

AGENDA



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, MARCH 3, 2015 - 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 Ron Starr, Ward 6 **(Vice-Chair)**

Councillor Carolyn Parrish, Ward 5

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: Karen Morden, Legislative Coordinator

Office of the City Clerk 905-615-3200 ext. 5471 Fax 905-615-4181

karen.morden@mississauga.ca

CALL TO ORDERDECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONSDEPUTATIONS

- A. Dr. Dan Hara, President, Hara Associates Inc., with respect to the Taxicab Plate Issuance Model Review.
- B. Zachary Killam, CEO, Play Charging, with respect to in-taxi charging devices for smartphones.
- C. Amandeep Mann with respect to tint-free provisions in the Public Vehicle Licensing By-law 420-04, as amended.

MATTERS TO BE CONSIDERED

- 1. Minutes of Previous Meeting

- 1.1 Minutes of the Public Vehicle Advisory Committee meeting held on September 29, 2014.

RECOMMEND APPROVAL

- 2. Overview of Mobile Licensing Enforcement Practices for the Taxicab and Limousine Industries

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works, entitled, "Mobile Licensing Enforcement Practices for the Taxicab and Limousine Industries".

RECOMMENDATION

That the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Overview of Mobile Licensing Enforcement Practices for the Taxicab and Limousine Industries" be received for information.

3. Regulation of Taxicab Mobile Applications

Corporate Report dated February 18, 2015 from the Commissioner of Transportation and Works entitled, "Regulation of Taxicab Mobile Applications".

RECOMMENDATION

1. That Council request the Ministry of Transportation for the Province of Ontario pass legislation and/or regulations to address taxicab mobile applications such as Uber as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications".
2. That a copy of the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications", be forwarded to the Minister of Transportation, Province of Ontario.

4. Uber Taxi

Email dated February 11, 2015 from Baljit Pandori, Elected at Large, regarding Uber Taxi.

5. Moratorium on A-Plates

Email dated February 11, 2015 from Peter Pellier, taxi driver, regarding a moratorium on the issuance of A-Plates.

6. Taxi Meter Rates

Email dated February 10, 2015 from Al Cormier, Citizen Member, Public Vehicle Advisory Committee, regarding taxi meter rates.

7. Pan Am Games

Email dated February 25, 2015 from Mark Sexsmith regarding an information session for the Pan Am Games being held at Hershey Sportzone.

8. Appointment of New Members to the Public Vehicle Advisory Committee

Councillor Starr, Vice-Chair of PVAC, will speak to the appointment of new members to the Public Vehicle Advisory Committee.

9. Public Vehicle Advisory Committee Elections

Letter dated March 3, 2015 from Crystal Greer, Director Legislative Services and City Clerk, to industry members regarding the 2015 Public Vehicle Advisory Committee Elections.

RECOMMEND RECEIPT

10. Public Vehicle Advisory Committee - Action List

Public Vehicle Advisory Committee Action List for 2015.

RECOMMEND RECEIPT

OTHER BUSINESS

DATE OF NEXT MEETING – Tuesday, April 21, 2015 at 9:30 AM, City of Mississauga, Council Chambers

ADJOURNMENT



Minutes

PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, 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

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)

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)

Gurvel Singh (Taxicab Brokerages)

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

CALL TO ORDER - 9:34 A.M.

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS - Nil

DEPUTATIONS

1. Dr. Dan Hara, President, Hara Associates Inc., with respect to the Taxi Plate Issuance Review

Dr. Dan Hara, Hara Associates Inc. provided an updated progress report regarding the taxi plate issuance model review. Dr. Hara spoke to completed consultations with industry members, preliminary document review, future data collection and outlined the next steps. Dr. Hara further addressed feedback received industry members, the number of licensed taxis in the City of Mississauga, meter rates, plate issuance, accessible taxis and the future of taxicab mobile applications.

Karam Punian, Taxicab Driver, spoke to the first round of consultation with industry members, meter rates, accessible taxis and unlicensed limos. Dr. Dan Hara spoke to completed and future consultations, future statistical survey information and meter rates.

Al Cormier, Citizen Member, spoke to taxicab plate insurance, how accessible taxis are currently controlled and the effects of transit improvements. Dr. Dan Hara spoke to the current City of Mississauga by-laws and that the review would address transit improvements impacts on the industry.

Harsimar Singh Sethi, City Area Taxicab Drivers, spoke to meter rates.

Councillor Starr spoke to the number of industry members who participated in the consultations and the need for more input from taxicab plate holders.

Paramvir Singh Nijjar, City Area Taxicab Owners, noted the importance of surveying taxicab drivers.

Nabil Nassar, Citizen Member, spoke to the review of the plate issuance and inquired what definitions are being reviewed for accessible taxi and the cost of an accessible taxi trip. Dr. Dan Hara spoke to accessible standards for accessible taxis and subsidized rates offered in municipalities.

Baljit Singh Pandori, Elected at Large, inquired if Hara and Associates would be talking to insurance companies. Dr. Dan Hara noted that he would validate with insurance companies.

Mayor McCallion spoke to the importance of the current review of the taxicab industry being conducted. She further spoke to competition in the industry and the importance of a dress code for the industry.

Councillor Iannicca spoke to the complexity of the taxi industry and the user groups involved.

RECOMMENDATION

That the deputations made by Dr. Dan Hara and Associates regarding the Taxi Plate Issuance Model be received.

Received (Councillor Starr)

Recommendation PVAC-0012-2014

2. Item 2 Ian Black, General Manager, Uber Toronto

No discussion took place.

3. Item 3 Karam Punian, Taxicab Driver

No discussion took place.

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.

Approved (N. Nasser)

2. Taxicab Mobile Applications

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

Mickey Frost, Director, Enforcement spoke to the requirements for Uber to operate in the City of Mississauga under the Public Vehicle Licensing By-law and noted that staff are enforcing the by-law.

Councillor Iannicca noted that Uber does not fit into the City of Mississauga by-laws and that they are illegal to operate in the City.

Karam Punian, Taxicab Driver, spoke to the model of taxicab mobile applications, metre rates and commission rates.

Al Cormier, Citizen Member, spoke to improving services for the residents of City of Mississauga and directed staff to continue to monitor the situation to improve services for residents.

Councillor Starr addressed concerns with the model proposed by Uber and the potential for losing control of the public vehicle industry.

Nabil Nassar, Citizen Member spoke to Uber's reasonability to follow the guidelines of a brokerage and the need to obey the Public Vehicle Licensing By-law.

Mayor McCallion spoke to the need for the Province of Ontario to legislate this matter as taxicab mobile applications serve the public. She directed staff to prepare a report to the Province and request that legislation be put in place to make it illegal to operate in Ontario.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Taxicab Mobile Applications" be received for information
2. That staff be directed to prepare a report for a future Public Vehicle Advisory Committee (PVAC) outlining the need for Provincial legislation and once endorsed by PVAC that the report be forwarded to the Province.

Referred (Councillor Starr)

Recommendation PVAC-0013-2014

RECOMMENDATION

That the letter dated September 29, 2014 from Ian Black, General Manager, Uber Toronto regarding taxicab mobile applications (TMA), be received.

Received (Councillor Starr)

Recommendation PVAC-0014-2014

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.

Mayor McCallion spoke to new staff implementing legislative practices in the industry and noted the importance of safety issues being enforced immediately. She noted the importance of Staff providing drivers more time for the fix minor problems.

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.

Received (Councillor Starr)

Recommendation PVAC-0015-2014

4. Priority List Renewals

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

Karam Punian, Taxicab Driver spoke to the priority list renewals and noted that the industry never discussed the change. He further spoke to the changes to the taxicab driver identification card.

Mickey Frost, Director, Enforcement noted that direction would be taken from the Committee and that staff would bring a report back to amend the by-law to suit the industry's needs on how they would like to renew their licenses.

RECOMMENDATION

That the email dated August 7, 2014 from Karam Punian, Taxicab Driver, regarding the priority list renewals be received and referred to staff.

Referred (Councillor Starr)

Recommendation PVAC-0016-2014

5. Priority List Renewals

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

RECOMMENDATION

That the email dated August 11, 2014 from Gurval Singh, Broker Representative, regarding the priority list renewals be received and referred to staff.

Referred (Councillor Starr)

Recommendation PVAC-0017-2014

6. Operator License Renewal Requirements

No discussion took place.

RECOMMENDATION

That the email dated August 11, 2014 from Gurval Singh, Broker Representative, regarding operator license renewal requirements be received and referred to staff.

Referred (Councillor Starr)

Recommendation PVAC-0018-2014

7. Lyft Rideshare Program

No discussion took place.

RECOMMENDATION

That the letter July 10, 2014 from Mark Sexsmith, Taxi Owner, regarding the Lyft

Rideshare Program be received and referred to staff.

Referred (Councillor Starr)

Recommendation PVAC-0019-2014

8. Airport Taxicab Exemption

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

Mickey Frost, Director, Enforcement noted that the City of Mississauga was notified of the newest request for proposal (RFP) after the GTAA issued the contract. Mr. Frost further explained that the GTAA has their own authority over their limousine licenses and that any issues should be brought to the GTAA.

RECOMMENDATION

That the email from Peter D. Pellier, Taxicab Driver regarding airport exemption as it applies to taxicabs be received.

Received (Councillor Starr)

Recommendation PVAC-0020-2014

9. Public Vehicle Advisory Committee Election Update

Mickey Frost, Director, Enforcement, provided a verbal update regarding the Public Vehicle Advisory Committee (PVAC) election and noted that under normal practices a PVAC election would be held this fall, however, it has been delayed to the new year.

10. Public Vehicle Advisory Committee - Action List

Public Vehicle Advisory Committee Action List for 2014.

RECOMMENDATION

That the Public Vehicle Advisory Committee Action List for 2014 be received.

Received (Councillor Nasser)

Recommendation PVAC-0021-2014

OTHER BUSINESS

Karam Punian, Taxicab Driver spoke to the upcoming mandatory inspections and inquired if staff would be issuing tickets to drivers. Mickey Frost, Director, Enforcement provided clarification regarding mandatory inspection and spoke to safety infractions.

Peter Pellier, Taxicab Driver, thanked Mayor McCallion and Councillors for their contributions towards the Public Vehicle Advisory Committee (PVAC).

Mandhir Mann spoke to the taxicab priority list and expressed concerns. Councillor Iannicca indicated that a report would come back to the committee outlining the concerns raised.

Mahar Ahmad spoke to current by-laws regarding assessable taxicab plates not being able to be leased. Daryl Bell, Manager, Mobile Licensing, noted that the current practice would be followed until further consideration from the Committee.

DATE OF NEXT MEETING – To be determined

ADJOURNMENT – 11:20 A.M.



Corporate Report

Clerk's Files

Originator's
Files

DATE: February 18, 2015

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: March 3, 2015

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

SUBJECT: **Overview of Mobile Licensing Enforcement Practices for the
Taxicab and Limousine Industries**

RECOMMENDATION: That the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Overview of Mobile Licensing Enforcement Practices for the Taxicab and Limousine Industries" be received for information.

BACKGROUND: At its meeting of September 29, 2014 the Public Vehicle Advisory Committee (PVAC) considered a report from the Commissioner of Transportation and Works, dated September 17, 2014 entitled "Mobile Licensing Enforcement Practices" (Appendix 1). This report outlined changes that occurred in the enforcement practices of Mobile Licensing Enforcement in 2013.

On November 24, 2014 Council approved the following recommendation:

"PVAC-0015-2014

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

(PVAC-0015-2014)"

Staff from Mobile Licensing Enforcement reviewed their enforcement practices for the taxicab and limousine industries and implemented a new regulatory approach in the fall of 2014, to replace the practices implemented in 2013. The purpose of this report is to update PVAC of the outcome of that review and to advise of the new regulatory approach being following by Mobile Licensing Enforcement for the taxicab and limousine industries.

