
Public Vehicle Pilot Program Committee

Date

2016/08/18

Time

9:00 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Bonnie Crombie	Mayor
Karen Ras	Councillor - Ward 2 (Vice-Chair)
Ron Starr	Councillor - Ward 6 (Chair)
Al Cormier	PVAC Citizen Member Representative
Chris Schafer	TNC Sector Representative
Mark Sexsmith	Taxi Industry Representative

Contact

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1. **CALL TO ORDER**
 2. **APPROVAL OF AGENDA**
 3. **DECLARATION OF CONFLICT OF INTEREST**
 4. **MINUTES OF PREVIOUS MEETING**
 - 4.1. Minutes from the June 27, 2016 Public Vehicle Pilot Program Committee meeting
 5. **DEPUTATIONS**
 - 5.1. Peter Pellier, Taxi Industry
 - 5.2. Al Moore, Taxi Industry
 - 5.3. Sami Khairallah, Taxi Industry
 - 5.4. Jaskarun Singh, Taxi Industry
 6. **MATTERS TO BE CONSIDERED**
 - 6.1. Pilot Program Framework Summary
 - 6.2. By-law Comparison Summary – Submission from Chris Schafer, TNC Sector Representative *(Revised to indicate the author on the document)*
 7. **INFORMATION ITEMS**
 - 7.1. Letter dated June 30, 2016 from Hazel McCallion, referred by Council on July 6, 2016 to the Public Vehicle Pilot Program Committee
 - 7.2. Correspondence from Peter Pellier, Taxi Industry
 - 7.3. Correspondence from Jaskarun Singh, Taxi Industry
 8. **OTHER BUSINESS**
 9. **DATE OF NEXT MEETING** – To be determined.
 10. **ADJOURNMENT**

City of Mississauga
Minutes



Public Vehicle Pilot Program Committee

Date

2016/06/27

Time

10:36 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members Present

Bonnie Crombie, Mayor
Karen Ras, Councillor - Ward 2
Ron Starr, Councillor - Ward 6
Al Cormier, PVAC Citizen Member Representative
Chris Schafer, TNC Sector Representative
Mark Sexsmith, Taxi Industry Representative

Staff Present

Daryl Bell, Manager, Mobile Licensing Enforcement
Douglas Meehan, Manager, Compliance and Licensing
Robert Genoway, Legal Counsel
Diana Rusnov, Manager, Legislative Services & Deputy Clerk
Karen Morden, Legislative Coordinator

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1. **CALL TO ORDER – 10:36 AM**2. **APPROVAL OF AGENDA**

Al Cormier, PVAC Citizen Member Representative requested clarification on the addition of Items 6.1, 6.2, and 6.3.

Approved (C. Schafer)

3. **DECLARATION OF CONFLICT OF INTEREST – Nil.**4. **MINUTES OF PREVIOUS MEETING**4.1. Minutes from the June 21, 2016 meeting of the Public Vehicle Pilot Program Committee
Approved (A. Cormier)5. **DEPUTATIONS**

Mark Sexsmith, Taxi Industry Representative suggested that the Committee deal with the Matters to be Considered items prior to hearing from delegates, to which the Committee agreed.

Item 5.1 and 5.2 were not heard at the meeting.

5.1. Item 7.1 Peter Pellier, Taxi Industry

Mr. Pellier did not speak at the meeting.

5.2. Al Moore, Toronto Taxi Industry

Mr. Moore did not speak at the meeting.

6. **MATTERS TO BE CONSIDERED**6.1. Overview of the currently approved Public Vehicle Licensing By-law 420-04, as amended

Daryl Bell, Manager, Mobile Licensing Enforcement provided an overview of Item 6.1 being an overview of the currently approved Public Vehicle Licensing By-law, Item 6.2 being By-law 0134-2016 a by-law to amend the Public Vehicle Licensing By-law 420-04, as amended, and Item 6.3 being Changes to By-law 420-04, as amended – June 2016.

Mr. Bell advised on the changes in definitions and requirements, the priority list, and the inclusion of apps in the by-law amendment. Mr. Bell further noted that TNCs are

currently required to use licensed vehicles driven by licensed drivers.

Councillor Ras inquired whether an amendment to the by-law would be necessary if a pilot program was developed that didn't fit with the current "Capture Option", to which Mr. Bell advised that it would require an amendment and that a "sunset clause" would be included to allow for the by-law to be re-enacted.

