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## Public Vehicle Advisory Committee

### Date

2016/10/18

### Time

10:00 AM

### Location

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

### Members

Ron Starr	Councillor - Ward 6 (Chair)
John Kovac	Councillor - Ward 4
Al Cormier	Citizen Member
Vikesh Kohli	Citizen Member
Karam S. Punian	Elected Member – Taxi Drivers
Nirmal Singh	Elected Member – Taxi Owners
Rajendra Singh	Citizen Member
Baljit Singh Pandori	Appointed Industry Member – Taxi Brokerages
Harsimar Singh Sethi	Elected Member – Elected At Large
Joshua Zahavy	Appointed Industry Member – Limousine Brokerages

### Contact

Karen Morden, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5471  
[karen.morden@mississauga.ca](mailto:karen.morden@mississauga.ca)

### Find it Online

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

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

2.1. Addition of Public Question Period to the PVAC Agenda

2.2. Item 8.2. Appointment of Councillor Kovac to Vice-Chair of the Public Vehicle Advisory Committee

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Minutes of the April 19, 2016 meeting of the Public Vehicle Advisory Committee meeting

5. **DEPUTATIONS**

5.1. Item 8.3. Mark Sexsmith, Taxi Industry to speak regarding First/Last Mile Transit.

5.2. Item 8.4. Peter Pellier, Taxi Industry to speak regarding the Inactive Taxi Plate Registry List.

6. **PUBLIC QUESTION PERIOD**

(Public Vehicle Advisory Committee may grant permission to a person who is present at Public Vehicle Advisory Committee and wishes to address a matter on the Agenda. Persons addressing the Committee will ask their questions within a time limit of 5 minutes, as public question period total limit is 15 minutes.)

7. **MATTERS TO BE CONSIDERED**

7.1. Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to Require Updated Taxicab Camera Requirements

7.2. Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to Exempt Taxi Plate Owners from the Criminal Record Search (CRS) Requirement When Their Taxi Driver's Licence is in a Non-Driving Status

8. **INFORMATION ITEMS**

8.1. Letter from Councillor Parrish - Resignation of Appointment to PVAC

8.2. Council Resolution 0128-2016 - Appointment of Councillor Kovac to PVAC

8.3. First/Last Mile Transit

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- 8.4. Inactive Taxi Plate Registry List
  - 8.5. Public Vehicle Advisory Committee Action List
  - 8.6. Letter to Ian Black, General Manager, Uber Canada
  - 8.7. Industry Feedback - Ride Share Report
  9. **OTHER BUSINESS**
  10. **DATE OF NEXT MEETING** - Tuesday, December 13, 2016 - 10:00 AM, Council Chambers
  11. **ADJOURNMENT**

City of Mississauga  
**Memorandum**



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Date: 2016/08/26  
To: Chair and Members of Public Vehicle Advisory Committee  
From: Karen Morden, Legislative Coordinator  
Meeting Date: 2016/10/18  
Subject: Addition of Public Question Period to the PVAC Agenda

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At its meeting on June 20, 2016 the Governance Committee approved recommendation GOV-0009-2016, to include Public Question Period on all Standing Committee and Advisory Committees of Council agendas. This recommendation was subsequently adopted by Council on July 6, 2016.

Public Question Period allows members of the public to ask a question about an item that is on the agenda. Each person will have five (5) minutes to speak and there is a time limit of 15 minutes in total for Public Question Period.

The addition of Public Question Period to the agenda is an opportunity to engage residents and provide them with an opportunity to address Committee Members on items that are of interest to them.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Morden', with a long horizontal line extending to the right.

