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## **Public Vehicle Pilot Program Committee**

### **Date**

2016/08/18

### **Time**

9:06 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**

Doug Meehan, Acting Director, Enforcement  
Daryl Bell, Manager, Mobile Licensing Enforcement  
Robert Genoway, Legal Counsel  
Mumtaz Alikhan, Legislative Coordinator  
Karen Morden, Legislative Coordinator

### **Find it online**

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

1. **CALL TO ORDER – 9:06 AM**
2. **APPROVAL OF AGENDA**

Mark Sexsmith, Taxi Industry Representative requested that item five on the Pilot Program Framework Summary, vehicular regulations, be revisited by the Committee, to which Councillor Starr advised that the discussion on item five was not completed at the last meeting and would be discussed during the meeting.

Approved (Mayor Crombie)
3. **DECLARATION OF CONFLICT OF INTEREST – Nil.**
4. **MINUTES OF PREVIOUS MEETING**
  - 4.1. Minutes from the June 27, 2016 Public Vehicle Pilot Program Committee meeting  
Approved (A. Cormier)
5. **DEPUTATIONS**
  - 5.1. Peter Pellier, Taxi Industry spoke regarding the current state of the Mississauga taxi industry, noting the emergence of Uber X and the impact on the taxi industry, the relationship between City Hall and the taxi industry, and requested that the Pilot Program Committee be disbanded.
  - 5.2. Al Moore, Toronto Taxi Industry spoke regarding two websites that he started and invited the Committee to read the content online. Additionally, Mr. Moore suggested that the City could put out a tender for an established technology company to create a centralized smart phone app that would dispatch to all Mississauga taxi brokerages using vehicles licensed by the City.
  - 5.3. Sami Khairallah, Taxi Brokerage Owner spoke regarding the current state of the Mississauga taxi industry, noting that discussions about how to regulate TNCs had been ongoing for two years, that Uber continues to operate in contravention of the current by-law, and the need for equal regulation. Further, Mr. Khairallah suggested that the City remove HST from the taxi meter rate to bring fares down and inquired as to whether the City would be prepared to file an injunction if Uber continued to operate in contravention of the by-law.
  - 5.4. Jaskarun Singh, Taxi Industry spoke regarding the previous meeting on June 27, 2016 and apologized on behalf of the taxi industry for the outburst that occurred. Mr. Singh commented on how members of the taxi industry were feeling and spoke in support of equal regulation through the by-law. Further, Mr. Singh provided recent examples of

criminal charges on Uber drivers and spoke to the danger of driving while accessing the Uber app.

- 5.5. Harimohan Sharma, Taxi Industry spoke to the need for regulations on TNCs to protect public safety, noting that he felt that driving a customer was a privilege not a right, and spoke to a customer's recent negative experience with a TNC driver at the airport.

6. **MATTERS TO BE CONSIDERED**

6.1. Pilot Program Framework Summary

Mark Sexsmith, Taxi Industry Representative expressed that the industry feels that TNCs must meet equal regulations and noted that the taxi industry also employs part-time drivers, who must meet all of the same regulations as full-time drivers. Mayor Crombie asked Daryl Bell, Manager, Mobile Licensing Enforcement for confirmation, to which Mr. Bell confirmed that there were no differences and noted the strict regulations on taxi vehicles.

Mayor Crombie suggested that the Committee deal with Item 6.2 on the agenda first, being a comparison chart of regulations submitted by Chris Schafer, TNC Sector Representative, to which Councillor Starr suggested that they complete discussion on item five on the Pilot Program Framework Summary and then consider Item 6.2.

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

Committee Members continued discussion on the Pilot Program parameters, based on the Pilot Program Framework Summary.

Al Cormier, PVAC Citizen Member Representative commented that he had voted in support of the Capture Option in the hopes of modernizing the taxi industry and the lack of action in doing so due to discussions related to the regulation of Uber. Mr. Cormier further commented on the need to test innovative technologies in the pilot program and spoke in support of the Public Vehicle Advisory Committee (PVAC) moving forward in working on modernizing the industry.

Mr. Sexsmith commented that he was in support of imposing the same vehicle requirements on TNCs as the taxi industry, to which Chris Schafer, TNC Sector Representative spoke to annual safety inspections and suggested that the maximum age of a vehicle should be ten years, opposed to the current by-law regulation of seven years maximum age. Mr. Sexsmith noted that ten year old cars in the taxi industry would be bad for pollution and noted further that ten year old vehicles are far less sophisticated with respect to safety features than more current model years.

Councillor Starr noted agreement with a seven year maximum vehicle age, to which Mr.

Bell agreed, noting that vehicles are stressed at seven years and that there is a possible one year extension based on an assessment of the vehicle by Mobile Licensing Enforcement. Mr. Bell further noted that under the current by-law, vehicles must be less than three years old to be licensed for the first time.

Mr. Schafer commented that none of the other municipalities, benchmarked in the comparison chart that he had provided, had adopted a seven year maximum, to which Mr. Sexsmith noted that Toronto had a seven year maximum.

Councillor Ras requested clarification with respect to first-time licensing, to which Mr. Bell advised that vehicles must be less than three years old. Councillor Ras suggested that there be a maximum vehicle age of seven years without the three year vehicle age regulation, to which Mayor Crombie agreed.

Discussion amongst Members ensued with respect to public safety, maintenance records, semi-annual safety checks, and the responsibility to transport the public in a safe manner.

Mayor Crombie requested that staff provide information on other municipalities with respect to vehicle age and maximum mileage requirements at the next meeting.

Mr. Cormier suggested that Mississauga should follow Toronto's model, to which Mr. Sexsmith moved that pending further reports from staff, TNCs will adhere to the current by-law requirements regarding vehicles.

The Committee recommends that TNCs must meet City By-law vehicle requirements.

The Committee agreed to deal with Item 6.2 on the agenda at this time, with the understanding that after which, Item 6.1 would be continued.

6.2. By-law Comparison Summary - Submission from Chris Schafer, TNC Sector Representative

Mr. Schafer provided an overview of the By-law Comparison Summary he had submitted to the Committee, noting the differences in other municipalities in comparison with Mississauga with respect to regulations.

Mayor Crombie inquired whether staff had reviewed Mr. Schafer's chart with respect to accuracy, to which Mr. Bell advised that they had not yet reviewed it, advising that staff would review it and additionally would benchmark other municipalities across the province.

Mayor Crombie suggested that discussions be deferred on Mr. Schafer's By-law Comparison Summary until such time as staff could verify its authenticity. Mr. Sexsmith requested that staff add Calgary, Edmonton, Vancouver, and Montreal to the

benchmarking, to which Mayor Crombie requested the addition of Guelph and London.

Mr. Sexsmith suggested that all items on the Pilot Program Framework Summary should be included in the benchmarking, to which staff agreed and noted that they would have it prepared for the next meeting.

Due to a disruption in the Council Chambers, Councillor Starr moved adjournment.

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

No discussion took place on this item.

7.2. Correspondence from Peter Pellier, Taxi Industry

No discussion took place on this item.

7.3. Correspondence from Jaskarun Singh, Taxi Industry

No discussion took place on this item.

7.4. Correspondence from Mark Sexsmith, Taxi Industry Representative

No discussion took place on this item.

8. **OTHER BUSINESS** – Nil.

9. **DATE OF NEXT MEETING** - Tuesday, October 25, 2016 – 10:00 AM, Civic Centre, Council Chambers

10. **ADJOURNMENT** – 10:42 AM