Mark Sexsmith, Taxi Industry Representative requested clarification regarding categorizing TNCs, to which Mr. Bell advised that the by-law allows TNCs to apply for a brokerage licence, using only licensed vehicles and drivers.

6.2. By-law 0134-2016, a by-law to amend the Public Vehicle Licensing By-law 420-04, as amended

Discussion on this item is listed under Item 6.1.

6.3. Changes to By-law 420-04, as amended - June 2016

Discussion on this item is listed under Item 6.1.

6.4. Pilot Program Discussion Framework

Committee Members continued discussion on the Pilot Program parameters, based on the Pilot Program Discussion Framework document. The Committee came to consensus on the following parameters:

1. Duration of the TNC Pilot Program

The Committee recommends that a one-year pilot be implemented.

2. Number of vehicles, either permitted in total and/or allowed in service at any one time, in the Pilot

The Committee recommends that there be no cap on the number of TNCs during the pilot, with the TNCs providing all data to the City monthly with respect to the number of trips taken, number of drivers, length of time driving, and fees that are charged. Additionally, there will be a review of the pilot at three months, six months, nine months, and one year.

With respect to accessibility and the provision of accessible vehicles, Chris Schafer, TNC Sector Representative advised that due to the limited time frame, it wouldn't be feasible for Uber to offer an accessible service but that customers requiring an accessible vehicle would be directed, through the app, to contact a local taxi company. Mr. Schafer further spoke to a possible levy of fees in lieu of

providing accessible service.

3. Restrictions on vehicle/driver hours of operation by time of day during the Pilot

The Committee recommends that there be no restrictions on vehicle/driver hours of operation by time of day during the pilot.

4. Restriction on vehicle/driver operation by location/geography during the Pilot

Mr. Bell advised that staff had put forth the suggestion of servicing the Malton area, as an underserved area in Mississauga, to which Councillor Ras inquired whether there was a way to incent taxi and TNC drivers to serve underserved areas. Mr. Bell advised that the City is not able to set up an incentive program. Mr. Schafer noted that through the Uber app the driver would see demand in an underserved area and that would incent drivers to go to that area.

The Committee recommends that there be no restriction on vehicle/driver operation by location/geography during the pilot.

5. Types of vehicles permitted in the Pilot i.e. conventional, accessible, green, and/or other

Mr. Bell outlined the City's vehicle requirements and Mr. Schafer outlined Uber's vehicle requirements, to which Councillor Starr commented that TNCs should follow the City's current by-law restrictions with respect to allowable vehicles.

Mr. Sexsmith suggested that input is needed from the Environmental Action Committee and the Accessibility Advisory Committee on this matter.

The Committee recommends that TNCs follow the current by-law with respect to the types of vehicles permitted in the pilot.

Discussion amongst Members ensued with respect to the model used to regulate TNCs during the pilot (equal regulation, self-regulation with municipal audits with either municipally set standards or TNC set standards).

Councillor Ras inquired whether it would be useful to have a pre-approved list of garages qualified to provide safety inspections, to which Mr. Bell advised it would be unfair for the City to create a preferred list. The Committee did not make a recommendation with respect to item 6 on the Discussion Framework document.

Mr. Bell spoke to criminal record searches, noting that TNCs use a third party to obtain the records while the City uses the police to conduct criminal record searches, providing assurance that the document has not been altered in any way.

Ms. Schafer advised that Uber doesn't receive the actual criminal record check, instead

receiving a “pass” or “fail” from the third party company. In the event that a prospective driver received a “fail”, they would then be required to get a criminal record search from the police. Mr. Bell advised that Uber’s third party process does not indicate who is getting the search, there would be no way to check for accuracy or authenticity, and that the City requires the original document. Mr. Bell spoke to the additional parameters for criminal record searches at the City.

Councillor Starr commented that public safety is first and that he would be concerned that people would alter documents using the third party process. Councillor Starr further noted that the City requires the best source for the information and that the City requires the original document from a criminal record search conducted by police.

Mark Sexsmith commented that part-time taxi drivers go through the same process as full-time drivers and have the same requirements.

Mr. Schafer noted that TNCs believe in public safety and the background checks they do through a third party would be identical to the police criminal record search.

At 11:55 AM Councillor Starr called for a Recess.

The Committee reconvened at 12:06 PM in the Council Chambers. Due to the disruption in the Council Chambers by members of the public, the meeting was adjourned and moved to the Caucus Room.

The Committee reconvened at 12:10 PM. Mark Sexsmith, Taxi Industry Representative was not present.

