff has a clearer mission statement in regard to delineating which charges under the HTA warrant a non-renewal response when a operator applies for their yearly renewal.

Yours truly,



Gurvel Singh  
Broker Representative

**Stephanie Smith**

---

**Subject:** FW: Lyft rideshare

Public Vehicle Advisory Committee <b>SEP 29 2014</b>
---

---

**From:** MARK SEXSMITH [mailto:mark.sexsmith@toronto.ca]  
**Sent:** 2014/07/10 8:54 AM  
**To:** Mickey Frost  
**Cc:** Daryl Bell; Nando Iannicca; alex.frost@toronto.ca; Ron Starr; Peter Pellier; Ron Baumber; Mike BEGGS; John Duffy; dan.hart@toronto.ca  
**Subject:** Lyft rideshare

Dear Mr. Frost:

The subject of the American based Lyft rideshare program has been in the news recently.

I feel that it would be useful to have staff report on this service, and others like it, at the next PVAC meeting, in order that the taxi industry has a full understanding of the implications of the advent of this service in Canada.

**Mark Sexsmith**

8

**Stephanie Smith**

---

**Subject:** FW: AIRPORT EXEMPTION AS IT APPLIES TO TAXICABS

Public Vehicle Advisory Committee  
SEP 29 2014

**From:** Peter Pellier [mailto: [REDACTED]]

**Sent:** 2014/07/01 12:50 PM

**To:** Hazel McCallion; Jim Tovey; Pat Mullin; Chris Fonseca; Frank Dale; Bonnie Crombie; Ron Starr; Nando Iannicca; Katie Mahoney; Pat Saito; Sue McFadden; George Carlson

**Cc:** Mickey Frost; Daryl Bell; alexmin2@sympatico.ca; h.pandori@hotmail.com; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Sacha Smith; Stephanie Smith; [REDACTED]; [REDACTED]

**Subject:** AIRPORT EXEMPTION AS IT APPLIES TO TAXICABS

THE MAYOR & MEMBERS OF COUNCIL:

Contained within the Municipal Act; the Ontario Highway Traffic Act; and the City of Toronto Act is an Airport Exemption, adopted by the Province in 1978. The Exemption enables cabs licensed at Pearson to pick up clients returning to the Airport without the requirement they be licensed by those municipalities within Pearson's catchment area - principally the City of Toronto.

The reason for the Exemption was simple. It ensured the economic viability of a dedicated fleet of cabs servicing Pearson.

At present, there are 360 GTAA-licensed cabs, of which 192 are licensed by Mississauga - 152 of which operate under standard plates; 40 of which operate under Airport Municipal Transportation Vehicle permits.

On February 19th, 2014, the City of Toronto adopted a series of controversial taxi reforms, which included the following provision: 'City Council engage the Minister of Municipal Affairs and Housing regarding impact of the Airport Exemption in the City of Toronto Act to the Toronto taxicab industry.' This was included as a result of intense lobbying on the part of senior members of the Toronto taxi industry who want the Exemption removed.

(See the June edition of Taxi News, P.14, a letter to MLS Executive-Director Tracey Cooke, from Gerry Manley. [www.taxinews.com](http://www.taxinews.com)).

Given the 152 standard Mississauga cabs are excluded from the Licence Issuance Model, any threat to the Exemption poses a real and pressing problem for the 416 Mississauga cabs servicing the City proper. Should Toronto succeed in convincing the Province to remove the Exemption, some or all of the 152 operators in question could return to work in the City.

It goes without saying, the consequence of such an eventuality would be nothing short of catastrophic.

Every effort must be made by the City of Mississauga to ensure the Airport Exemption remains firmly in place. While it seems unlikely the Exemption would be overturned after 36 years, stranger things have happened.

Thank you.

PETER D. PELLIER

## Public Vehicle Advisory Committee 2014 Action List

Issue	Last Discussed on	Who	Status
Accessible plates	September 11, 2012	Enforcement Office	<b>In progress</b> - Subcommittee meeting on April 29, 2013 - Subcommittee meeting on May 13, 2013 - Public meeting on June 11, 2013
Term of plate leases coincide with vehicle year limit	September 11, 2012	Enforcement Office	<b>Completed</b>
Mobile taxi application	September 11, 2012	Enforcement Office	<b>Completed</b>
Airport taxi's -- Stickers on windshields	September 11, 2012	Enforcement Office	<b>Completed</b>
Advance payment in evenings	September 11, 2012	Enforcement Office	<b>Completed</b>
Hotel Shuttles	April 29, 2013	Enforcement Office	<b>Completed</b>
Regulations of DADD drivers	October 15, 2013	Enforcement Office	<b>To be discussed</b>
Public Meetings – Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	<b>To be discussed</b>
Need for taxi stands	October 15, 2013	Enforcement Office	<b>Completed</b>
2010 and 2012 Taxicab Plate Issuance	February 4, 2014	Enforcement Office	<b>In progress</b>

Public Vehicle Advisory Committee  
**SEP 29 2014**