COMMENTS:

Staff reviewed all of the types of offences relating to the taxicab and limousine industries and classified them to be either minor, or major and/or safety-related, in nature (Appendix 2). Staff enforce offences that are minor in nature utilizing a Notice of Contravention (NOC). The process involves issuing a NOC for minor offences with a standard allowance of 14 days to rectify the violation. After 14 days, staff follow up and ensure that the violation has been brought into compliance with the Public Vehicle Licensing By-law 420-04, as amended. If the offender has not taken the appropriate steps to ensure the violation has been rectified, a Part 1 Provincial Offence Notice or a Part 3 Summons will be issued under the Public Vehicle Licensing By-law 420-04, as amended.

Staff ensure strict enforcement of all violations that are major and/or safety-related in nature and proceed directly to a Part 1 Provincial Offence Notice or a Part 3 Summons under the Public Vehicle Licensing By-law 420-04, as amended.

FINANCIAL IMPACT: This report has no financial impact on the City of Mississauga.

CONCLUSION:

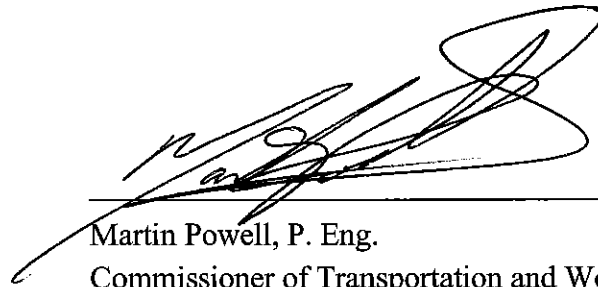
Mobile Licensing Enforcement policy provides for transparent enforcement practices. With respect to the regulation of the taxicab and limousine industries, minor offences involve the issuance of an NOC, which grants a person up to 14 days to remedy the violation. If the issue has not been rectified after the appropriate timeframe, a Municipal Law Enforcement Officer (MLEO) will proceed with charges under the Public Vehicle Licensing By-law 420-04, as amended.

All offences that are major and/or safety-related in nature are enforced with zero tolerance and MLEOs proceed directly with charges under the Public Vehicle Licensing By-law 420-04, as amended.

ATTACHMENTS:

Appendix 1: Report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Mobile Licensing Enforcement Practices"

Appendix 2: Breakdown of Major and Minor Offences for the Public Vehicle Licensing By-law 420-04, as amended



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Daryl Bell, Manager Mobile Licensing Enforcement



Corporate Report

Appendix 1

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

APPENDIX 1

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	3,802	3,875	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	76	61	64
Actual Number of Licensed Public Vehicle Drivers/Corporations Charged	18	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
Total Infractions	612	847	345

Note: 2014 records are up to August 8, 2014

APPENDIX 2

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
Total NOC's	418	531	130
<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
Total NOC's	2	15	0
<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
Total NOC's	18	19	0
<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
Total NOC's	0	4	0
Total of All NOC's	438	569	130

Note: 2014 records are up to August 8, 2014

APPENDIX 3

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

	2012	2013	2014
Operate Taxi/ AMTV/ APTV/ LIMO without a licence	73	60	44
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
Sub Total	77	93	51
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
Sub Total	15	23	36
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
Sub Total	7	101	74
Total of All Charges	99	217	161

Note: 2014 records are up to August 8, 2014

Dotted descriptions identify very serious infractions

THE CORPORATION OF THE CITY OF MISSISSAUGA
PART I *Provincial Offences Act*

By-law 420-04: Public Vehicle Licensing By-law

#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
1	Own an Airport Municipal Transportation Vehicle without licence	Section 2(1)	\$295.00	\$360.00
2	Operate an Airport Municipal Transportation Vehicle without licence	Section 2(1)	\$200.00	\$240.00
3	Own an Airport Public Transportation Vehicle without licence	Section 2(2)	\$295.00	\$360.00
4	Operate an Airport Public Transportation Vehicle without licence	Section 2(2)	\$200.00	\$240.00
5	Act as a Broker without licence	Section 2(3)	\$295.00	\$360.00
6	Own a Limousine without licence	Section 2(4)	\$370.00	\$460.00
7	Operate a Limousine without licence	Section 2(4)	\$200.00	\$240.00
8	Own Accessible Airport Public Transportation Vehicle without licence	Section 2(5)	\$295.00	\$360.00
9	Operate Accessible Airport Public Transportation Vehicle without licence	Section 2(5)	\$200.00	\$240.00
10	Own Special Accessible Taxicab without licence	Section 2(6)	\$295.00	\$360.00
11	Operate Special Accessible Taxicab without licence	Section 2(6)	\$200.00	\$240.00
12	Own a Taxicab without licence	Section 2(7)	\$295.00	\$360.00
13	Operate a Taxicab without licence	Section 2(7)	\$200.00	\$240.00
14	Refuse to deliver up/obstruct/prevent Licence Manager from obtaining revoked/ suspended Licence/owner's plate/Licence Sticker	Section 20(2)	\$200.00	\$240.00
15	Fail to produce Licence/other documentation as requested for inspection	Section 21(3)	\$200.00	\$240.00
16	Fail to submit Vehicle for inspection when required by Licence Manager	Section 22(2)	\$200.00	\$240.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
17	Fail to carry Licence while operating Vehicle	Section 23	\$200.00	\$240.00
18	Fail to surrender Licence to Inspector for inspection upon demand	Section 23	\$200.00	\$240.00
19	Carry on business in name other than that set out on Licence	Section 24(1)	\$295.00	\$360.00
20	Hinder/obstruct/attempt to hinder/obstruct an Inspector/Licence Manager exercising a power/performing a duty under By-law 420-04	Section 33	\$200.00	\$240.00
21	Airport Municipal Transportation Vehicle Driver- Hold himself out as being available for hire in public place	Schedule 3 Section 3(1)	\$200.00	\$240.00
22	Airport Municipal Transportation Vehicle Driver- Fail to use current Greater Toronto Airport Authority GTA Taxi Tariffs to calculate fares for Trips commencing within City	Schedule 3 Section 3(2)	\$200.00	\$240.00
23	Airport Municipal Transportation Vehicle Driver- Pick up Fare within sixty (60) metres of designated Taxicab Stand	Schedule 3 Section 3(3)	\$200.00	\$240.00
24	Airport Municipal Transportation Vehicle Driver- Pick up Fare not prearranged	Schedule 3 Section 3(4)	\$200.00	\$240.00
25	Airport Municipal Transportation Vehicle Driver- Pick up Fare not conveying to Lester B. Pearson International Airport	Schedule 3 Section 3(4)	\$200.00	\$240.00
26	Airport Municipal Transportation Vehicle Driver- Operate Airport Municipal Transportation Vehicle when Airport Driver's Card cancelled/suspended by Greater Toronto Airport Authority	Schedule 3 Section 3(5)	\$295.00	\$360.00
27	Airport Municipal Transportation Vehicle Driver- Fail to be properly dressed/well groomed/neat/clean in personal appearance	Schedule 3 Section 3(10)	\$70.00	\$90.00
28	Airport Municipal Transportation Vehicle Driver- Fail to be civil and behave courteously	Schedule 3 Section 3(11)	\$200.00	\$240.00
29	Airport Municipal Transportation Vehicle Driver- Fail to give Passenger receipt on authorized form when requested/whenever there is a dispute over the Fare	Schedule 3 Section 3(12)	\$70.00	\$90.00

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By-law 420-04: Public Vehicle Licensing By-law