Discussion resumed with respect to criminal record searches and licence demerit points. Mr. Schafer spoke to Uber’s process for third party checks, to which Al Cormier, PVAC Citizen Member Representative inquired about the number of demerit points that Uber allows their drivers to have. Mr. Schafer noted it is the same as the requirements in the Toronto by-law, to which Councillor Ras advised that the TNC requirements must meet or exceed Mississauga’s regulations.

Mr. Bell spoke to the driver’s abstract, demerit points, and the loss of licence for the taxi industry.

Mr. Schafer commented that medical assessments for their drivers is not a requirement of Uber and that it wouldn’t be necessary, to which Mr. Bell advised that drivers must have a medical certificate issued by a doctor to ensure that the driver does not have a medical condition that could cause damage to passengers.

Mayor Crombie expressed agreement, noting that safety is the first concern, and asked Mr. Schafer if he felt that Uber could conform to the City’s requirements. Mr. Schafer said that they could, but that a medical was not necessary and that criminal record

searches could be done by a third party.

Councillor Ras inquired as to whether staff could ask the police if using a third party is acceptable, to which Mr. Bell advised that Peel Regional Police do not support using a third party for criminal record searches.

Mr. Bell asked Mr. Schafer why Uber had stopped operating in Calgary, to which Mr. Schafer commented on the need for additional flexibility.

Mayor Crombie commented that consumer protection is paramount and that TNCs must meet Mississauga's requirements for public safety, to which Councillor Ras agreed and suggested that Mr. Schafer forward a comparison chart of regulations in Toronto, Ottawa, and Mississauga.

6.5. Council Resolution 0096-2016: Next Steps

Members discussed the proposed June 29, 2016 deadline to report back to General Committee and agreed that more time and additional meetings would be necessary to complete the task of developing a pilot program.

7. **INFORMATION ITEMS**

7.1. Controlled Entry - Correspondence from Peter Pellier, Taxi Industry

No discussion took place on this item.

7.2. Correspondence from Al Moore, Toronto Taxi Industry

No discussion took place on this item.

8. **OTHER BUSINESS – Nil.**

9. **DATE OF NEXT MEETING**

Thursday, August 18, 2016 – 9:00 AM, Council Chambers

10. **ADJOURNMENT – 12:55 PM**

Pilot Program Framework Summary

6.1
Updated for
2016/08/18 meeting

	PARAMETER	RECOMMENDATION
1.	Duration of Pilot	One year, with review at 3/6/9/12 months
2.	Number of vehicles, either permitted in total and/or allowed in service at any one time, in the Pilot	No cap on number of TNC vehicles.
3.	Restrictions on vehicle/driver hours of operation by time of day during the Pilot	None
4.	Restriction on vehicle/driver operation by location/geography during the Pilot	None
5.	Types of vehicles permitted in the Pilot, i.e. conventional, accessible, green, and/or other vehicle	TNCs must meet City By-law vehicle requirements. TNCs are not required, during the pilot, to provide accessible vehicles.
6.	Model used to regulate TNCs during the Pilot, i.e. Equal Regulation, Self-Regulation with municipal audits with either municipally set standards or TNC set standards, or other	
7.	What data to collect and monitor to determine the success and/or impact of the Pilot	
8.	Specific TNC regulations during the Pilot for licensing and training, operating conditions, rate setting and vehicle markings – follow a Toronto/Edmonton/Ottawa model or consider a made-in-Mississauga model?	
9.	Number of TNCs to include in the Pilot, i.e. include only one or all/multiple TNCs	
10.	Requirement for an agreement between the participating TNC(s) and the municipality?	

Note: This document is a summary of recommendations based on the “Discussion Framework” document previously distributed.

SUMMARY

Table compares/contracts policy areas across cities. See related tables for further detail. PTC = Private Transportation Company (i.e. Uber/TNC)

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW	UBER POSITION
Cameras	No	No	No	No	No	Yes	X No
Medical Certificate	No	No	No	No	No	Yes Physician certificate	X No
City Driver Training	No PTCs provide training to drivers	No PTCs provide training to drivers	No PTCs provide training to drivers	No PTCs provide training to drivers	No PTCs provide training to drivers	Yes Written test re bylaw, geography, street guide, destinations Every 5 years: <ul style="list-style-type: none"> • Taxicab Driver Orientation Training Course • Sensitivity Training Course • Defensive Driving Course • Robbery Prevention Course 	X No PTCs provide training to drivers