Karen Morden, Legislative Coordinator, Legislative Services  
(905) 615-3200 ext. 5471  
[karen.morden@mississauga.ca](mailto:karen.morden@mississauga.ca)

# City of Mississauga

# Minutes



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## Public Vehicle Advisory Committee

**Date**

2016/04/19

**Time**

10:08 AM

**Location**

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

**Members Present**

Councillor Ron Starr, Ward 6 (Chair)  
Councillor Carolyn Parrish, Ward 5 (Vice-Chair)  
Al Cormier (Citizen Member)  
Vikesh Kohli (Citizen Member)  
Rajendra Singh (Citizen Member)  
Baljit Singh Pandori (Taxicab Brokerages)  
Karam S. Punian (Taxicab Drivers)  
Harsimar Singh Sethi (Elected at Large)  
Nirmal Singh (Taxicab Owners)

**Members Absent**

Joshua Zahavy (Limousine Brokerages)

**Staff Present**

Mickey Frost, Director, Enforcement  
Daryl Bell, Manager, Mobile Licensing Enforcement  
Robert Genoway, Legal Counsel  
Karen Morden, Legislative Coordinator, Legislative Services

**Find it online**

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

1. **CALL TO ORDER – 10:08 AM**
2. **APPROVAL OF AGENDA**  
Approved (Councillor Parrish)
3. **DECLARATION OF CONFLICT OF INTEREST – Nil.**
4. **MINUTES OF PREVIOUS MEETING**
  - 4.1. Minutes from the April 8, 2016 Special Public Vehicle Advisory Committee Meeting  
Approved (A. Cormier)
5. **DEPUTATIONS**
  - 5.1 Item 6.1 Peter Pelier, Taxi Industry  
See discussion under Item 6.1.
  - 5.2 Item 6.1 Al Moore, Taxi Industry  
See discussion under Item 6.1.
  - 5.3 Item 6.1 Yad Sidhu, Taxi Industry  
See discussion under Item 6.1.
  - 5.4 Item 6.1 Tehnaz Mistry, Limousine Driver  
See discussion under Item 6.1.
  - 5.5 Item 6.1 Jaskarun Singh, Taxi Industry  
See discussion under Item 6.1.
6. **MATTERS TO BE CONSIDERED**
  - 6.1. Summary of Proposed Regulations for Transportation Network Companies  
Mickey Frost, Director, Enforcement provided a brief background on the Corporate Report entitled, “Summary of Proposed Regulations for Transportation Network Companies” and spoke to the recent Toronto report on the same matter.

At this time, the Chair called upon the delegates to speak.

- 5.1 Peter Pellier, Taxi Plate Owner spoke to the history of the taxi industry in Mississauga, to the history of the Public Vehicle Advisory Committee, and the emergence of UberX into the industry. Mr. Pellier urged the Committee to support the “Capture Option” in the regulation of Transportation Network Companies.

Karam Punian, Taxicab Drivers inquired whether Mr. Pellier believed his plates had lost value and whether he believed that there should be compensation for the loss of value. Mr. Pellier spoke to the impact the emergence of Uber had had on his family financially, noting that he felt the City should provide compensation to plate owners due to lowered plate values and the decrease in income from leasing his plates to drivers.

- 5.2 Al Moore, Taxi Industry spoke to the emergence of Uber into the taxi industry and urged the Committee to consider having the City amend the Public Vehicle Licensing By-law 420-04 to allow the City to offer a smartphone app that would connect the public to the nearest vacant taxi that is licensed to operate in the City of Mississauga.

Al Cormier, Citizen Member noted that Uber takes 25-30% of their drivers' fares and inquired as to how much of the fare a taxi driver got to keep.

- 5.3 Yad Sidhu, Taxi Industry spoke regarding possible amendments to the Public Vehicle Licensing By-law 420-04, as amended including definitions, Schedule 1 pertaining to fees, and criminal record searches.

Councillor Starr asked Mr. Sidhu where he thought the taxi industry would be in five years, to which Mr. Sidhu replied that Council should not choose to adopt staff's recommendations as in doing so the industry would slowly die. Mr. Sidhu further commented that the fee being charged to plate owners who have shelved their plates should be abolished, to which Daryl Bell, Manager, Mobile Licensing Enforcement advised that the City has not implemented that fee, nor charged any plate owner that fee.