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
30	Airport Municipal Transportation Vehicle Driver- Fail to keep daily Trip Sheet showing the name of the Driver/the date/the Airport Municipal Transportation Vehicle Owner's Plate Number	Schedule 3 Section 3(17)(a)	\$70.00	\$90.00
31	Airport Municipal Transportation Vehicle Driver- Fail to keep daily Trip Sheet showing the location/time of the beginning and end of every Trip	Schedule 3 Section 3(17)(b)	\$70.00	\$90.00
32	Airport Municipal Transportation Vehicle Driver- Fail to keep daily Trip Sheet showing the amount of Fare collected for each Trip	Schedule 3 Section 3(17)(c)	\$70.00	\$90.00
33	Airport Municipal Transportation Vehicle Driver- Fail to retain Trip Sheets for 12 months	Schedule 3 Section 3(18)	\$70.00	\$90.00
34	Airport Municipal Transportation Vehicle Driver- Fail to make daily trip sheet available for inspection at the request on an inspector/Licence Manager	Schedule 3 Section 3(18)	\$70.00	\$90.00
35	Airport Municipal Transportation Vehicle Driver- Fail to keep in his Airport Municipal Transportation Vehicle a current street guide approved by the Licence Manager	Schedule 3 Section 3(19)	\$70.00	\$90.00
36	Airport Municipal Transportation Vehicle Driver- Smoke in the Airport Municipal Transportation Vehicle	Schedule 3 Section 3(21)	\$200.00	\$240.00
37	Airport Municipal Transportation Vehicle Driver- Drive a vehicle with any object placed in/hung on/attached in such a manner as will obstruct the Driver's view of the highway	Schedule 3 Section 4(2)	\$70.00	\$90.00
38	Airport Municipal Transportation Vehicle Driver- Take/consume/possess alcohol/ Drugs/intoxicants while in charge of Vehicle	Schedule 3 Section 4(3)	\$295.00	\$360.00
39	Airport Municipal Transportation Vehicle Driver- Drive a vehicle whose owner is not a licensed Owner	Schedule 3 Section 4(5)	\$200.00	\$240.00
40	Airport Municipal Transportation Vehicle Driver- Permit a Passenger to stand in the Vehicle while the Vehicle is in motion	Schedule 3 Section 4(6)	\$70.00	\$90.00
41	Airport Municipal Transportation Vehicle Driver- Refuse to serve a Passenger with a Service Animal	Schedule 3 Section 4(11)	\$295.00	\$360.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
42	Airport Municipal Transportation Vehicle Driver- Speak in obscene/foul/boisterous /racist/loud/threatening/abusive manner while Operating an Airport Municipal Transportation Vehicle	Schedule 3 Section 4(13)	\$200.00	\$240.00
43	Airport Municipal Transportation Vehicle Plate Owner- Permit the display of any sign/emblem/decal/ornament/advertisement on/in Airport Municipal Transportation Vehicle not approved by Licence Manager	Schedule 3 Section 6	\$70.00	\$90.00
44	Airport Municipal Transportation Vehicle Driver- Display any sign/emblem/decal/ornament/advertisement on/in Airport Municipal Transportation Vehicle not approved by Licence Manager	Schedule 3 Section 6	\$70.00	\$90.00
45	Airport Municipal Transportation Vehicle Driver/plate Owner- Operate an unregistered Vehicle/permit an unregistered Vehicle to be operated	Schedule 3 Section 9	\$295.00	\$360.00
46	Airport Municipal Transportation Vehicle Owner- Employ/use the services of unlicensed Airport Municipal Transportation Vehicle Driver	Schedule 3 Section 12(3)	\$295.00	\$360.00
47	Airport Municipal Transportation Vehicle Owner- Fail to repair reported mechanical defect in a Vehicle	Schedule 3 Section 12(4)	\$295.00	\$360.00
48	Airport Municipal Transportation Vehicle Owner- Fail to provide the Licensing Section with the name of the licensed Driver operating his Vehicle within (3) business days of the time when the licensed Driver commenced To Operate the Vehicle	Schedule 3 Section 12(5)	\$200.00	\$240.00
49	Airport Municipal Transportation Vehicle Owner- Install/use Taxicab Meter device in Airport Municipal Transportation Vehicle	Schedule 3 Section 13(1)(b)	\$295.00	\$360.00
50	Airport Municipal Transportation Vehicle Owner- Operate/permit to be operated an Airport Municipal Transportation Vehicle when Airport Permit cancelled/suspended	Schedule 3 Section 13(1)(c)	\$295.00	\$360.00
51	Airport Municipal Transportation Vehicle not equipped with functioning air conditioning/heater	Schedule 3 Section 14(5)	\$70.00	\$90.00
52	Airport Municipal Transportation Vehicle equipped with tinted glass	Schedule 3 Section 14(6)	\$70.00	\$90.00
53	Airport Municipal Transportation Vehicle interior not clean/dry/in good repair	Schedule 3 Section 14(7)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
54	Airport Municipal Transportation Vehicle exterior not clean/in good repair/free from exterior damage/well maintained exterior paint finish	Schedule 3 Section 14(8)	\$70.00	\$90.00
55	Airport Municipal Transportation Vehicle not equipped with an extra tire/wheel/jack ready for use	Schedule 3 Section 14(9)	\$70.00	\$90.00
56	Airport Municipal Transportation Vehicle without identical wheel coverings/design	Schedule 3 Section 14(10)	\$70.00	\$90.00
57	Airport Municipal Transportation Vehicle without a seat belt cutting tool in good repair/easily accessible to the Driver	Schedule 3 Section 14(11)	\$70.00	\$90.00
58	Airport Municipal Transportation Vehicle without Fender Numbers	Schedule 3 Section 14(12)	\$70.00	\$90.00
59	Airport Municipal Transportation Vehicle without Roof Light identifying vehicle as an AMTV	Schedule 3 Section 14(13)	\$70.00	\$90.00
60	Airport Municipal Transportation Vehicle without Owner's Plate affixed to the rear of the vehicle in a place approved by the Licence Manager	Schedule 3 Section 14(14)	\$70.00	\$90.00
61	Airport Municipal Transportation Vehicle Owner/Driver- Fail to keep/maintain in the Vehicle a Maintenance Log	Schedule 3 Section 14(15)	\$70.00	\$90.00
62	Airport Municipal Transportation Vehicle Owner/Driver without Licence Renewal Sticker affixed to the bottom right corner of the Owner's Plate	Schedule 3 Section 14(16)	\$70.00	\$90.00
63	Airport Municipal Transportation Vehicle Driver/Owner- Put name/address/telephone number/identification not of himself or affiliated Airport Municipal Transportation Vehicle Broker on Vehicle/Roof Light	Schedule 3 Section 15(1)	\$70.00	\$90.00
64	Airport Municipal Transportation Vehicle Driver/Owner- Use/permit to be used any emblem/decals/roof sign which are the same shape/colour/distinctive emblem/decals/ roof sign being used by any not Affiliated Airport Municipal Transportation Vehicle	Schedule 3 Section 15(2)	\$70.00	\$90.00
65	Airport Municipal Transportation Vehicle Driver/Owner- Operate/permit to be operated his Airport Municipal Transportation Vehicle in affiliation with Airport Municipal Transportation Vehicle Broker not licensed under By-law 420-04	Schedule 3 Section 15(3)	\$295.00	\$360.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
66	Airport Municipal Transportation Vehicle Driver/Owner- Use/permit to be used a two-way radio/monitoring device in Airport Municipal Transportation Vehicle to transmit/receive frequency of a not Affiliated Broker	Schedule 3 Section 15(4)	\$295.00	\$360.00
67	Airport Municipal Transportation Driver/Owner- Affiliated with more than one licensed Airport Municipal Transportation Vehicle Broker at a time	Schedule 3 Section 15(5)	\$295.00	\$360.00
68	Airport Municipal Transportation Vehicle Owner- Fail to attend at an inspection appointment with Vehicle	Schedule 3 Section 18(2)	\$200.00	\$240.00
69	Airport Public Transportation Vehicle Driver- Fail to be dressed in uniform approved by Owner/Licence Manager	Schedule 4 Section 3(1)	\$70.00	\$90.00
70	Airport Public Transportation Vehicle Driver- Hold himself out as being available for hire in public place	Schedule 4 Section 3(2)	\$200.00	\$240.00
71	Airport Public Transportation Vehicle Driver- Fail to use current Greater Toronto Airport Authority GTA Limousine Tariffs to calculate Fare	Schedule 4 Section 3(3)	\$200.00	\$240.00
72	Airport Public Transportation Vehicle Driver- Pick up pre-arranged Fare within sixty (60) metres of designated Taxicab Stand	Schedule 4 Section 3(4)	\$200.00	\$240.00
73	Airport Public Transportation Vehicle Driver- Operate an Airport Public Transportation Vehicle when Airport Driver's Card has been suspended/cancelled	Schedule 4 Section 3(6)	\$295.00	\$360.00
74	Airport Public Transportation Vehicle Driver- Fail to be civil and behave courteously	Schedule 4 Section 3(12)	\$200.00	\$240.00
75	Airport Public Transportation Vehicle Driver- Fail to give Passenger receipt when requested/whenever there is a dispute over the Fare	Schedule 4 Section 3(13)	\$70.00	\$90.00
76	Airport Public Transportation Vehicle Driver- Fail to keep daily Trip Sheet showing the name of the Driver/the date/the Airport Public Transportation Vehicle Owner's Plate number	Schedule 4 Section 3(18)(a)	\$70.00	\$90.00
77	Airport Public Transportation Vehicle Driver- Fail to keep a daily Trip Sheet showing the location/time of the beginning and end of every Trip	Schedule 4 Section 3(18)(b)	\$70.00	\$90.00
78	Airport Public Transportation Vehicle Driver- Fail to keep a daily Trip Sheet showing the amount of Fare collected for each Trip	Schedule 4 Section 3(18)(c)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
79	Airport Public Transportation Vehicle Driver- Fail to retain Trip Sheets for 12 months	Schedule 4 Section 3(19)	\$70.00	\$90.00
80	Airport Public Transportation Vehicle Driver-Fail to make daily trip sheet available for inspection at the request of an inspector/Licence Manager	Schedule 4 Section 3(19)	\$70.00	\$90.00
81	Airport Public Transportation Vehicle Driver- Fail to keep in his Airport Public Transportation Vehicle a current street guide approved by the Licence Manager	Schedule 4 Section 3(20)	\$70.00	\$90.00
82	Airport Public Transportation Vehicle Driver- Smoke in an Airport Public Transportation Vehicle	Schedule 4 Section 3(22)	\$200.00	\$240.00
83	Airport Public Transportation Vehicle Driver- Drive Vehicle with object placed in/hung on/attached in such a manner as will obstruct the Driver's view of the highway	Schedule 4 Section 4(2)	\$70.00	\$90.00
84	Airport Public Transportation Vehicle Driver- Take/consume/possess alcohol/Drugs /intoxicants while in charge of Vehicle	Schedule 4 Section 4(3)	\$295.00	\$360.00
85	Airport Public Transportation Vehicle Driver- Drive a vehicle whose owner is not a licensed owner	Schedule 4 Section 4(5)	\$70.00	\$90.00
86	Airport Public Transportation Vehicle Driver- Permit Passenger to stand in the Vehicle while the Vehicle is in motion	Schedule 4 Section 4(6)	\$70.00	\$90.00
87	Airport Public Transportation Vehicle Driver- Refuse to serve a Passenger with a Service Animal	Schedule 4 Section 4(11)	\$295.00	\$360.00
88	Airport Public Transportation Vehicle Driver- Speak in obscene/foul/boisterous /racist/loud/threatening/abusive manner while Operating an Airport Public Transportation Vehicle	Schedule 4 Section 4(13)	\$200.00	\$240.00
89	Airport Public Transportation Vehicle Driver- Display/permit the display of any sign/emblem/decal/ornament/advertisement on/in Airport Public Transportation Vehicle not approved by Licence Manager	Schedule 4 Section 6	\$70.00	\$90.00
90	Airport Public Transportation Vehicle Driver/Plate Owner- Operate/permit unregistered Vehicle to be operated	Schedule 4 Section 11	\$295.00	\$360.00
91	Airport Public Transportation Vehicle Owner- Employ/use the services of an unlicensed Airport Public Transportation Vehicle Driver	Schedule 4 Section 12(1)	\$295.00	\$360.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
92	Airport Public Transportation Vehicle Owner- Fail to repair reported mechanical defect in a Vehicle	Schedule 4 Section 12(2)	\$295.00	\$360.00
93	Airport Public Transportation Vehicle Owner- Fail to provide the Licensing Section with the name of the licensed Driver operating his Vehicle within 72 hours of the time when the licensed Driver commenced to Operate the vehicle	Schedule 4 Section 12(3)	\$200.00	\$240.00
94	Airport Public Transportation Vehicle Owner- Install/use Taxi Meter device in Airport Public Transportation Vehicle	Schedule 4 Section 13(1)	\$295.00	\$360.00
95	Airport Public Transportation Vehicle Owner- Operate/permit to be operated Airport Public Transportation Vehicle if Airport Permit cancelled/suspended	Schedule 4 Section 13(2)	\$295.00	\$360.00
96	Airport Public Transportation Vehicle not equipped with functioning air conditioning/heater	Schedule 4 Section 14(5)	\$70.00	\$90.00
97	Airport Public Transportation Vehicle equipped with tinted glass	Schedule 4 Section 14(6)	\$70.00	\$90.00
98	Airport Public Transportation Vehicle interior not clean/dry/in good repair	Schedule 4 Section 14(7)	\$70.00	\$90.00
99	Airport Public Transportation Vehicle exterior not clean/in good repair/free from exterior damage/well maintained exterior paint finish	Schedule 4 Section 14(8)	\$70.00	\$90.00
100	Airport Public Transportation Vehicle not equipped with an extra tire/ wheel and jack ready for use	Schedule 4 Section 14(9)	\$70.00	\$90.00
101	Airport Public Transportation Vehicle without identical wheel coverings/wheel design	Schedule 4 Section 14(10)	\$70.00	\$90.00
102	Airport Public Transportation Vehicle without seat belt cutting tool in good repair/easily accessible to the Driver	Schedule 4 Section 14(11)	\$70.00	\$90.00
103	Airport Public Transportation Vehicle without Licence Sticker affixed on the Vehicle in location approved by the Licence Manager	Schedule 4 Section 14(12)	\$70.00	\$90.00
104	Airport Public Transportation Vehicle Owner/Driver- Fail to keep/maintain in the Vehicle a Maintenance Log	Schedule 4 Section 14(13)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
105	Airport Public Transportation Vehicle Owner/Driver- Fail to affix the Licence Renewal Sticker to the GTAA Plate	Schedule 4 Section 14(14)	\$70.00	\$90.00
106	Accessible Airport Public Transportation Vehicle Owner- Fail to ensure Accessible Vehicle equipped with dry chemical fire extinguisher with effective total rating equivalent to at least 4-BC/weighting at least 2.27 kg/in good state of repair	Schedule 4 Section 16(1)	\$70.00	\$90.00
107	Airport Public Transportation Vehicle Driver/Owner- Use/permit to be used any emblem/decals/markings which are the same shape/colour/distinctive emblem/decals being used by any Airport Public Transportation Vehicle with whom not Affiliated	Schedule 4 Section 17(2)	\$70.00	\$90.00
108	Airport Public Transportation Vehicle Driver/Owner- Operate/permit to be operated his Airport Public Transportation Vehicle in affiliation with unlicensed Airport Public Transportation Vehicle Broker	Schedule 4 Section 17(3)	\$295.00	\$360.00
109	Airport Public Transportation Vehicle Driver/Owner- Affiliated with more than one licensed Airport Public Transportation Vehicle Broker at a time	Schedule 4 Section 17(5)	\$295.00	\$360.00
110	Airport Public Transportation Vehicle Owner- Fail to attend an inspection appointment with Vehicle	Schedule 4 Section 20(2)	\$200.00	\$240.00
111	Broker- Fail to keep the record of each Vehicle Dispatched	Schedule 5 Section 3(4)	\$295.00	\$360.00
112	Broker- Fail to keep the record of the time/date of order	Schedule 5 Section 3(4)	\$295.00	\$360.00
113	Broker-Fail to keep the record of pickup location	Schedule 5 Section 3(4)	\$295.00	\$360.00
114	Broker- Fail to supply the Licensing Section with a copy of the Broker's Federal Radio Licence call sign and frequency number	Schedule 5 Section 3(5)	\$295.00	\$360.00
115	Broker- Fail to dispatch a Vehicle to any person requesting service within the City	Schedule 5 Section 3(8)	\$295.00	\$360.00
116	Broker- Dispatch calls to any Vehicle if the licensed Owner/Driver has contravened By-law 420-04	Schedule 5 Section 3(11)	\$200.00	\$240.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
117	Airport Municipal Transportation Vehicle Broker- Charge tariff/enter into agreement to charge tariff not in accordance with the Greater Toronto Airport Authority GTA Taxi Tariffs	Schedule 5 Section 7(1)	\$295.00	\$360.00
118	Airport Municipal Transportation Vehicle Broker -Charge tariff/enter into agreement to charge tariff not in accordance with the Greater Toronto Airport Authority GTA Limousine Tariffs	Schedule 5 Section 8(1)	\$295.00	\$360.00
119	Taxicab Broker- Accept/Dispatch/direct Orders to a Taxicab where the service is illegal under any municipal by-law/provincial/federal statute	Schedule 5 Section 9(1)(a)	\$295.00	\$360.00
120	Taxicab Broker- Accept/Dispatch/direct Orders to a Taxicab where Fare is less than permissible tariffs	Schedule 5 Section 9(1)(b)	\$295.00	\$360.00
121	Taxicab Broker- Charge/enter into agreement to charge inappropriate tariff	Schedule 5 Section 9(5)	\$295.00	\$360.00
122	Taxicab Broker- Dispatch to any person unlisted Vehicle	Schedule 5 Section 9(6)	\$70.00	\$90.00
123	Limousine Owner/Driver- Operate/permit to be operated an unregistered Vehicle	Schedule 6 Section 4	\$295.00	\$360.00
124	Limousine Owner- Fail to employ/use the services of licensed Limousine Drivers	Schedule 6 Section 6(1)	\$295.00	\$360.00
125	Limousine Owner- Fail to repair reported mechanical defect in the Vehicle	Schedule 6 Section 6(2)	\$295.00	\$360.00
126	Limousine Owner- Fail to provide the Licensing Section with the name of the licensed Driver operating his Vehicle within 72 hours of the time when the licensed Driver commenced To Operate the Vehicle	Schedule 6 Section 6(3)	\$200.00	\$240.00
127	Limousine Owner- Enter into lease agreement pertaining to Owner's Limousine Licence	Schedule 6 Section 7(1)	\$295.00	\$360.00
128	Limousine Owner- Install/use Taxi Meter device in Limousine	Schedule 6 Section 7(2)	\$295.00	\$360.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
129	Limousine Owner/Driver- Use Vehicle not equipped with air conditioning/heating	Schedule 6 Section 8(2)	\$70.00	\$90.00
130	Limousine interior not clean/in good repair	Schedule 6 Section 8(7)	\$70.00	\$90.00
131	Limousine exterior not clean/in good repair and free from exterior damage	Schedule 6 Section 8(8)	\$70.00	\$90.00
132	Limousine not equipped with extra tire/wheel/jack ready for use	Schedule 6 Section 8(9)	\$70.00	\$90.00
133	Limousine without identical wheel coverings/design	Schedule 6 Section 8(10)	\$70.00	\$90.00
134	Limousine without a seat belt cutting tool in good repair/easily accessible to Driver	Schedule 6 Section 8(11)	\$70.00	\$90.00
135	Limousine Owner/Driver- Fail to affix Owner's Plate on Vehicle in location approved by Licence Manager	Schedule 6 Section 8(12)	\$70.00	\$90.00
136	Limousine Owner/Driver- Fail to keep/maintain Maintenance Log in the Vehicle	Schedule 6 Section 8(13)	\$70.00	\$90.00
137	Limousine Owner/Driver- Fail to affix Licence Renewal Sticker to Owner's Plate	Schedule 6 Section 8(14)	\$70.00	\$90.00
138	Limousine Driver- Fail to be dressed in uniform approved by owner/Licence Manager	Schedule 6 Section 11(1)	\$70.00	\$90.00
139	Limousine Driver- Hold himself out as being available for hire in public place	Schedule 6 Section 11(2)	\$200.00	\$240.00
140	Limousine Driver- Fail to use current schedule of hourly rates filed at Licensing Section to calculate Fare	Schedule 6 Section 11(3)	\$200.00	\$240.00
141	Limousine Driver- Pick up pre-arranged Fare within 60 metres of designated Taxicab Stand	Schedule 6 Section 11(4)	\$200.00	\$240.00
142	Limousine Driver- Pick up Fare that is not prearranged	Schedule 6 Section 11(5)	\$200.00	\$240.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
143	Limousine Driver- Fail to be properly dressed/well groomed/neat/clean in personal appearance	Schedule 6 Section 11(10)	\$70.00	\$90.00
144	Limousine Driver- Fail to be civil and behave courteously	Schedule 6 Section 11(11)	\$200.00	\$240.00
145	Limousine Driver- Fail to give Passenger a receipt on authorized form when requested/ whenever there is a dispute over the Fare	Schedule 6 Section 11(12)	\$70.00	\$90.00
146	Limousine Driver- Fail to keep a daily Trip Sheet showing the name of the Driver/the date/the Limousine Owner's Plate number	Schedule 6 Section 11(17)(a)	\$70.00	\$90.00
147	Limousine Driver- Fail to keep a daily Trip Sheet showing the location/time of the beginning and end of every Trip	Schedule 6 Section 11(17)(b)	\$70.00	\$90.00
148	Limousine Driver- Fail to keep a daily Trip Sheet showing the amount of the Fare collected for each Trip	Schedule 6 Section 11(17)(c)	\$70.00	\$90.00
149	Limousine Driver- Fail to retain Trip Sheets for 12 months	Schedule 6 Section 11(18)	\$70.00	\$90.00
150	Limousine Driver- Fail to make daily Trip Sheets available for inspection at the request of an Inspector/Licence Manager	Schedule 6 Section 11(18)	\$70.00	\$90.00
151	Limousine Driver- Fail to keep in his Limousine a current street guide approved by the Licence Manager	Schedule 6 Section 11(19)	\$70.00	\$90.00
152	Limousine Driver- Drive Vehicle with luggage/object placed in/hung on/attached in such a manner as will obstruct the Driver's view of the highway	Schedule 6 Section 12(2)	\$70.00	\$90.00
153	Limousine Driver-Take/consume/possess alcohol/Drugs/intoxicants while in charge of Vehicle	Schedule 6 Section 12(3)	\$295.00	\$360.00
154	Limousine Driver- Drive Vehicle whose owner is not a licensed Owner	Schedule 6 Section 12(5)	\$200.00	\$240.00
155	Limousine Driver- Permit Passenger to stand in Vehicle while Vehicle in motion	Schedule 6 Section 12(6)	\$70.00	\$90.00
156	Limousine Driver- Refuse to serve a Passenger with a Service Animal	Schedule 6 Section 12(11)	\$295.00	\$360.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
157	Limousine Driver-Smoke in the Limousine	Schedule 6 Section 12(12)	\$200.00	\$240.00
158	Limousine Driver- Speak in obscene/foul/boisterous/racist/loud/threatening/ abusive manner while Operating a Limousine	Schedule 6 Section 12(13)	\$200.00	\$240.00
159	Limousine Owner/Driver- Display/permit the display of any sign/emblem/decal /ornament/advertisement on/in Limousine not approved by Licence Manager	Schedule 6 Section 14	\$70.00	\$90.00
160	Limousine Owner/Driver- Put name/address/telephone number/identification on the Limousine not of himself or affiliated Limousine Broker	Schedule 6 Section 15(1)	\$70.00	\$90.00
161	Limousine Owner- Permit to be used any emblem/decal/roof sign which are the same shape/colour/distinctive emblem/decal/roof sign being used by any not Affiliated Limousine Broker	Schedule 6 Section 15(2)	\$70.00	\$90.00
162	Limousine Driver- Use any emblem/decal/roof sign which are the same shape/colour/distinctive emblem/decal/roof sign being used by any not Affiliated Limousine Broker	Schedule 6 Section 15(2)	\$70.00	\$90.00
163	Limousine Owner/Driver- Operate/permit to be operated his Limousine in affiliation with unlicensed Limousine Broker	Schedule 6 Section 15(3)	\$295.00	\$360.00
164	Limousine Owner/Driver- Affiliated with more than one licensed Limousine Broker at a time	Schedule 6 Section 15(5)	\$295.00	\$360.00
165	Taxicab Driver/Special Accessible Taxicab Owner-Operate/permit to be operated unregistered vehicle	Schedule 7 Section 5	\$295.00	\$360.00
166	Special Accessible Taxicab Owner- Employ/use the services of unlicensed Taxicab Driver	Schedule 7 Section 6(1)	\$295.00	\$360.00
167	Special Accessible Taxicab Owner- Fail to repair reported Mechanical Defect in vehicle	Schedule 7 Section 6(2)	\$295.00	\$360.00
168	Special Accessible Taxicab Owner- Fail to provide the Licensing Section/Taxicab Broker with the name of the licensed Driver operating his vehicle within 72 hours of the time when the licensed Driver commenced to Operate the vehicle	Schedule 7 Section 6(3)	\$200.00	\$240.00
169	Special Accessible Taxicab Owner- Fail to keep accurate records of Trips made for Disabled/Non-Disabled Passengers	Schedule 7 Section 6(4)	\$70.00	\$90.00