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW	UBER POSITION
English Test	No	No	No	No	No	Yes Cdn. Language Benchmarks Assessment Standard competency or valid Ont. secondary school graduation diploma or equivalent	X No
Vehicle Age	10 year max	7 year max	10 year max	10 year max	>10 years max	No vehicle > 3 years may be registered first time 7 year max	✓ 10 years
Vehicle inspection	Yes Annual Safety Standard Certificate	Yes Annual Safety Standard Certificate if < 40,000 KMs in prior year Twice Annual Safety Standard Certificate if > 40,000 KMs in prior year	Yes Annual Safety Standard Certificate if vehicle = or < then 5 years old Twice Annual Safety Standard Certificate if vehicle > 5 years old	Yes 26-point vehicle inspection at any licensed mechanic	Yes Safety Standard Certificate if vehicle > 3 years old or > 75,000 KMs Twice Annual Safety Standard Certificate if vehicle = or > 10 years old	Yes Annual Safety Standard Certificate + 2 inspections annually for each Taxicab	✓ Yes annual vehicle inspection

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW	UBER POSITION
Criminal Record Checks	Online Check initiated online by driver and check done of identical police databases by Ontario police with result delivered to Uber through 3rd party intermediary (background check vendor)	Online Check initiated online by driver and check done of identical police databases by Ontario police with result delivered to Uber through 3rd party intermediary (background check vendor)	Online Check initiated online by driver and check done of identical police databases by Ontario police with result delivered to Uber through 3rd party intermediary (background check vendor)	Online Check initiated online by driver and check done of identical police databases by Ontario police with result delivered to Uber through 3rd party intermediary (background check vendor)	Online Check initiated online by driver and check done of identical police databases by Ontario police with result delivered to Uber through 3rd party intermediary (background check vendor)	In person Require driver to go in person to police station for check and result delivered to City by driver applicant	✓ Online Check initiated online by driver and check done of identical police databases by Ontario police with result delivered to Uber through 3rd party intermediary (background check vendor)
Driver Record Screening	Online (≠ 8 pts) Permits background check vendor to run check through MTO database and deliver result to Uber to provide to City	Online (≠ 8 pts) Permits background check vendor to run check through MTO database and deliver result to Uber to provide to City	Online (≠ 8 pts) Permits background check vendor to run check through MTO database and deliver result to Uber	Online (n/a) Permits background check vendor to run check through database and deliver result to Uber	Online ((≠ 6 pts) Permits background check vendor to run check through MTO database and deliver result to Uber	In person ((≠ 6 pts) Require driver to submit MTO driver record abstract to City	✓ Online (≠ 8 pts) Background check vendor to run check through MTO database and deliver result to Uber

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW	UBER POSITION
Insurance	<p>✓ Intact ridesharing insurance</p> <p>Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance</p>	<p>✓ Intact ridesharing insurance</p> <p>Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance</p>	<p>✓ Intact ridesharing insurance</p> <p>Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance</p>	<p>✓ Intact ridesharing insurance</p> <p>Proof satisfactory to City that vehicle and all persons who may drive it are covered under valid commercial insurance or other valid insurance that meets all applicable requirements for driving vehicle for hire in Alberta</p>	<p>✓ Intact ridesharing insurance</p> <p>Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance</p>	<p>Automobile liability insurance with limits of not less than \$2 million per occurrence</p>	<p>✓ Intact ridesharing insurance</p> <p>Uber supports Bylaws (like Ottawa, Toronto and Niagara Region) that are designed to operate in conjunction with FSCO approved ridesharing insurance products</p>

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW
Vehicle Camera	No	No	No	No	No	Yes
<p>Uber does not support in-vehicle cameras:</p> <p>Why vehicle cameras are not required for PTC/ridesharing vehicles?</p> <ul style="list-style-type: none"> • PTCs (Uber) and Limos only accept pre-arranged rides. Limos have historically not required a camera. Uber and Limo are more alike in this regard because trips are pre-arranged. • Pre-arranged trips through an app (with driver and vehicle information and ratings provided to the customer, and customer identification provided to the driver, with computerized records of the information) provides additional security. • PTCs (Uber) do not accept cash / drivers don't carry cash. Thus, reduced risk of theft as cash payment not accepted. • Pre-arranged rides where information of both parties is shared between parties and the PTC (Uber) adds a level of security that does not exist with taxi. • Should event occur in vehicle identity of both individuals is documented. • Cameras required for taxi because taxis pick-up unknown persons on street by street hails / taxi stand. Cameras add a measure of protection for taxi drivers where other such protections inherent in Limo and PTC (Uber) model do not exist. • Cameras while not contributing to additional safety for vehicle occupants as outlined above, at a cost of \$1,000+, represents a significant barrier to entry for ridesharing drivers, a majority whom drive for less than 10 hours a week. <p>What Uber does currently:</p> <ul style="list-style-type: none"> • Uber trips pre-arranged. No anonymity in Uber vehicles. GPS monitoring. • "Share Location" from Uber app with contact: Ride can share trip details + live GPS routing with loved ones. • Driver ratings & real-time feedback in app, responded to by Uber 24 hours. • Uber has 24/7 support + Emergency Response Team + Law Enforcement Response Team. • Uber works with law enforcement to support production orders and data sharing (GPS trip data, etc.) to facilitate police investigations/prosecutions. 						