- 5.4 Tehnaz Mistry, Limousine Driver spoke regarding possible amendments to the By-law to ensure equality in insurance requirements, ability to utilize surge pricing, safety inspections, winter tires, and the collection of HST. Ms. Mistry further commented on the need for a dispute resolution system in the industry.

- 5.5 Jaskarun Singh, Taxi Industry spoke regarding the effects of implementing a two-

tier system with app-based taxis, with respect to the fleet, licensing fees, markings on vehicles, inspections, pricing, insurance, cameras, training, and Criminal Record Searches.

Sami Khairallah, Taxi Industry commented that he is in support of the Capture Option, noting that there should be equal regulation and a limited number of TNCs.

Al Cormier, Citizen Member spoke to the Capture Option and commented that he was in support of a “Modified Capture Option” that would modernize the taxi industry moving forward and would address accessibility issues. Mr. Cormier further commented that the By-law should be reviewed annually.

Baljit Pandori, Taxicab Brokerages commented that he supports the Capture Option and that the current system is working well. Mr. Pandori further commented that the TNC sector has taken 30% of business from the taxi industry and expressed the need to come to a decision on the matter.

Harsimar Sethi, Elected at Large inquired as to whether Uber had been informed of the PVAC meeting, to which he was advised that they had been notified. Mr. Sethi further noted that he is in support of the Capture Option.

Nirmal Singh, Taxicab Drivers proposed an increase in fines for TNC drivers that would match the City of Brampton fines and requested that staff investigate.

Mr. Sethi inquired as to whether staff felt they had the power to impound, fine, and get an injunction if the City were to adopt the Capture Option. Mr. Frost commented that the Capture Option would create By-law amendments, that staff would enforce the By-law, and then would have to consult with Legal as to whether an injunction was possible. Robert Genoway, Legal Counsel expressed agreement, noting the need to demonstrate to the courts that the City has tried to regulate TNCs.

Rajendra Singh, Citizen Member expressed support for the “Modified Capture Option” and inquired as to the cost to the City thus far in enforcing the By-law and the reasoning for removing the English language proficiency. Daryl Bell, Manager, Mobile Licensing Enforcement advised that he would have to review the actual costs and noted that they have had multiple staff working on this issue daily.

Mr. Punian commented that he is in support of the Capture Option and requested clarification, to which Mr. Frost advised that the Capture Option was explained in detail in the report and that with the Capture Option, TNCs become illegal as



they must be licensed brokerages with licensed owners and drivers.

The Committee voted unanimously in support of the Capture Option.

#### RECOMMENDATION

1. That the Public Vehicle Licensing By-law 420-04, as amended, be amended to incorporate the “capture option” for the regulation of transportation network companies where transportation network companies will be required to obtain a broker licence and operate using only licensed taxi and limousine drivers, operating licensed taxi and limousine vehicles;
2. That the Public Vehicle Licensing By-law 420-04, as amended, be amended to facilitate licensed taxi and limousine drivers being able to work for more than one brokerage;
3. That staff be directed to report back to the Public Vehicle Advisory Committee on ways to modernize the regulation of taxi and limousine industries.

Carried (B. Pandori)

Recommendation PVAC-0006-2016

#### 7. **INFORMATION ITEMS**

##### 7.1. Uber - Correspondence from P. Pelier, Taxi Industry

#### RECOMMENDATION

That the deputation and associated email correspondence from Peter Pelier, Taxi Industry with respect to Uber, be received for information.

Received (K. Punian)

Recommendation PVAC-0007-2016

##### 7.2. Definitions - Correspondence from M. Sexsmith, Taxi Industry

RECOMMENDATION That the correspondence from Mark Sexsmith, Taxi Industry with respect to amending By-law 420-04, as amended, pertaining to the “Definitions and Interpretation” section, be received for information.