All offenses highlighted in yellow are deemed to be minor in nature and will be issued a Notice of Contravention granting up to 14 days to remedy the violation before proceeding to charges.

All other offenses are deemed to be major offenses and will be charged immediately with zero tolerance.

#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
170	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without useable baggage storage capacity to accommodate a wheel chair/walker to aid the disabled	Schedule 7 Section 7(1)(b)	\$295.00	\$360.00
171	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without approved wheelchair tie downs	Schedule 7 Section 7(1)(c)	\$295.00	\$360.00
172	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without a first aid kit	Schedule 7 Section 7(1)(d)	\$70.00	\$90.00
173	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without dry chemical fire extinguisher with effective total rating to at least 4-B C/weighting at least 2.27 kg	Schedule 7 Section 7(1)(e)	\$70.00	\$90.00
174	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle not equipped with operable air-conditioning/heating	Schedule 7 Section 7(1)(f)	\$70.00	\$90.00
175	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without Tint Free windows	Schedule 7 Section 7(1)(g)	\$70.00	\$90.00
176	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle that is not clean/dry/in good repair as to its interior	Schedule 7 Section 7(1)(h)	\$70.00	\$90.00
177	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle that is not clean/in good repair as to its exterior	Schedule 7 Section 7(1)(i)	\$70.00	\$90.00
178	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle that is not free from exterior damage/well maintained exterior paint finish	Schedule 7 Section 7(1)(i)	\$70.00	\$90.00
179	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle that is not equipped with an extra tire/wheel/jack ready for use	Schedule 7 Section 7(1)(j)	\$70.00	\$90.00
180	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without identical wheel coverings/design	Schedule 7 Section 7(1)(k)	\$70.00	\$90.00
181	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without a seatbelt cutting tool in good repair/easily accessible to the Driver	Schedule 7 Section 7(1)(l)	\$70.00	\$90.00
182	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without a tariff card which bears the plate number affixed to the rear Passenger window	Schedule 7 Section 7(1)(m)	\$70.00	\$90.00

All offenses highlighted in yellow are deemed to be minor in nature and will be issued a Notice of Contravention granting up to 14 days to remedy the violation before proceeding to charges.