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW
City Driver Training/ English Language Test	No PTCs provide training to drivers No English testing	No PTCs provide training to drivers No English testing	No PTCs provide training to drivers No English testing	No PTCs to train drivers No English testing	No PTCs to train drivers No English testing	Yes Written test re bylaw, geography, street guide, destinations + testing every 5 years re robbery prevention, etc. English language testing
<p>Uber does not support city run/mandated driver training and english language testing:</p> <ul style="list-style-type: none"> Independent studies (i.e. KPMG in Ottawa) show Uber without traditional training course already outperforms taxi on customer service measures. Drivers no longer need to rely on map/destination training as apps log destinations automatically for drivers. Driver ratings and real-time feedback on customer service in app allows customers to apply effective customer service “discipline”. English language testing is barrier to jobs for recent immigrants considering how technology in Uber app can break barriers down. <p>What Uber does currently: For prospective and current Uber driver partners, video training is available online, see: The Uber Experience. See also Uber Driver Partner App. Partners can also come into Partner Support Centres for assistance. Uber in app 5-star rating + written feedback in app on each trip ensures better customer service. Feedback is anonymized and provided to driver to enhance customer service.</p> <p>Remedial training is available through a 3rd party, online provider R3Z Solutions.</p> <p>Warning: When an Uber driver partner is warned, they can take an online course called "Quality Improvement General" and it is a 40-60 minute self-directed class. It is meant to help them out before potential deactivation. The link for this course is: t.uber.com/qualitywarning.</p> <p>Deactivation: In the event of temporary deactivation due to quality issues, Uber driver partners are sent an email along with a course link. This course is "Quality Improvement Recovery" and is 85-100 minutes and is done 1x1 with an instructor. In order for someone to be reactivated they must complete this course and enrolment and completion is validated with the course provider. The link for this course is: t.uber.com/deactivation.</p>						

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW
Vehicle Age	10 year max	7 year max	10 year max	10 year max	>10 years max	No vehicle > 3 years may be registered first time 7 year max
<p>Uber supports a 10 year vehicle age limit:</p> <ul style="list-style-type: none"> • Annual vehicle inspection and spot checks by City licensing staff provides assurance of safe vehicles on roads • Uber driver vehicles are personal family vehicles they use personally to transport loved ones • Majority of Uber drivers on Uber platform < 10 hours/week. • A lower year vehicle age limit as compared to a 10 year age limit would disqualify many current PTC (Uber) driver partners and reduce jobs <p>What Uber currently does:</p> <ul style="list-style-type: none"> • 26-point annual vehicle inspection by certified/licensed mechanic in province of Ontario or safety standard certificate where required by recent bylaws. • Driver ratings and real-time written feedback in app, monitored and responded to in real-time 24/hours a day. Uber riders can also respond to a receipt and share information about customer service or safety concerns (i.e. broken windshield, noisy engine, etc.). 						

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW
Vehicle inspection	Yes Annual Safety Standard Certificate	Yes Annual Safety Standard Certificate if < 40,000 KMs in prior year Twice Annual if > 40,000 KMs in prior year	Yes Annual Safety Standard Certificate if vehicle = or < then 5 years old Twice Annual if vehicle > 5 years old	Yes 26-point vehicle inspection at any licensed mechanic	Yes Safety Standard Certificate if vehicle > 3 years old or > 75,000 KMs Twice Annual if vehicle = or > 10 years old	Yes Annual Safety Standard Certificate + 2 inspections annually for each Taxicab
<p>Uber supports:</p> <ul style="list-style-type: none"> • Annual vehicle inspection • Uber driver vehicles are personal family vehicles used to transport loved ones. Most personal vehicles sit idle majority of day. • PTC (Uber) driver-partners should be able to get inspection at any city/provincially licensed mechanic facility instead of having them come to one city licensed garage during business hours is difficult considering many driver-partners have other full-time / part-time jobs and drive a few hours per week to supplement their income. • Majority of Uber drivers on Uber platform < 10 hours/week. <p>What Uber currently does:</p> <ul style="list-style-type: none"> • 26-point annual vehicle inspection by certified/licensed mechanic in province of Ontario - OR - annual safety standard certificate where required. • Driver ratings and real-time written feedback in app, monitored and responded to in real-time 24/hours a day. Uber riders can also respond to a receipt and share information about customer service or safety concerns (i.e. broken windshield, noisy engine, etc.). 						