Received (K. Punian)

Recommendation PVAC-0008-2016

##### 7.3. Feedback on Proposed Changes to By-Law 420-04 - Correspondence from M. Sexsmith, Taxi Industry

#### RECOMMENDATION

That the correspondence dated April 12, 2016 from Mark Sexsmith, Taxi Industry with respect to feedback on proposed changes to By-law 420-04, as amended, be received for information.

Received (R. Singh)  
Recommendation PVAC-0009-2016

- 7.4. Comments on Proposal for TNCs - Correspondence from A. Cormier, Citizen Member  
That the correspondence dated April 8, 2016 from Al Cormier, Citizen Member with respect to by-law changes for transportation network companies, be received for information.

Received (K. Punian)  
Recommendation PVAC-0010-2016

- 7.5. Proposed New Approach For Going Forward With or Without Uber - Correspondence from A. Cormier, Citizen Member

RECOMMENDATION

That the correspondence dated April 13, 2016 from Al Cormier, Citizen Member with respect to a proposed new approach for going forward with or without Uber, be received for information.

Received (R. Singh)  
Recommendation PVAC-0011-2016

- 7.6. Correspondence from K. Punian, Taxicab Drivers

That the correspondence from Karam Punian, Taxicab Drivers with respect to amending By-law 420-04, as amended, be received for information.

Received (A. Cormier)  
Recommendation PVAC-0012-2016

- 7.7. PVAC 2016 Action List, updated for the April 19, 2016 meeting.  
Al Cormier, Citizen Member noted an error on the PVAC 2016 Action List and that the issue of accessible taxis should be marked "in progress".

RECOMMENDATION

That the PVAC 2016 Action List, updated for the April 19, 2016 meeting, be approved, as amended.

Approved, as amended (A. Cormier)  
Recommendation PVAC-0013-2016

8. **OTHER BUSINESS** - Nil.

9. **DATE OF NEXT MEETING(S)**

Tuesday, June 21, 2016 – 10:00 AM, Council Chambers, Civic Centre

10. **ADJOURNMENT – 11:51 AM**

DRAFT

# City of Mississauga

## Corporate Report



Date: 2016/09/29

Originator's files:

To: Chair and Members of Public Vehicle Advisory Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Meeting date:  
2016/10/18

## Subject

**Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to Require Updated Taxicab Camera Requirements**

## Recommendation

That the Public Vehicle Advisory Committee approve the recommended changes for camera systems in taxicabs, as outlined in the report from the Commissioner, Transportation and Works, dated September 29, 2016 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to Require Updated Taxicab Camera Requirements".

## Report Highlights

- Taxicab camera requirements have not been updated in Mississauga since 2005.
- Mobile Licensing Enforcement staff and the Peel Regional Police (PRP) have identified that old camera systems are inadequate and a threat to public safety.
- Staff consulted with PRP and the taxi industry to develop improved camera system requirements.
- Enforcement staff are recommending that amendments be made to the Public Vehicle Licensing By-law 420-04, as amended, to ensure that public safety is maintained.

## Background

Taxicab surveillance systems have been mandatory in the City of Mississauga since 2005, as mandated by Schedule 8 of the Public Vehicle Licensing By-law 420-04, as amended, which states as follows:

*"Every licensed Driver and Plate Owner shall operate or permit to be operated a vehicle that...is equipped with a fully operational security camera that meets the specifications set out in Schedule 14 of this By-Law (114-05)."*

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On April 8, 2016, in a Special Public Advisory Committee meeting, Council considered amending the Public Vehicle Licensing By-law 420-04, as amended, to eliminate camera requirements for all taxis and Transportation Network Companies. Due to concerns raised by the taxi industry, Council did not recommend changes to the by-law.