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
183	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without a tariff card affixed that is plainly readable by Passengers	Schedule 7 Section 7(1)(m)	\$70.00	\$90.00
184	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without a no smoking signage affixed to rear passenger window	Schedule 7 Section 7(1)(n)	\$70.00	\$90.00
185	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle with a tariff card other than that obtained from the Licensing Section	Schedule 7 Section 7(1)(o)	\$70.00	\$90.00
186	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without displaying/maintaining in good/legible condition a true copy of the Taxicab Passenger Rights and Responsibilities in an area of the Special Accessible Taxicab approved by the Licence manager	Schedule 7 Section 7(1)(p)	\$70.00	\$90.00
187	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle without a Taxicab Meter	Schedule 7 Section 7(1)(q)	\$200.00	\$240.00
188	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle with Taxicab Meter not illuminated between dusk and dawn	Schedule 7 Section 7(1)(q)(i)	\$70.00	\$90.00
189	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle with Taxicab Meter in a position not clearly visible to the Passengers in the Special Accessible Taxicab	Schedule 7 Section 7(1)(q)(ii)	\$70.00	\$90.00
190	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle with an unsealed Taxicab Meter	Schedule 7 Section 7(1)(q)(iv)	\$70.00	\$90.00
191	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle with Taxicab Meter not in good working condition	Schedule 7 Section 7(1)(q)(vi)	\$70.00	\$90.00
192	Driver/Special Accessible Taxicab Owner- Operate/permit to be operated a Vehicle not equipped with ramp capable of allowing persons using wheelchair to enter Vehicle without exiting wheelchair	Schedule 7 Section 7(1)(s)	\$295.00	\$360.00
193	Taxicab Driver/Special Accessible Taxicab Owner- Fail to keep in the Vehicle Owner's Licence permit issued under By-law 420-04	Schedule 7 Section 7(2)(b)	\$70.00	\$90.00

Appendix 2

All offenses highlighted in yellow are deemed to be minor in nature and will be issued a Notice of Contravention granting up to 14 days to remedy the violation before proceeding to charges.

All other offenses are deemed to be major offenses and will be charged immediately with zero tolerance.

#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
194	Taxicab Driver/Special Accessible Taxicab Owner- Fail to have affixed to the outside of the Taxicab the Owner's Plate at a location and manner approved by the Licence Manager	Schedule 7 Section 7(3)(a)	\$70.00	\$90.00
195	Taxicab Driver/Special Accessible Taxicab Owner- Fail to have affixed to the outside of the Taxicab the Fender Numbers	Schedule 7 Section 7(3)(b)	\$70.00	\$90.00
196	Taxicab Driver/Special Accessible Taxicab Owner- Fail to have affixed to the outside of the Taxicab the Roof Light	Schedule 7 Section 7(3)(c)	\$70.00	\$90.00
197	Taxicab Driver/Special Accessible Taxicab Owner- Fail to have affixed the Brokerage name/phone number in lettering approximately three (3) inches (7.5cm) in height on the side of Vehicle	Schedule 7 Section 7(3)(d)	\$70.00	\$90.00
198	Taxicab Driver/Special Accessible Taxicab Owner- Fail to have affixed Licence Renewal Sticker to the Owner's Plate on outside of the Taxicab	Schedule 7 Section 7(3)(e)	\$70.00	\$90.00
199	Special Accessible Taxicab Driver/Owner- Fail to keep/maintain a Maintenance Log for the Vehicle	Schedule 7 Section 7(4)	\$70.00	\$90.00
200	Special Accessible Taxicab Owner- Display/permit the display of any sign/emblem/decals/ornament/advertisement on/in Special Accessible Taxicab not approved by Licence Manager	Schedule 7 Section 13	\$70.00	\$90.00
201	Special Accessible Taxicab Owner- Fail to attend an inspection appointment with Vehicle	Schedule 7 Section 15(2)	\$200.00	\$240.00
202	Driver- Fail to have photograph and name affixed in a place approved by the Licence Manager	Schedule 8 Section 3(4)	\$70.00	\$90.00
203	Driver- Fail to have photograph and name affixed in a place that is clearly displayed to and readable by Passengers	Schedule 8 Section 3(4)	\$70.00	\$90.00
204	Driver- Fail to be well-groomed/ neat/clean in personal appearance	Schedule 8 Section 3(5)	\$70.00	\$90.00
205	Driver- Fail to be civil and behave courteously	Schedule 8 Section 3(6)	\$200.00	\$240.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
206	Driver- Fail to give Passenger receipt when requested/whenever there is a dispute over the Fare	Schedule 8 Section 3(7)	\$70.00	\$90.00
207	Driver- Fail to serve the first person requiring the service of his vehicle	Schedule 8 Section 3(8)	\$70.00	\$90.00
208	Driver- Fail to take due care of property delivered/ entrusted to him for conveyance of safekeeping	Schedule 8 Section 3(10)	\$70.00	\$90.00
209	Driver- Fail to take the shortest possible route to the destination desired	Schedule 8 Section 3(11)	\$70.00	\$90.00
210	Driver- Fail to keep a daily Trip Sheet showing the name of the Driver/the date/the Taxicab Owner's Plate number	Schedule 8 Section 3(13)(a)	\$70.00	\$90.00
211	Driver- Fail to keep a daily Trip Sheet showing the location/time of the beginning and end of every Trip	Schedule 8 Section 3(13)(b)	\$70.00	\$90.00
212	Driver- Fail to keep a daily Trip Sheet showing the amount of the Fare collected for each Trip	Schedule 8 Section 3(13)(c)	\$70.00	\$90.00
213	Driver- Fail to retain Trip Sheets for 12 months	Schedule 8 Section 3(14)	\$70.00	\$90.00
214	Driver-Fail to make daily Trip Sheets available for inspection at the request of an Inspector/Licence Manager	Schedule 8 Section 3(14)	\$70.00	\$90.00
215	Driver- Fail to keep in his Taxicab a current street guide approved by the Licence Manager	Schedule 8 Section 3(18)	\$70.00	\$90.00
216	Accessible Driver- Fail to record the results of the daily inspection of the Vehicle in a log book on a daily basis	Schedule 8 Section 4(1)	\$70.00	\$90.00
217	Accessible Driver- Fail to ensure that the log book remains with the licensed Vehicle at all times	Schedule 8 Section 4(1)	\$70.00	\$90.00
218	Accessible Driver- Fail to produce log book for inspection upon request of the Licence Manager	Schedule 8 Section 4(2)	\$70.00	\$90.00
219	Taxicab Driver- Drive a vehicle with any object placed in/ hung on/attached in such a manner as will obstruct the Driver's view of the highway	Schedule 8 Section 5(2)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
220	Taxicab Driver- Take/consume/possess alcohol/Drugs/ intoxicants while in charge of vehicle	Schedule 8 Section 5(3)	\$295.00	\$360.00
221	Taxicab Driver- take on additional passenger after the vehicle had departed with one or more passengers	Schedule 8 Section 5(4)	\$200.00	\$240.00
222	Taxicab Driver- Drive vehicle whose owner is not a licensed owner	Schedule 8 Section 5(5)	\$200.00	\$240.00
223	Taxicab Driver- Permit a Passenger to stand in the vehicle while the vehicle is in motion	Schedule 8 Section 5(6)	\$70.00	\$90.00
224	Taxicab Driver- Refuse to serve a Passenger with a Service Animal	Schedule 8 Section 5(13)	\$295.00	\$360.00
225	Taxicab Driver- Smoke in a Taxicab	Schedule 8 Section 5(14)	\$200.00	\$240.00
226	Driver- Fail to properly affix to the vehicle the Owner's Plate, Roof Light and Fender Numbers prior to entering a Taxi Stand	Schedule 8 Section 11(1)	\$70.00	\$90.00
227	Driver- Fail to have properly affixed to the vehicle the Owner's Plate/Roof Light /Fender Numbers prior to entering the moving line at the Airport vehicle compound holding area	Schedule 8 Section 11(1)	\$70.00	\$90.00
228	Driver- Fail to enter a Taxicab Stand at the end of line on the stand	Schedule 8 Section 11(2)	\$70.00	\$90.00
229	Driver- Obstruct/interfere with the normal use of the Taxicab Stand/public place while waiting there	Schedule 8 Section 11(3)(a)	\$70.00	\$90.00
230	Driver- Interfere with surrounding traffic patterns while waiting at a Taxicab Stand/public place	Schedule 8 Section 11(3)(a)	\$70.00	\$90.00
231	Driver- Make loud noise/disturbance while waiting at a Taxicab Stand/public place	Schedule 8 Section 11(3)(b)	\$70.00	\$90.00
232	Driver- Fail to be sufficiently close to his Taxicab to have it under observation while waiting at a Taxicab Stand/public place	Schedule 8 Section 11(3)(c)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
233	Driver- Wash a Taxicab while waiting at a Taxicab Stand/public place	Schedule 8 Section 11(3)(d)	\$70.00	\$90.00
234	Driver- Make repairs to a Taxicab while waiting at a Taxicab stand/public place	Schedule 8 Section 11(3)(e)	\$70.00	\$90.00
235	Driver- Pick up Passenger within sixty (60) metres of a Taxicab Stand	Schedule 8 Section 11(4)	\$70.00	\$90.00
236	Driver/Plate Owner- Display/permit the display of a sign/emblem/ decal/ornament/ advertisement on/in Taxicab not approved by Licence Manager	Schedule 8 Section 13	\$70.00	\$90.00
237	Driver/Plate Owner- Operate/permit an unregistered vehicle	Schedule 8 Section 39	\$295.00	\$360.00
238	Taxicab owner- Employ/ use the services of unlicensed Taxicab Driver	Schedule 8 Section 40(1)	\$295.00	\$360.00
239	Taxicab owner- Fail to repair reported Mechanical Defect in vehicle	Schedule 8 Section 40(2)	\$295.00	\$360.00
240	Taxicab owner- Fail to provide Licensing Section with name of licensed Driver operating his vehicle within 72 hours of the time when the licensed Driver commenced To Operate the vehicle	Schedule 8 Section 40(3)	\$200.00	\$240.00
241	Driver/Plate Owner - Operate/permit to be operated a Vehicle not equipped with operable air-conditioning/heating	Schedule 8 Section 41(1)(e)	\$70.00	\$90.00
242	Driver/Plate Owner - Operate/permit to be operated a Vehicle not having Tint Free windows	Schedule 8 Section 41(1)(f)	\$70.00	\$90.00
243	Driver/Plate Owner - Operate/permit to be operated a Vehicle that is not clean/dry/in good repair as to its interior	Schedule 8 Section 41(1)(g)	\$70.00	\$90.00
244	Driver/Plate Owner- Operate/permit to be operated a Vehicle that is not clean/in good repair as to its exterior	Schedule 8 Section 41(1)(h)	\$70.00	\$90.00
245	Driver/Plate Owner- Operate/permit to be operated a Vehicle not free from exterior damage/well maintained exterior paint finish	Schedule 8 Section 41(1)(h)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
246	Driver/Plate Owner- Operate/permit to be operated a Vehicle not equipped with an extra tire/ wheel/jack	Schedule 8 Section 41(1)(i)	\$70.00	\$90.00
247	Driver/Plate Owner- Operate/permit to be operated a Vehicle without identical wheel coverings/design	Schedule 8 Section 41(1)(j)	\$70.00	\$90.00
248	Driver/Plate Owner- Operate/permit to be operated a Vehicle without a seat belt cutting tool in good repair/easily accessible to the Driver	Schedule 8 Section 41(1)(k)	\$70.00	\$90.00
249	Driver/Plate Owner- Operate/permit to be operated a Vehicle without a tariff card that bears the plate number affixed to the rear Passenger window	Schedule 8 Section 41(1)(l)	\$70.00	\$90.00
250	Driver/Plate Owner- Operate/permit to be operated a Vehicle without a tariff card affixed that is plainly readable by Passengers	Schedule 8 Section 41(1)(l)	\$70.00	\$90.00
251	Driver/Plate Owner- Operate/permit to be operated a Vehicle without a no smoking signage affixed to the rear passenger window	Schedule 8 Section 41(1)(m)	\$70.00	\$90.00
252	Driver/Plate Owner- Operate/permit to be operated a Vehicle with a tariff card other than that obtained from the Licensing Section	Schedule 8 Section 41(1)(n)	\$70.00	\$90.00
253	Driver/Plate Owner- Operate/permit to be operated a Vehicle without a true copy of the Passenger Rights and Responsibilities in good/legible condition	Schedule 8 Section 41(1)(o)	\$70.00	\$90.00
254	Driver/Plate Owner- Operate/permit to be operated a Vehicle without displaying a true copy of the Taxicab Passenger Rights and Responsibilities in an area of the Taxicab approved by the Licence Manager	Schedule 8 Section 41(1)(o)	\$70.00	\$90.00
255	Driver/Plate Owner- Operate/permit to be operated a Vehicle without a Taxicab Meter	Schedule 8 Section 41(1)(p)	\$200.00	\$240.00
256	Driver/Plate Owner- Operate/permit to be operated a Vehicle with a Taxicab Meter not illuminated between dusk and dawn	Schedule 8 Section 41(1)(p)(i)	\$70.00	\$90.00
257	Driver/Plate Owner- Operate/permit to be operated a Vehicle with a Taxicab Meter in a position not clearly visible to the Passengers in the Taxicab	Schedule 8 Section 41(1)(p)(ii)	\$70.00	\$90.00
258	Driver/Plate Owner- Operate/permit to be operated a Vehicle with an unsealed Taxicab Meter	Schedule 8 Section 41(1)(p)(iv)	\$70.00	\$90.00