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW
Criminal Record Checks / Driver Record Screening	Online	Online	Online	Online	Online	In person
<p>Uber supports our existing process whereby checks are initiated online by driver and check done of identical police databases by Ontario police and MTO databases with result delivered to Uber through 3rd party intermediary (background check vendor). This process enables a prospective Uber driver-partner to initiate searches of the same databases by police/ other authorities without need to take time off work to go in person to City Hall, etc.</p> <p>What Uber does currently:</p> <p>Uber contracts with screening providers such as ISB Canada. These providers have relationships with local police forces (i.e. Cobourg, ON) that search the National Repository of Criminal Records and the Police Information Portal (PIP) and Firearms Interest Police (FIP) databases which contains local police information.</p> <p>As per the RCMP's policy, if the police agency finds a record on one of the databases searched, it informs us via the third-party that a record has been found. Uber does not receive the details of the record. We then inform the partner that they will not be able to gain access to the platform. If the search is inconclusive, then fingerprinting is required to confirm the existence of a record. At that point the partner is provided the opportunity to go through a fingerprinting process at a local police station to complete the check. Only partners who have no record found in the databases searched are permitted to gain access to the partner app and offer rides.</p> <p>Beyond criminal records contained in the national repository, police search the Police Information Portal (PIP) and Firearms Interest Police (FIP) databases that contain local police information from police stations across Canada.</p> <p>PIP is an index of all police agency Record Management Systems across the country. It provides police to police occurrence records awareness and sharing among all Canadian police services. It is currently indexing 30 million police occurrences and is accessed by Canadian police agencies over 1 million times per month. Individual agencies decide what information they want to make available to other law enforcement agencies, while retaining ownership of the data.</p> <p>FIP was created to ensure that people applying for or holding a firearms possession and acquisition license do not have a criminal history that would disqualify them from owning a firearm. The FIP database is created from a daily, automated search of local police Record Management Systems for Universal Crime Reporting (UCR) codes related to police interactions involving over 300 different offences. The system is automatic, and does not require police services to "upload" information, although they can manually add additional records into the system.</p>						

ISSUE	NIAGARA REGION BYLAW	TORONTO BYLAW	OTTAWA BYLAW	EDMONTON BYLAW	WATERLOO DRAFT BYLAW	MISSISSAUGA BYLAW
Insurance	<ul style="list-style-type: none"> ✓ Intact ridesharing insurance Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance 	<ul style="list-style-type: none"> ✓ Intact ridesharing insurance Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance 	<ul style="list-style-type: none"> ✓ Intact ridesharing insurance Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance 	<ul style="list-style-type: none"> ✓ Intact ridesharing insurance Proof satisfactory to City that vehicle and all persons who may drive it are covered under valid commercial insurance or other valid insurance that meets all applicable requirements for driving vehicle for hire in Alberta 	<ul style="list-style-type: none"> ✓ Intact ridesharing insurance Require PTC obtain minimum insurance \$5 million Commercial Liability + \$2 million Non-Owned Automobile insurance 	Automobile liability insurance with limits of not less than \$2 million per occurrence
<p>Uber supports:</p> <ul style="list-style-type: none"> City bylaws that are designed to operate in conjunction with FSCO approved ridesharing insurance products like the recently provincially approved Intact Financial ridesharing insurance regime. <p>What Uber does currently:</p> <ul style="list-style-type: none"> Since September 2014, Uber has offered ridesharing as a low-cost, on-demand transportation alternative in Ontario. While there has been insurance covering every ride, the province of Ontario recently approved a new product designed specifically for ridesharing. As of July 7, 2016, Uber will be purchasing this new ridesharing insurance covering all ridesharing rides in Ontario. Every ridesharing driver operating on the Uber platform in Ontario will automatically be covered under the commercial policy provided by Intact Insurance Company, a subsidiary of IFC, and purchased by Uber. This coverage will apply from the moment drivers make themselves available to accept a ride request until passengers have exited the vehicle. In addition, IFC's two largest brands, Intact Insurance and belairdirect, Canada's digitally driven insurer, have modified their underwriting guidelines to allow customers to participate in ridesharing at no additional cost for drivers. Customers simply have to call their broker or agent before participating. Read more: <ul style="list-style-type: none"> Uber: https://newsroom.uber.com/canada/insurance-for-ridesharing-with-uber-in-ontario/ (The certificate of insurance for this policy can be found here and a link to the policy itself). Ontario Ministry of Finance press release: https://news.ontario.ca/mof/en/2016/07/ontario-modernizing-auto-insurance-system-to-protect-ride-sharing-consumers.html?utm_source=ondemand&utm_medium=email&utm_campaign=p 						