Camera systems provide security for both taxi drivers and the public. In a police investigation involving a taxi driver or passenger, taxicab camera images are an important source of information for the PRP. Camera images facilitate the process of investigation by providing supplementary evidence, and the images are often used in court proceedings. The PRP confirmed that these photographs are extremely useful in cases of robberies, sexual assault, and other related incidents, and that the evidence has been crucial in obtaining convictions. In addition, photographs serve as evidence for driver accident claims, especially when witness information is unavailable.

Most importantly, taxi cameras protect the public by providing security for passengers. A functioning camera discourages improper behaviour on the part of taxicab drivers and passengers. However, in order for this method of deterrence to be successful, both parties must feel reasonable assurance that the camera system is in full working order.

Many cabs use originally installed cameras that are now obsolete. In 2015, Mobile Licensing Officers (MLO) issued 121 notices of contravention to drivers for camera related issues and in 2016, MLOs issued 59 notices of contraventions. Many of the camera concerns involved a lack of connection or storage capability, due to old hardware and software.

Old camera equipment makes it difficult for Enforcement staff to inspect taxicabs, and for the PRP to conduct investigations. Older computers and operating systems must be used to inspect and download images. This is time-consuming and not always feasible. Taxi drivers lose income while waiting for the PRP to finish downloading camera images, which can take up to four hours to download.

There are currently two primary suppliers of camera systems in Mississauga: VerifEye and SilentWitness. SilentWitness is no longer manufactured, sold, or supported. Taxicab owners who installed SilentWitness camera systems can no longer retrieve the necessary parts when required. The second supplier, VerifEye, has released software upgrades and better hardware, however, many cab owners have not upgraded to newer versions of the VerifEye. Furthermore, the technological support from camera vendors is minimal. Some cab owners have installed second hand systems that have not been functioning properly, providing a false sense of security to passengers as well as drivers. Camera systems must provide an indication of any system malfunction in order for the user to seek servicing as soon as possible. At present, camera systems are only inspected semi-annually, leaving a large gap in time during which the public is more susceptible to danger.

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On April 29, 2013, Enforcement staff presented a report to the Public Vehicle Advisory Committee dated April 22, 2013 and entitled “Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for Camera System Requirements for Taxicabs” with recommendations for taxicabs to be equipped with new camera surveillance systems (Appendix 1). This report proposed new camera specifications and incorporated recommendations outlined by the PRP Forensic Services staff in the January 29, 2013 report entitled “TaxiCab Camera Downloads.”

Questions were raised in the Public Vehicle Advisory Committee meeting regarding the camera system suppliers and the benefits of implementing a new surveillance system. This report addresses some of the concerns raised during the above referenced Public Vehicle Advisory Committee meeting, dated April 29, 2013.

## Comments

Mobile Licensing Enforcement staff have consulted with the PRP, camera suppliers, and the taxi industry, to develop this report. Staff have identified a need for updating taxicab cameras requirements and amending Schedule 14 of the Public Vehicle Licensing By-law 420-04, as amended. The recommended amendments will ensure that the City of Mississauga is meeting the requirements of the province and ensuring consumer protection.

In absence of an amendment to camera specifications, few cab owners have upgraded their systems. PRP confirmed that the majority of cab owners are still using the original surveillance systems installed ten years ago.

Pursuant to Section 11(2) of the *Municipal Act 2001*, S.O. c. 25, a “lower-tier municipality and an upper-tier municipality may pass by-laws, subject to the rules set out in subsection (4), respecting the following matters:

### *6. Health, safety and well-being of persons.”*

The high incidence of improperly functioning camera systems poses a significant risk to riders and threatens public safety. These cameras were not meant to be used indefinitely and are now in need of replacement. In order to provide protection to the public as per the requirement of the *Municipal Act*, staff recommend that amendments be made to the Public Vehicle Licensing By-law 420-04, as amended, to update camera specifications.