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#	SHORT FORM WORDING	PROVISION CREATING OR DEFINING OFFENCE	SET FINE	TOTAL PAYABLE
259	Driver/Plate Owner- Operate/permit to be operated a Vehicle with a Taxicab Meter not in good working condition	Schedule 8 Section 41(1)(p)(vi)	\$70.00	\$90.00
260	Driver/Plate Owner- Operate/permit to be operated a Vehicle not equipped with a fully operational security camera	Schedule 8 Section 41(1)(r)	\$200.00	\$240.00
261	Driver/Plate Owner- Fail to keep in the Vehicle a copy of the current Owner's Licence permit	Schedule 8 Section 41(2)(b)	\$70.00	\$90.00
262	Driver/Plate Owner- Fail to have affixed to the outside of the Taxicab the owner's plate at a location and manner approved by the Licence Manager	Schedule 8 Section 41(3)(a)	\$70.00	\$90.00
263	Driver/Plate Owner- Fail to have affixed to the outside of the Taxicab the Fender Numbers	Schedule 8 Section 41(3)(b)	\$70.00	\$90.00
264	Driver/Plate Owner- Fail to have affixed to the outside of the Taxicab a Roof Light	Schedule 8 Section 41(3)(c)	\$70.00	\$90.00
265	Driver/Plate Owner- Fail to have affixed to the outside of the Taxicab the Licence Renewal Sticker at the bottom right corner of the Owner's Plate	Schedule 8 Section 41(3)(d)	\$70.00	\$90.00
266	Driver/Plate Owner- Fail to keep/maintain in the vehicle a Maintenance Log	Schedule 8 Section 41(5)	\$70.00	\$90.00
267	Owner-Fail to attend an inspection appointment with vehicle	Schedule 8 Section 49(2)	\$200.00	\$240.00

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Further to the list of short form wordings, the following issues are broken down further:

Minor:

- Dirty interior (discretion of the supervisor/manager)
- Tears/ rips in upholstery, damaged or missing trim/ moulding piece
- Faded decals (ex. Outline from old police decals), cosmetic or paint defects (discretion of the supervisor/manager)
- Minor exterior body dents
- Missing licence renewal sticker or fender numbers
- Unapproved advertising (discretion of the supervisor/manager)
- Burnt out or not working lights (interior, marker, roof or one brake light)

Major:

- Broken seats (not affixed, broken levers, protruding springs/metal)
- Seatbelts malfunctioning
- Doors not working (including handles and locks)
- Sharp metal (common in ex-police cars from removing cages)
- Cracked windshield or windows broken and/or not functioning
- Air conditioning/ heaters not working properly
- Loose and/or protruding body panels or y sharp metal in the exterior body panels
- Any holes in the exterior body panels
- Anything relating to the city driver's licence, owner's plate, trip sheets, rate sheets and maintenance log.
- Bald or worn tires
- Missing or broken mirrors
- Missing or damaged door seals, damaged door handles
- Missing, damaged or burnt out headlights, signal lights or brake lights (both brakes lights)
- Any other safety item



Corporate Report

Clerk's Files

Originator's
Files

DATE: February 18, 2015

TO: Chair and Members of Public Vehicle Advisory Committee
Meeting Date: March 3, 2015

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

SUBJECT: **Regulation of Taxicab Mobile Applications**

- RECOMMENDATION:**
1. That Council request the Ministry of Transportation for the Province of Ontario pass legislation and/or regulations to address taxicab mobile applications such as Uber as outlined in the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications".
 2. That a copy of the report from the Commissioner of Transportation and Works, dated February 18, 2015 entitled "Regulation of Taxicab Mobile Applications", be forwarded to the Minister of Transportation, Province of Ontario.

**REPORT
HIGHLIGHTS:**

- At its meeting of November 24, 2014 Council approved a recommendation directing staff to prepare a report for a future Public Vehicle Advisory Committee (PVAC) meeting outlining the need for provincial legislation and once endorsed by PVAC that the report be forwarded to the province.
- In a letter to the Honourable Steven Del Duca, Minister of Transportation, Province of Ontario, dated November 4, 2014,

Mayor McCallion requested that the Ministry of Transportation introduce legislation to regulate companies like Uber and ensure that this new form of transportation service operates in accordance with taxicab industry standards.

- Uber is operating in the City of Mississauga contrary to the requirements of City by-laws and the *Highway Traffic Act*. As of the time of drafting this report, 62 charges have been laid with 31 charges against Uber and 31 against taxicab drivers.
- Considerations regarding the regulation of Taxicab mobile application companies, such as Uber, should be made at the provincial level of government to ensure consistency of regulation across municipal boundaries, and to maintain public safety and consumer protection.
- The Province of Ontario is the appropriate level of government to make this request since it is responsible for matters involving provincial highways, vehicle registration and licensing. Whereas, the Federal Government of Canada has jurisdiction in matters involving movement across provincial borders, in particular aviation, marine transport, rail, etc.

BACKGROUND:

At its meeting of Monday, November 24, 2014 Council approved the following recommendation:

"PVAC-0013-2014

- 1. That the report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Taxicab Mobile Applications" be received for information.*
- 2. That staff be directed to prepare a report for a future Public Vehicle Advisory Committee (PVAC) outlining the need for Provincial legislation and once endorsed by PVAC that the report be forwarded to the Province.*

(PVAC-0013-2014)"

A copy of the report from the Commissioner of Transportation and Works, dated September 17, 2014 entitled "Taxicab Mobile Applications" is attached to this report as Appendix 1.

In a letter from Mayor Hazel McCallion, C.M., LL.D., to the Honourable Steven Del Duca, Minister of Transportation, Province of Ontario, dated November 4, 2014, Mayor McCallion requested that the Ministry of Transportation introduce legislation to regulate companies like Uber and ensure that this new form of transportation service operates in accordance with taxicab industry standards.

A copy of Mayor McCallion's letter dated November 4, 2014 is attached to this report as Appendix 2.

The purpose of this report is to respond to PVAC-0013-2014.

COMMENTS:

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.

Staff can confirm that Uber has launched its Uber Black, Uber Taxi and UberX 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. Staff from Enforcement and Legal Services do not share that opinion and have been regulating Uber in accordance with the requirements of City by-laws. Staff have also been working with Peel Regional Police for *Highway Traffic Act* violations related to UberX. As of the time of drafting this report, 62 charges have been laid with 31 charges against Uber and 31 against the taxicab drivers.

The Province of Ontario may consider amending the *Public Vehicles Act* R.S.O. 1990, c.P54, to require that taxicab mobile application companies such as Uber are licensed by the Province of Ontario. The *Public Vehicles Act* currently operates alongside municipal by-laws by requiring licences for certain public vehicles that operate for compensation such as buses and limousines. An amendment to the

Public Vehicles Act or similar legislation would ensure that Uber drivers meet insurance requirements and that public safety is maintained at all times. Moreover, provincial legislation is imperative to ensure that there is consistency across municipal boundaries regarding how companies such as Uber are to operate.

Further to recommending amendments to the *Public Vehicles Act* R.S.O. 1990, c.P54, staff are of the opinion that the Province of Ontario should also review the *Highway Traffic Act*, R.S.O. 1990, c.H.8, section 39.1. In particular, staff recommend that the Province of Ontario consider amending section 39.1 to include a Municipal Law Enforcement Officer (MLEO). This section of the *Highway Traffic Act* provides police officers the required authority to address unlicensed taxi drivers and includes any individual who operates a vehicle for hire without the benefit of the appropriate licences. This legislation, if amended to include MLEOs, would give municipalities the tools required to address unlicensed transportation services under the *Highway Traffic Act*.

The Province of Ontario is the appropriate level of government to make this request since it is responsible for matters involving provincial highways, vehicle registration and licensing. Whereas, the Federal Government of Canada has jurisdiction in matters involving movement across provincial borders, in particular aviation, marine transport, rail, etc.

As a result, staff recommend that Council pass a resolution requesting that the Ministry of Transportation for the Province of Ontario pass legislation and/or regulations to address taxicab mobile applications such as Uber. Staff also recommend that a copy of this report and the Council resolution be forwarded to the Minister of Transportation, Province of Ontario.

FINANCIAL IMPACT: This report has no financial impact on the City of Mississauga.

CONCLUSION: Uber is operating in the City of Mississauga contrary to the requirements of City by-laws and the *Highway Traffic Act*. Considerations regarding the regulation of taxicab mobile application

companies, such as Uber, should be made at the provincial level of government to ensure consistency of regulation across municipal and provincial boundaries, and to maintain public safety and consumer protection. As a result, this report recommends that Council approve a resolution requesting that the Province of Ontario pass legislation and/or regulations to regulate taxicab mobile application companies such as Uber. In addition, it is recommended that a copy of this report and the Council resolution be forwarded to the Minister of Transportation, Province of Ontario.

ATTACHMENTS:

Appendix 1: Report from the Commissioner of Transportation and Works, dated September 17, 2014 and entitled "Taxicab Mobile Applications"

Appendix 2: Letter from Mayor McCallion dated November 4, 2014



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

*Prepared By: Mickey Frost, HBA; CGA, CPA; MPA; Director,
Enforcement*



Corporate Report

Clerk's Files

Originator's
Files

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 telephones. 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.

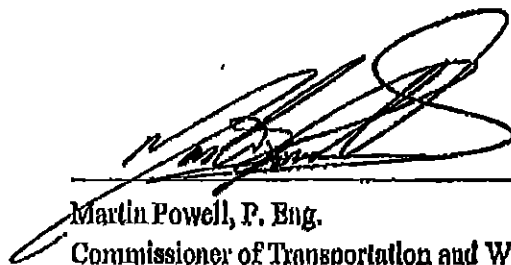
FINANCIAL IMPACT: N/A

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

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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

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 forbade 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

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.