From: [Carmela Radice](#)
To: [Karen Morden](#)
Subject: Council - July 6, 2016
Date: 2016/07/07 9:00:01 AM
Attachments: [Info Item 12.1.4.pdf](#)
[image001.png](#)
[image002.png](#)

At Council's meeting on July 6, 2016 the information item 12.1.4 was received and referred to the Public Vehicle Pilot Program Committee to be placed on the next agenda.

Please find attached Information Item 12.1.4.



Carmela Radice
Legislative Coordinator
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City of Mississauga | Corporate Services Department
Legislative Services Division

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Please consider the environment before printing.

Hazel McCallion

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THE MAYOR & MEMBERS OF COUNCIL, CITY OF MISSISSAUGA,

June 30th, 2016

Since June, 1974, the City of Mississauga has worked diligently alongside the taxi industry, via the Public Vehicle Advisory Committee, to ensure a balance between prompt, professional service to the people of Mississauga and an opportunity for cabbies to earn a reasonable living. It is fair to suggest we developed a for-hire ground transportation regulatory framework that became the envy of the Greater Toronto Area and beyond.

When I reflect upon all the work done over the years by members of Council; by Staff; by citizen representatives; and by elected members of the taxi industry - work aimed at ensuring that the public was well-served, and, at the same time, that Mississauga's cabbies were regulated- I am appalled by Uber's disregard of the laws of the City and ignoring the unanimous decision of the Council.

Uber's presence not only has seriously jeopardized the livelihoods, pensions and plate values of members of the taxi industry, but also has undermined our considerable efforts over the years to regulate the Taxi industry and to protect the users - the public. I was pleased to see Council adopt the Caption Option, and incorporating the Caption Option in the Public Vehicle Licensing By-law, seeing as, at the end of the day, Uber, and other so-called transportation network companies, are in fact taxi services. The Municipality has the right to regulate them.

Members of Mississauga's taxi industry are owed not only our gratitude for their efforts over the years, but also our support and consideration. After all, they have played by the rules we set down and if they didn't, the City took action. I was surprised that Council agreed to give Uber a voting seat on the Pilot Project Committee, since Uber is operating illegally in the City, and ignoring the by-laws of the City. I hope that other business and services will not follow Uber's disregard for the law.

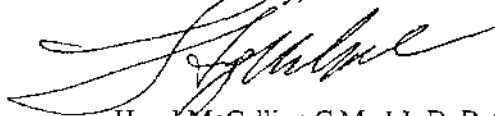
If the Council decides that the taxi industry present regulations need to be reviewed and amended, then Uber should operate under the same revised regulations.

Mississauga prides itself on setting the pace when it comes to regulating taxis and ground transportation, in general. Other Municipalities including Toronto has looked to us for leadership in regards to the taxi industry.

I am also very surprised that the Federal and Provincial governments have not dealt with the Uber situation, because of the GST Regulations, Income Tax Regulations and the Highway Traffic Act etc, since I have already brought it to their attention.

I wish you well in the efforts to solve this challenge, that all Municipalities are facing and hope that an understanding and agreement can be developed to ensure that the City by-laws are being followed and that the public can get the service it undoubtedly deserves.

Yours Sincerely,



Hazel McCallion C.M., LL.D. B.A.Sc.