## **Peel Regional Police Forensic Services**

In 2013, the PRP compiled a report with clear specification standards to improve camera equipment (Appendix 2). In order to obtain more current information, Enforcement staff have consulted with the PRP to determine the number of unsuccessful download attempts in the last five years. The following chart includes this information:

<b>Year</b>	<b>No. of Downloads</b>	<b>No. of Unsuccessful Downloads</b>
<b>2012</b>	<b>54</b>	<b>10</b>
<b>2013</b>	<b>41</b>	<b>6</b>
<b>2014</b>	<b>72</b>	<b>15</b>
<b>2015</b>	<b>56</b>	<b>10</b>
<b>01/2016 - 06/2016</b>	<b>24</b>	<b>6</b>

Reasons for download failure are primarily due to using old camera equipment, and are further detailed below:

- Camera and recording equipment is more than ten years old, with the original hardware resulting in camera fails (iris not operating properly), recording card corrupted, cables unplugged, etc.
- The hardware is no longer supported by the manufacturer because it was not meant to last.
- Cab Owners replace old equipment with second hand equipment which fails very quickly after installation.
- The cameras fail to store or save images.
- Image downloads show up blank.
- Systems overwrite in 72 hours.

### **Municipal Scan**

The City of Toronto and the City of Brampton both have by-law requirements for taxicab cameras.

The City of Toronto has not updated their camera requirements since 2006. However, on May 3, 2016, Toronto City Council provided direction to the Municipal Licensing and Standards division to report back in the first quarter of 2017 on the need for cameras and other safety features required in all for hire vehicles.

The City of Brampton updated their camera system requirements in 2013 in accordance with the PRP's specifications. Since then, the PRP has identified multiple benefits resulting from the upgraded camera systems. The benefits are listed below:

- Significantly faster downloads. A full day can be extracted in seconds using the newer system. A Taxi Driver can be on his way in less than 20 minutes if other forensic processes are not required (fingerprinting, photographs).
- More images and video recorded per cab fare.
- Images retained for longer periods of time (2 to 3 weeks).

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- Higher quality images with the option of extracting tiffs, bitmaps, jpegs and PNG images.
- Video clips can also be exported that play in Windows Media Player and do not require propitiatory software to view.
- Dual cameras for close up images of fares in the back seat of the taxi.
- City Inspectors now have the ability to tell if camera images are being recorded to the card so corrupt cards are identified for replacement during regular inspections.

### **Proposed By-law Amendments**

Mobile Licensing Enforcement staff have developed technical specifications for amendments to Schedule 14 of the Public Vehicle Licensing By-law 420-02, as amended. The specifications are as follows:

- A colour CCD dual camera system.
- A vendor approved high resolution colour camera with low light capabilities.
- Digital images must be stored in sequence until overwritten. If a panic button is installed and when the button is used, the images must be saved to a remote drive to protect from deletion.
- Minimum 10 days of image storage.
- Recording system to maintain no less than four frames per second.
- Memory will be NO less than 16 GB industrial grade memory/flash card.
- Recording unit must be sealed to protect from environmental conditions, shock and tamper-proof.
- Connection to the recording device must be located in the glove box of the vehicle to afford easy access to enforcement agencies.
- Recorded images must be date and time stamped with unit serial number.
- Activation of the camera recording system must be triggered by the opening of a door and/or activation of the taxicab meter.
- Proven 24 hour technical support from vendor.
- Vendor approved installers.
- The system should be designed and installed such that the system may easily be tested by the license issuer to ensure that images are recorded as prescribed.

### **Enforcement Action Plan**

Enforcement staff are recommending a one year phase-in period to be implemented from the date the amended by-law is approved by Council. This will allow taxicab owners time to ensure that the new camera system complies with the specifications outlined in the by-law.



Plate owners will be required to equip taxicabs with the upgraded camera system. Enforcement staff at Mobile Licensing will inspect cameras during the mandatory semi-annual inspections to ensure that taxicab cameras meet the new requirements.