OFFICE OF THE MAYOR

November 4, 2014

The Honourable Steven Del Duca
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario
M7A 1Z8

Dear Mr. Minister:

I am writing to you regarding concerns I have relating to the practice of companies such as Uber that are currently operating in municipalities across Ontario. As you are most likely aware, Uber, as well as other similar enterprises, allow passengers (using a smartphone application) to connect with drivers of vehicles for hire. These groups are presenting new challenges for municipalities and will have long-term effects on the taxicab industry.

In September, City of Mississauga staff met with representatives of Uber to advise them that Uber would be required to obtain a broker licence as per the City's Public Vehicle Licensing By-law 420-04, as amended. Uber has since taken the position that it is a technological service and that it is not subject to municipal licensing by-laws. As a result, Uber currently operates unregulated in Mississauga. Similar concerns have arisen in Toronto and Ottawa, where Uber also operates outside the purview of municipal by-laws.

Given these challenges, I am requesting that the Ministry of Transportation introduce legislation that will regulate companies like Uber and ensure that this new form of transportation service operates in accordance with taxicab industry standards.

The Province could consider amending the *Public Vehicles Act* R.S.O. 1990, c. P. 54, (the "Act") to require that companies such as Uber are licensed by the Province. The *Act* currently operates alongside municipal by-laws by requiring licences for certain public vehicles that operate for compensation such as buses and limousines. An amendment to the *Act* or similar legislation would ensure that Uber drivers meet insurance requirements and that public safety is maintained at all times.



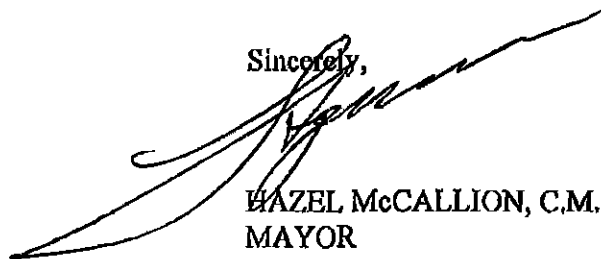
THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L6B 3C1
TEL: (905) 896-5555 FAX: (905) 896-5879

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Provincial intervention is extremely important given recent events in the United States. Accusations against Uber drivers involving sexual harassment, drug possession, suspended licences and assault charges have reinforced the importance of regulating these groups.

In closing, I request that the Ministry of Transportation introduce legislation and/or regulations to address this new form of transportation for compensation. Provincial legislation is imperative to ensure that there is consistency across all municipalities regarding how companies such as Uber are to operate.

Sincerely,



HAZEL McCALLION, C.M., LL.D.
MAYOR

cc: Members of Council
Leadership Team
Mickey Frost, Director, Enforcement
Mary Ellen Bench, City Solicitor

Karen Morden

From: Baljit Pandori <baljit@blueandwhitetaxi.ca>
Sent: 2015/02/11 11:36 AM
To: Ron Starr; Carolyn Parrish; [REDACTED] Daryl
 Bell; Karen Morden; [REDACTED]
 Mickey Frost; Stephanie Smith; Sacha Smith
Cc: mayorcrombie@mississauga.ca
Subject: Uber Taxi

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Honourable Members,

PUBLIC VEHICLE ADVISORY COMMITTEE

On behalf of Blue and White Taxi and their members, I would like to bring to your attention a matter that has earned immense attention over the past two years in the GTA.

As you may know a new company has emerged to transport passengers for compensation called Uber. Uber is an app-based transportation network and taxi company headquartered in San Francisco, California, which operates in cities in many countries. The company uses a smartphone application to receive ride requests and then sends these trip requests to their drivers.

Customers use the app to request rides.

As of 16 December 2014, the service was available in 53 countries and more than 200 cities worldwide and was valued at more than \$40 billion

Uber claims not to be a Taxi company but rather a ride sharing program.

Uber has also been banned in several countries after allegations relating to passenger safety.

In the City of Mississauga all taxicabs require a minimum of \$2,000,000.00 liability insurance in order to protect the passenger as well as the driver in the event of an accident.

Every taxicab must be licensed by Licensing in the City of Mississauga and each taxicab must be inspected twice a year.

All taxicab drivers in Mississauga must possess a taxicab driver license and be in good standing with licensing regulations. Each driver must pass a taxicab driver training course which includes several key components for the duties of a taxicab driver such as Defensive Driving, Special Needs Awareness, Customer Service, Geography, Maintenance of their vehicle, etc.

In addition, all taxicabs must have an in vehicle camera for the safety of both passenger and driver and all drivers must have a clear criminal background check.

All drivers must adhere to the Mississauga Licensing Tariff and cannot charge a fare, greater than the metered rate.

Over the past two years, Uber drivers have been charged and convicted of crimes towards their passengers, and motorists which have lead to lawsuits against the driver as well as Uber.

In light of this Uber has been banned in Thailand, New Delhi, Nevada, and Belgium just to name a few locations.

Two members of Provincial Parliament feel that the province needs to take a stand against unlicensed transportation companies.

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In November, Liberal MPP John Fraser and Progressive Conservative MPP Lisa MacLeod put forward two separate private members bills in an effort to put stricter laws in place. Each bill would amend the parts of the Highway Traffic Act relating to transporting people in exchange for compensation without a having a license, permit or authorization.

Mr. Fraser's "Protecting Passengers Safety Act" would ensure that unlicensed taxi drivers could be slapped with fines from \$500 to \$30,000 per offence, lose three demerit points, see their licenses suspended for 30 days, and have their cars impounded for 30 days.

Ms. MacLeod's proposed "Bandit Taxicab Safety Act" would expand enforcement authority from police officers only to MLS enforcement officers. This bill would also increase fines from \$500 to \$100,000 per offence, provide for a seven-day impoundment on the first offence and a 30-day impoundment on any subsequent offences. She also stated that, "Consumer choice is key, but passenger safety is paramount for taxi and ride-sharing programs."

Both MPP's feel that additional laws are needed in order to address those taxi drivers and companies (which are beginning to operate in many cities within this province), who use drivers and private cars and do not have the proper commercial insurance or licenses. Many municipalities such as Edmonton, Toronto and Ottawa have issued fines for breaching municipal by-laws and have used court injunctions to prohibit Uber from conducting business and yet they still continue to break the law.

Blue and White Taxi abides by all municipal, provincial and federal laws and expects any company operating a transportation for compensation company to do so in the same manner.

It is easy to see why Uber has amassed such wealth when they do not comply with any industry laws or standards.

Uber has overcharged passengers throughout the world with what they class as "surge pricing"

Uber uses an automated algorithm to increase prices to "surge price" levels, responding rapidly to changes of supply and demand in the market, and to attract more drivers during times of increased rider demand. Customers receive notice when making an Uber reservation that prices have increased.

The practice has often caused passengers to become upset and invited criticism when it has happened as a result of holidays, inclement weather, or natural disasters.

During New Year's Eve 2014, prices were as high as seven times normal rates, causing outrage.

During the 2014 Sydney hostage crisis, Uber implemented surge pricing, resulting in fares of up to four times normal charges; while it defended the surge pricing at first, it later apologized and refunded the surcharges.

In October 2014, Uber received an "F" rating from the Better Business Bureau (BBB), which cited complaints over unexpectedly high charges.

We ask that the City of Mississauga follows the example of cities such as Toronto, Ottawa, Montreal, Edmonton and others by banning companies like Uber from operating a business without the proper licensing of the City.

We need to protect the citizens of Mississauga as well as the legitimate taxi drivers, brokerages and industry stakeholders by not allowing companies to profit from illegal activities such as those conducted by Uber.

I would appreciate if we add this on the Agenda on the coming PVAC meeting on March 3rd, 2015.

Thank you.

Baljit Pandori
GENERAL MANAGER



From: Peter Pellier [REDACTED]
Sent: 2015/02/11 9:05 AM
To: Carolyn Parrish; Ron Starr
Cc: Al Cormier; [REDACTED] Mickey Frost; Daryl Bell
Subject: A MORATORIUM ON A-PLATES

COUNCILLORS PARRISH & STARR:

I would like to add my voice to that of my colleague Mark Sexsmith in calling for a moratorium on the issuance of additional A-plate,s pending completion of the taxi review.

While the Public Vehicle Licensing By-law, as amended, does not allow for this, Council could pass a ruling that freezes the issuance of any new plates until further notice.

To ensure a fair and balanced review, this needs to happen at the earliest opportunity.

Thank you.

PETER

From: Al Cormier [REDACTED]
Sent: 2015/02/10 12:12 PM
To: Mickey Frost
Subject: Taxi Meter rates

Hello Mickey.

Can you advise what factors are taken into consideration for Council to approve changes to the taxi meter rates? Is there a formal process with specific factors considered. I am asking because I read an article from the Saskatoon media on the factors it considered in adjusting meter rates recently.

Regards

Al Cormier

Tel: [REDACTED]

Email: [REDACTED]

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From: MARK SEXSMITH [REDACTED]

Sent: Wednesday, February 25, 2015 11:13 AM

To: Ron Starr

Cc: Carolyn Parrish; [REDACTED] Peter Peller; Ron Baumber; [REDACTED]

Subject: Pan Am Games Meeting @ the Hershey Sportzone March 4/15

Hi Ron: I noticed in the Mississauga News segment of the City's website an invitation for interested parties to attend an information session concerning transportation etc. for the Games. Will the PVAC be part of the City of Mississauga's contingent, or should the PVAC be sending representatives to investigate what the Pan Am Organization has in store for the taxi industry.

Could you please bring this up at the March 4/15 PVAC meeting.

With thanks,

Mark Sexsmith



March 3, 2015.

**TO: ALL HOLDERS OF A VALID MISSISSAUGA TAXICAB DRIVER'S LICENCE
AND MISSISSAUGA TAXICAB OWNER'S LICENCE.**

**RE: City of Mississauga Public Vehicle Advisory Committee – Nomination and Elections
for 2015-2018**

File: MG.04.Election

Elections for The City of Mississauga's "Public Vehicle Advisory Committee" will be held on
MONDAY, MARCH 30 and TUESDAY, MARCH 31, 2015.

The term of office of elected members to The City of Mississauga's Public Vehicle Advisory
Committee will run for the term of Council expiring December 31, 2018, or until a successor/s
is/are appointed.

Elected citizen members of The City of Mississauga's Public Vehicle Advisory Committee will
consist of:

- One (1) representative from the **TAXICAB OWNERS** (elected by the taxicab Owners);
- One (1) representative from the **TAXICAB DRIVERS** (elected by the taxicab Drivers);
and
- One (1) representative from the **TAXICAB INDUSTRY ELECTED (AT LARGE)** by
both taxicab Owners and taxicab Drivers, who receives the highest percentage of votes in
either category.

Citizen members of The City of Mississauga's Public Vehicle Advisory Committee will consist
of:

- One (1) representative from the **LIMOUSINE BROKERS, to be APPOINTED** by the
limousine owners; and
- One (1) representative from the Licensed **TAXICAB BROKERS, to be APPOINTED**
by the respective owners.

Enclosed is a copy of the **RULES & PROCEDURES governing The City of Mississauga's
PUBLIC VEHICLE ADVISORY COMMITTEE ELECTIONS.** A Nomination Form is also
enclosed.

Results of the elections will be announced within 5 days after the final closing of polls.


Crystal Greer
Director Legislative Services & City Clerk

Encl: as above



RULES AND PROCEDURES

PUBLIC VEHICLE ADVISORY COMMITTEE ELECTIONS – 2015-2018

Elections for the City of Mississauga's "Public Vehicle Advisory Committee" will be held on Monday, March 30 and Tuesday, March 31, 2015.

The term of office of elected members to the City of Mississauga's Public Vehicle Advisory Committee will run for a four year period expiring December 31, 2018, or until a successor/s is/are appointed.