From: [Peter Pellier](#)
To: [Mayor Bonnie Crombie](#); [Jim Tovey](#); [Karen Ras](#); [Chris Fonseca](#); [John Kovac](#); [Carolyn Parrish](#); [Ron Starr](#); [Nando Iannicca](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [George Carlson](#); [Mickey Frost](#); [Daryl Bell](#); [Carmela Radice](#)
Cc: [Mark Sexsmith](#); baljit@blueandwhitetaxi.ca; [REDACTED]
Subject: THE PILOT PROGRAM
Date: 2016/06/28 6:42:25 AM

THE MAYOR & MEMBERS OF COUNCIL

'There is something rotten in the state of Denmark.'

Hamlet - Act 1, Scene 4

With passage of By-law 0134-2016, which incorporated the Capture Option into the Public Vehicle Licensing By-law, it has become painfully evident the Pilot Program is fundamentally flawed and needs to be revisited. Under the By-law, TNC's must obtain a broker's licence, and, at the same time, affiliate with operators in possession of either a taxi or limousine driver's licence who operate either a cab or limo licensed by the City.

First and foremost, as long as Uber continues to operate in direct violation of the By-law, under no circumstances should a representative of this company occupy a seat at the table. Since when do lawmakers negotiate with lawbreakers.

Secondly, it is patently obvious there are members of the Pilot Program Committee decidedly biased favour of TNC's, placing the taxi industry at a distinct disadvantage. This was made readily apparent when the Committee voted to allow TNC's to operate with no limitation on the number of affiliated drivers, a state of affairs that has threatened the very survival of the taxi industry since Uber's incursion, and will continue to do so for the duration of the pilot. That controlled entry has been a cornerstone of regulatory policy in Mississauga since September, 1970, out of respect for the immutable law of supply and demand, obviously is lost on pro-TNC Committee members.

The least members of the taxi industry can expect from every member of Council is fairness and respect. To date, such has not been forthcoming regarding the Pilot Program Committee. It begs the question why TNC's are being accorded preferential treatment at the expense of

members
of the taxi industry who have served this City well since the formation of Peel Taxi in 1965.

The sheer and utter frustration experienced by cabbies present at Monday's PPC meeting eventually erupted in a sustained verbal protest. Arguably, the continued threat to our livelihoods, pensions and plate values at the hands of those members of the Committee content to ignore the consequences of their actions fully justified the response. How much inconsideration is one expected to stomach in silence?

How ironic that the disruption in question resulted in a swift clearing of the Council chambers by Police and security Staff, while Uber's highly disruptive conduct these past two years has failed to produce a similar response.

In their wisdom, Enforcement Staff have recommended a fair, equitable and reasonable pilot regulatory framework - one that is wholly consistent with the Public Vehicle Licensing By-law. TNC's must be captured by the controlled entry provision that has governed taxis these past 46 years. This affords a truly level playing field, not to mention an operating environment predicated on fair competition. Anything less further threatens the financial stability of Mississauga's hard-working cabbies, and will be vigorously opposed.

Thank you.

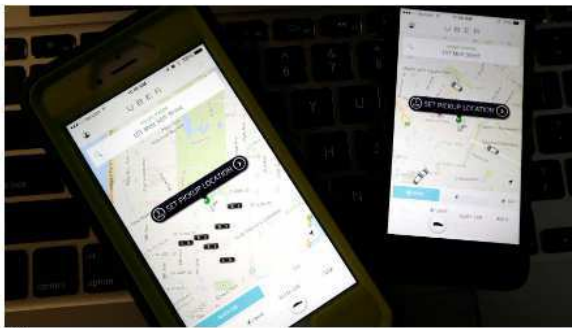
PETER D. PELLIER

From: [Jaskarun](#)
To: [Jim Tovey](#); [Karen Ras](#); [Chris Fonseca](#); [John Kovac](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [Carolyn Parrish](#); [Ron Starr](#); [Nando Iannicca](#); [George Carlson](#); [Mayor Bonnie Crombie](#); [marksexsmith](#) [REDACTED] [Karen Morden](#)
Subject: THE TRUTH ABOUT Uber
Date: 2016/06/29 1:41:51 AM
Attachments: [image.png](#)
[image.png](#)

Please note the true facts about the wolf in disguise.

UBER refuses to provide meaningful data

Boston wants better data from Uber, and is taking a roundabout route to try and get it



By Adam Vaccaro 5:36 PM

App companies abuse own regulations

Another major debate on Uber, TappCar and taxis headed for Edmonton city hall this fall

Council to debate strengthening rules for non-taxi companies that pick up rides

By Laura Osman, CBC News | Posted: Jun 28, 2016 2:34 PM MT | Last Updated: Jun 28, 2016 2:54 PM MT

Sincerely,
Jaskarun