
Public Vehicle Advisory Committee

Date

April 19, 2016

Time

10:00 AM

Location

Council Chamber

2nd Floor

300 City Centre Drive

DEPUTATIONS

- 5.1 Item 6.1 Peter Pellier, Taxicab Industry
- 5.2 Item 6.1 Al Moore, Taxicab Industry
- 5.3 Item 6.1 Yad Sidhu, Taxicab Industry
- 5.4 Item 7.11 Tehnaz Mistry, Limousine Driver

ADDITIONAL INFORMATION ITEMS

- 7.8 Uber Correspondence for PVAC – Correspondence from C. Schafer, Uber Public Policy Manager - Canada
- 7.9 Urgent Plea – Correspondence from G. Singh, Taxicab Industry
- 7.10 TNCs Issues – Correspondence from Management Team, Aerofleet Cab Services Ltd.
- 7.11 Level Playing Field – Correspondence from Tehnaz Mistry, Limousine Driver

Contact

Karen Morden, Legislative Coordinator, Legislative Services

905-615-3200 ext. 5471

karen.morden@mississauga.ca

From: [Chris Schafer](#)
To: [Karen Morden](#)
Cc: [Mayor Bonnie Crombie](#); [REDACTED]; [Ron Starr](#); [Carolyn Parrish](#)
Subject: Uber: Correspondence for PVAC
Date: 2016/04/15 10:15:20 AM
Attachments: [Letter from Isaac Zisckind, dated April 4, 2016 \(2\).pdf](#)

Dear Karen,

Could you kindly share this email with the membership of PVAC.

A previously published news story had indicated the [REDACTED], who was injured in an accident while driving as an Uber driver partner, was contemplating legal action.

In the attached letter, lawyer for Mr. [REDACTED], makes it clear that his client is pleased with the way Uber has handled this process to date and that any issues he has had throughout were addressed in a timely manner and he is content with where things stand as of now.

I wanted to clear up this item as I understand it may have formed part of discussions around Brampton City Council.

Sincerely,

Chris Schafer
Uber Public Policy Manager - Canada
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www.uber.com



DIAMOND & DIAMOND

PERSONAL INJURY LAWYERS

*Isaac Ziskind
Ziskind P.C.
416-256-1600
isaac@diamondlaw.ca
www.diamondlaw.ca*

April 4, 2016

To whom it may concern:

Re: Client: [REDACTED]
DOL: June 9, 2015
File No.: ALTA001

I am the lawyer for [REDACTED] in relation to a motor vehicle incident on June 9, 2015.

Mr. [REDACTED] is pleased with the way Uber has handled this process to date. Any issues he has had throughout were addressed in a timely manner and he is content with where things stand as of now.

Sincerely,

Diamond and Diamond


Isaac Ziskind
Barrister and Solicitor
IZ:sda

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From: [Gurjant Singh](#)
To: [Karen Morden](#)
Subject: Urgent Plea
Date: 2016/04/17 6:00:26 PM
Importance: High

Dear Karen,

26 years ago I arrived in Canada with 20 dollars in my pocket set out to make a new life for myself, my wife and my newly born daughter. With the help of my older brother who was already settled in the airport taxi business, I commenced my journey of working at Pearson International Airport. Over the years my taxicab and the airport have become a second home to me. Through sparse savings and loans I was able to purchase a licensing plate as an investment and something to lean on in the future after I retired. Today my second home and my security for the future are being threatened with the arrival of Uber. Not only is my business that I have served in for 26 years being taken away from me but also my licensing plate equity has diminished a great deal leaving me with very little left for when I am no longer capable to work. I believe that Canada is a country where everyone is given equal opportunities, laws are made to ensure fairness to all citizens and residents of this great nation. 26 years ago I had to obtain a license, pay for insurance and obey all rules and regulations to commence working as a driver. It is not appropriate that while all taxicab drivers continue to obey the law and uphold all these regulations, that Uber is allowed to operate without having completed any requirement a normal taxi driver would have to. I urge you to stop the operation of these illegal car services and if they wish to operate to subject them to the same bylaws as any other taxi driver in the GTA.

Sincerely,

Gurjant Singh

From: [Ranjit S. Dhesy](#)
To: [Karen Morden](#)
Subject: TNCs Issues
Date: 2016/04/18 10:12:23 AM

As a Mississauga Taxi Brokerage here are some concerns regarding TNCs issues:

1. Mississauga Taxi Licencing has been a roll model the taxi industry as fair and excellent system.
2. Controlled and regulated system is best for the owners/drivers/public as it protects the interest of all parties.
3. TNCs by not having the regulated licencing requirement and commercial insurance is unsafe for the customers and unfair for the the interest of the owners and drivers who has always put their trust in the protection of their investment.
4. As an elected body of representative and decision makers, you have power and moral responsibility to control, regulate and protect the industry for the best interest of all concerned parties.
5. We believe the Industry must be protected form the TNCs unfair and illegal operations

Thank you.

Management Team
Aerofleet Cab Services Ltd.

A Level Playing Field

The taxi and Limo industry is antiquated and in dire need of an overhaul. It is over regulated, unfair to drivers, the rules and regulations are hardly enforced, the courts seem uninterested, and the police are not interested in the enforcement of the Highway Traffic Act. The Highway Traffic Act is enforced and cherry picked by the police.

UBER is now in Ontario, and the City of Mississauga must take the lead. In fact, it can be the leader for the taxi and limo industry, and allow the other jurisdictions follow its rewrite of the ground transportation bylaws.

At present, the cost of commercial insurance for all Ontario taxis and limos is very expensive. When a specific type of commercial insurance rate is created for the uberX drivers, it must be offered to the industry, and specifically to the drivers. Level the playing field - this cost is one of the reasons the actual price of the fare is much higher than what uberX charges. Once an uberX driver pays for the actual cost of commercial insurance, the fares will need to increase.

Surge pricing for Uber. It should be allowed for the entire industry.

Safety inspections and winter tires must be equal and fair to the entire industry. The use of our roads and highways, and the safety of the public including the pedestrians must be most important. The industry cannot turn back the clock and allow ten-year-old cars. This is not an improvement for tourism and for business. All taxi and limo drivers must have a HST number. UberX drivers must show this income on their personal taxes as well. All uber drivers will need to inform the municipality when the driver declares personal bankruptcy.

The cost of \$20 000.00 is far to low for Uber.

The public using uber, is transit, taxi and limo passengers. Already, there is a decline in local transit use. It is time to eliminate the boundaries.

Uber should pay profit (tax) directly to cover the cost of transit.

Uber drivers earn 80% of the fare. This 80% covers the cost of the car, gas, maintenance, car washes, insurance and licensing fees. (snow tires). Really the driver is earning below the minimum wage. There is also the depreciation cost of the car. Taxis and limos are registered as such with the Ministry of Transportation. Apply this rule to UberX as well.

It is just a matter of time before Uber will be the only player and charge the public whatever it pleases. We need to only look at the 407 tolls and how much it has increased its costs per km. In fact, at present the costs per household has risen dramatically compared to the late eighties. The costs of cable, internet, cellular phones, 407, and insurance are huge. It is simply difficult to save today. The cost of Uber will increase as well. The city of Mississauga, the GTAA and Transport Canada must overhaul, improve the conditions for the public and the drivers. It is time to take the bull by the horns.