## Financial Impact

There is no financial impact on the City.

## Conclusion

The camera system requirements currently outlined in Schedule 14 of the Public Vehicle Licensing By-law 420-04, as amended, have not changed in accordance with technological upgrades, and are now outdated. Enforcement staff recommend that amendments be made to the by-law to ensure that all taxicabs have updated camera systems in accordance with the proposed updated specifications, in order to maintain public safety.

## Attachments

Appendix 1: Report from the Commissioner of Transportation and Works, dated April 22, 2013, entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for Camera System Requirements for Taxicabs"

Appendix 2: Peel Regional Police Report - "Taxicab Camera Downloads"




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Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Afsheen Adam-Haji, Policy Research Intern, Enforcement Division



# Corporate Report

Clerk's Files

Originator's  
Files

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**DATE:** April 22, 2013

**TO:** Chair and Members of the Public Vehicle Advisory Committee  
Meeting Date: April 29, 2013

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

**SUBJECT:** **Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for Camera System Requirements in Taxicabs**

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**RECOMMENDATION:** 1. That the Public Vehicle Advisory Committee approve the recommended changes to the requirements for camera systems in taxicabs as outlined in the report from the Commissioner, Transportation and Works, dated April 22, 2013 and titled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for Camera System Requirements in Taxicabs", and that the by-law be amended accordingly.

**REPORT  
HIGHLIGHTS:**

- The Public Vehicle Advisory Committee (PVAC) requested that staff review the reporting process for crimes against taxicab drivers.
- Staff met with representatives from Peel Region Police (PRP) to address the concerns of the taxi industry.
- PRP identified inadequate camera systems in the taxicabs in Mississauga.
- PRP prepared a report for staff which identified the concerns with the present specifications for camera systems in taxicabs.
- The PRP report was provided to Enforcement Division staff in the

municipalities of Mississauga and Brampton to align both municipalities and provide consistency regarding the specifications for camera systems in taxicabs.

- Staff from the City of Brampton are considering the specifications provided by PRP at this time for camera systems in taxicabs.
- The PRP report provides staff with specification standards that give clear direction as to the equipment and expectation of performance for camera systems in taxicabs, to increase the success of investigations of crimes against taxicab drivers by PRP.

**BACKGROUND:**

During the September 11, 2012 meeting of the PVAC, concerns were raised regarding taxicab driver safety. At that time, the industry requested a change to the Public Vehicle By-law 420-04, as amended, to include advance payment for taxicab fares during the overnight hours. Staff requested information from PRP for crimes against taxicab drivers. PRP indicated to staff that seven incidents were reported in 2011. Members of the PVAC felt that these numbers were not accurate and that many incidents were not reported to PRP because the reporting process was too time consuming and often did not result in a positive outcome. Staff were asked by the PVAC to review the process and work with PRP to simplify the reporting requirements.

Subsequently staff met with PRP on September 17, 2012 to review the concerns. PRP indicated that the reporting process could be vastly improved if taxicab drivers were encouraged by the PVAC and the municipality to report all crimes; and, camera systems in taxicabs were upgraded to facilitate enhanced image extraction for police investigations. PRP suggested that the camera systems in taxicabs in the municipalities of Mississauga and Brampton be very similar as both fall under the jurisdiction of PRP for criminal investigations.

On January 29, 2013 PRP provided a report (attached as Appendix 1) to both Mississauga and Brampton which identifies concerns with the present taxicab camera system and the specifications that should be incorporated into the Public Vehicle Licensing By-law 420-04, as amended, to assist PRP with investigations of crimes against taxicab drivers.

**COMMENTS:**

Staff have reviewed the report provided by PRP which addresses the concerns that PRP have encountered when using the present taxicab camera system as an investigative tool to address crimes committed against taxicab drivers. The report identifies numerous problems encountered in the taxicab camera system which include: outdated software, lack of technical support, improper installation, irregular maintenance, insufficient image storage and single camera system versus a dual camera system, all of which can result in image download failure. The criteria presently in the by-law for taxicab cameras are inadequate and need to be revised to more effectively protect taxicab drivers.