Elected citizen members of the City of Mississauga's Public Vehicle Advisory Committee will consist of:

- One (1) representative from the **TAXICAB OWNERS** (elected by the taxicab Owners);
- One (1) representative from the **TAXICAB DRIVERS** (elected by the taxicab Drivers); and
- One (1) representative from the **TAXICAB INDUSTRY ELECTED (AT LARGE)** by both taxicab Owners and taxicab Drivers, who receives the highest percentage of votes in either category.

Citizen members of the City of Mississauga's Public Vehicle Advisory Committee will consist of:

- One (1) representative from the **LIMOUSINE BROKERS, to be APPOINTED** by the limousine owners; and
- One (1) representative from the Licensed **TAXICAB BROKERS, to be APPOINTED** by the respective owners.

QUALIFICATIONS FOR PERSONS SEEKING NOMINATION TO THE CITY OF MISSISSAUGA'S PUBLIC VEHICLE ADVISORY COMMITTEE

****Please note that the person seeking nomination may nominate him/herself.**

The nominated individual must be licensed for the respective category for which nomination has been made.

To qualify for the taxicab broker position, the individual must either be the Owner, Manager, President, or a majority shareholder of a brokerage, or their designate. Such an individual is not eligible to contest election to the City of Mississauga's Public Vehicle Advisory Committee in any other category.

An individual seeking nomination for election to the City of Mississauga's Public Vehicle Advisory Committee must have been working as a Licensed Operator in the category he/she is entitled to work in the taxicab industry for an average of 40 hours per week for at least 44 weeks of the year immediately prior to elections. The number of weeks may be reduced by 3% because of vacation entitlement for each year that the individual has been licensed and has worked in the industry up to a maximum of four (4) months in any one year.

The term 'Working in the industry' will be confined to those positions within the industry as outlined in Schedule 8 of By-law 420-2004, as may be amended from time to time, the same as the acceptable positions to qualify for the taxicab Owners Priority Waiting List. These qualifications apply only to the taxicab positions on the City of Mississauga's Public Vehicle Advisory Committee.

QUALIFICATIONS FOR PERSONS VOTING AT THE CITY OF MISSISSAUGA'S PUBLIC VEHICLE ADVISORY COMMITTEE

OWNERS

1. Where an Owner holds a valid Mississauga Taxicab Driver's Licence and a valid Mississauga Taxicab Owner's Licence, he/she is entitled to vote in the Owner's category only.
2. Where the Owner of a plate has deceased and the Spouse has received an Owner's plate through the Estate, the Spouse does not have to produce a Driver's Licence and is entitled to vote in the Owner's category.

DRIVERS

1. Where a Driver holds a valid Mississauga Taxicab Driver's Licence only, he/she is entitled to vote in the Driver's Category only.

NOTE:

1. All Drivers and Owners are entitled to cast only one (1) vote.
2. If an individual no longer qualifies under 'Working in the Industry' qualifications in the category for which he/she was elected, the position on the City of Mississauga's Public Vehicle Advisory Committee must be relinquished and a vacancy declared.
3. An appointed representative must hold a valid licence in the category to which he/she was appointed.
4. The 'Working in the Industry' qualifications which were met by a nominee, must be continuously maintained during the elected member's term of office.

5. Designates in all categories must be licensed and must qualify in the category they are representing, with the exception of designates in the Taxicab Brokers category.

PROCEDURES

1. Lists will be available showing:
 - (a) Licensed Taxicab Drivers; and
 - (b) Licensed Taxicab Owners.
2. Nominated persons must consent to such nominations and must signify a willingness to serve on the City of Mississauga's Public Vehicle Advisory Committee if elected. Nomination forms are available from the Office of the City Clerk, 2nd Floor, Civic Centre, 300 City Centre Drive, Mississauga, ON L5B 3C1.
3. Completed nomination forms must be **filed** at the Office of the City Clerk, The Corporation of the City of Mississauga, 300 City Centre Drive, Mississauga, ON L5B 3C1 between the hours of 8:30 a.m. and 4:30 p.m. Monday, March 16, Tuesday, March 17, and Wednesday, March 18, 2015. Nomination forms accepted by any person other than the City Clerk and outside of the time period indicated above will be deemed invalid.
4. If, upon verifying the validity of the nominated person, Licensing staff confirm that the person nominated does not meet the criteria for nomination, the City Clerk will notify the person nominated that his/her nomination form will not be accepted.
5. Elections for the Public Vehicle Advisory Committee will be held on Monday, March 30 and Tuesday, March 31, 2015, with the term of office commencing upon the completion of the election results.
6. City staff working as election officials during the election process will be required to take all oaths in the presence of the City Clerk or designate.
7. For the purpose of this election, polling will be open on Election Days, between the hours of 10:00 a.m. and 8:00 p.m. at the following locations:

Polling Station – Monday, March 30, 2015

Malton Victory Hall - 3091 Victory Crescent, Mississauga, ON L4T 1L5

Polling Station – Tuesday, March 31, 2015

Mississauga Mobile Licensing Enforcement - 3235 Mavis Road, Mississauga, ON L5C 1T7

8. Candidates **or** their scrutineers may attend the polling stations at any time during the election period. **Campaigning at the poll stations will not be permitted.**
9. Prior to being issued a ballot at either of the aforementioned polling stations:
 - (i) all Taxicab Drivers will be required to produce their valid City of Mississauga Taxicab Driver's Licence issued prior to March 27 of the election year; and

- (ii) all Taxicab Owners voting for a representative of the taxicab industry from licensed Owners, will be required to produce both their valid City of Mississauga Taxicab Driver's Licence and valid City of Mississauga Taxicab Owner's Licence issued prior to March 27 of the election year.

10. In the event of a tied vote, a recount will be taken on the day following the final election night. Should the recount confirm a tied vote, the following will occur:

Within five days of the Public Vehicle Advisory Committee election, the candidates or their representatives, the Manager Mobile Licensing Enforcement, and the Legislative Coordinator will meet in the Office of the City Clerk where the names of the candidates involved in the tied vote will be written on a separate sheet of paper and placed in a container. The Legislative Coordinator will draw the name of the winning candidate in the presence of the respective candidates and their representatives, the Manager Mobile Licensing Enforcement and the City Clerk.

For clarification purposes, the remaining name(s) in the container will be drawn and shown to those in attendance at the time of the draw.

11. Results of the elections will be tabulated by City staff at the close of Polls on March 31, 2015. Candidates or one representative/scrutineer may be present during the counting of ballots.
12. Within five days following the Public Vehicle Advisory Committee election, the Legislative Coordinator of the Public Vehicle Advisory Committee shall declare, in writing, the names of those persons elected to the Public Vehicle Advisory Committee, to represent the Owners and Drivers of the Mississauga Taxicab Industry, the representative of the Limousine Owners and the representative of the Taxicab Brokers.

Results of the elections will be posted online on the Public Vehicle Advisory Committee web page on the City of Mississauga web site. Results will also be posted in the Mobile Licensing Enforcement Office and the Office of the City Clerk at the Mississauga Civic Centre.

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CITY OF MISSISSAUGA
PUBLIC VEHICLE ADVISORY COMMITTEE

2015-2018 ELECTION NOMINATION FORM
(PLEASE READ CAREFULLY)

PLEASE PRINT OR TYPE INFORMATION - (except for signature)

This form must be **filed** at the Office of the City Clerk, City of Mississauga, 2nd Floor, 300 City Centre Drive, Mississauga, ON L5B 3C1 between the hours of **8:30 am and 4:30 pm** **on Monday, March 16; Tuesday, March 17; and Wednesday, March 18, 2015.**

NAME OF PERSON NOMINATED _____

ADDRESS: _____

POSTAL CODE: _____ TELEPHONE NUMBER: _____

MISSISSAUGA TAXI DRIVER'S LICENCE NUMBER: _____

MISSISSAUGA TAXI OWNER'S LICENCE NUMBER: _____

I, _____ hereby certify that I consent to the
(please PRINT or TYPE full name)
nomination as a representative of ONE of the following:

☐ MISSISSAUGA CITY AREA TAXICAB (DRIVER)

☐ MISSISSAUGA CITY AREA TAXICAB (OWNER)

Please ✓ **ONE** box only

and that I will serve on the Mississauga Public Vehicle Advisory Committee if elected and declare that I am qualified to hold the office for which I am nominated.

SIGNATURE

NOTE: The term of office for Industry members to the Public Vehicle Advisory Committee is Four (4) years to **DECEMBER 31, 2018**

We, the undersigned persons, holders of valid Mississauga Licences, issued under the provisions of the Mississauga Public Vehicle Licensing By-law # 420-04, as amended, hereby nominate the aforesaid person to be a candidate as a representative on the Mississauga Public Vehicle Advisory Committee for the term ending December 31, 2018.

THIS NOMINATION FORM MUST BE SIGNED BY NO LESS THAN TEN (10) PERSONS
(PLEASE PRINT CLEARLY)

	Name of Licence holder	Mississauga Driver's Licence Number	Mississauga Owner's Licence Number	S i g n a t u r e
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Office Use Only

Confirmed:	Certified:
Mobile Licensing	City Clerk/Designate
Date	Date

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**QUALIFICATIONS FOR PERSONS SEEKING NOMINATION TO THE
PUBLIC VEHICLE ADVISORY COMMITTEE**

Please note that the person seeking nomination may nominate him/herself.

1. The individual must be licensed for the category for which they have been nominated.
2. The individual must have been working in the industry for an average of 40 hours per week for at least 44 weeks of the year immediately prior to the election as a licensed operator in the category he/she is entitled to work in the taxicab industry. The number of weeks may be reduced by 3% because of vacation entitlement for each year that the individual has been licensed and involved in the industry to a maximum of 4 months in any one year.
3. The term 'working in the industry' will be confined to those positions within the industry as outlined in Schedule 8 of By-law 420-2004, as amended, the same as the acceptable positions to qualify for the taxicab owner's priority waiting list. The requirements for the other industry positions will remain as they are at present.
4. If, upon checking the validity of the person nominated, Licensing staff confirm that the person does not meet the criteria for nomination, the City Clerk will notify the person that his/her nomination form will not be accepted.

WITHDRAWAL OF NOMINATION

Any person nominated as a candidate may withdraw their nomination on or before March 23, 2015 at 4:00 p.m. Withdrawals must be made **in person** at the Office of the City Clerk, 2nd Floor, 300 City Centre Drive, Mississauga, ON L5B 3C1.

I, _____, previously nominated as a candidate to represent the Industry on the City of Mississauga's Public Vehicle Advisory Committee, hereby withdraw my nomination.

DATED AT MISSISSAUGA this _____ day of _____ 2015.

SIGNATURE

Public Vehicle Advisory Committee 2015 Action List

Issue	Last Discussed on	Who	Status
Accessible plates	September 11, 2012	Enforcement Office	In progress <ul style="list-style-type: none"> - 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	Completed
Mobile taxi application	September 11, 2012	Enforcement Office	Completed
Airport taxi's – Stickers on windshields	September 11, 2012	Enforcement Office	Completed
Advance payment in evenings	September 11, 2012	Enforcement Office	Completed
Hotel Shuttles	April 29, 2013	Enforcement Office	Completed
Regulations of DADD drivers	October 15, 2013	Enforcement Office	To be discussed
Public Meetings – Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	To be discussed
Parcel Delivery service	October 15, 2013	Enforcement Office	To be discussed
Need for taxi stands	October 15, 2013	Enforcement Office	Completed
2010 and 2012 Taxicab Plate Issuance	February 4, 2014	Enforcement Office	In progress
Timing of taxicab plate renewal issuance - priority list, identification requirement	September 29, 2014	Enforcement Office	In progress
Mobile Licensing Enforcement Practices	September 29, 2014	Enforcement Office	In progress
Taxicab Mobile Applications	September 29, 2014	Enforcement Office	In progress <ul style="list-style-type: none"> • Staff to prepare a report

Public Vehicle Advisory Committee 2015 Action List

Consultant's Report		Enforcement Office	In progress
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