Staff recommend that the Public Vehicle Licensing By-law 420-04, as amended, be revised to include technical specifications which will ensure consistency throughout the industry and reduce the risk of image download failure, hence increasing the success of investigations of crimes against taxicab drivers by PRP. The specifications will include:

- A colour CCD dual camera system.
- A vendor approved high resolution colour camera with low light capabilities.
- Digital images must be stored in sequence until overwritten. If a panic button is installed and when the button is used, the images must be saved to a remote drive to protect from deletion.
- Minimum 10 days of image storage.
- Recording system to maintain no less than four frames per second.
- Memory will be less than 16 GB Industrial Grade memory/flash card.
- Recording unit must be sealed to protect from environmental conditions, shock and tamper-proof.
- Connection to the recording device must be located in the glove box of the vehicle to afford easy access to enforcement agencies.
- Recorded images must be date and time stamped with unit serial number.
- Activation of the camera recording system must be triggered by the opening of a door and/or activation of the taxicab meter.

- Proven 24 hour technical support from vendor.
- Vendor approved installers.

Due to the concerns raised by members of the industry and PRP, staff recommend that a one year phase-in period be implemented from the date the amending by-law is approved by Council, to allow all taxicab drivers the opportunity to ensure the camera system meets the specifications as indicated in the by-law.

**FINANCIAL IMPACT:** There is no financial impact to the City of Mississauga.

**CONCLUSION:** The camera system requirements currently in the by-law do not address the concerns raised by the taxicab industry and PRP. Specifications must be consistent throughout the industry to give PRP the tools to address crimes against taxicab drivers. This report responds to the request of PVAC to work with PRP to find a better crime reporting system.

**ATTACHMENTS:** Appendix 1: Report from PRP dated January 29, 2013

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

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

## **INFORMATION PROVIDED BY PEEL REGIONAL POLICE ON TAXICAB CAMERAS**

Taxis come in for download for a number of reasons. Sometimes it is due to a robbery, assault or theft committed against the driver, but many times, it is because they may have had a fare that is a suspect in another crime that has nothing to do with the Taxi. Suspects sometimes use cabs as a means of getting away from the scene of a crime for example. Our goal is to retrieve the best possible evidence from the taxi camera system and to get the taxi in and out of our Forensic Bay as quickly as possible understanding that the driver is losing income if they are not collecting fares.

We do not separate cabs based on city so the numbers reflect both Mississauga and Brampton.

Some of the statistics we have on file are:

2012 – 54 Downloads plus 10 Unsuccessful Attempts.

2013 – 41 Downloads plus 6 Unsuccessful Attempts.

2014 – 72 Downloads plus 15 Unsuccessful Attempts.

2015 – 56 Downloads plus 10 Unsuccessful Attempts.

We have had approximately 24 taxis in so far for 2016 with 6 unsuccessful attempts from older systems.

### **REASONS FOR UNSUCCESSFUL ATTEMPTS:**

- Camera and recording equipment more than ten years old resulting in camera fails (iris not operating properly), recording card corrupted, cables unplugged etc. Many cabs still retain the original hardware that was first installed back in 2002. This hardware was not designed to last indefinitely and is no longer supported by the manufacturer.
- Cab Owners replacing old equipment with second hand equipment which fails very quickly after install.
- City Inspectors unable to tell if device is recording. Can only tell if Camera is taking pictures but not if they are being saved.
- Image downloads take a long time with the older system. Often find the images are blank once download is complete.
- Systems overwrite in 72 hours resulting in lost evidence.

### **BENEFITS OF UPGRADING CAMERA SYSTEMS AS OBSERVED TO DATE**

- Significantly faster downloads. A full day can be extracted in seconds using the newer system. A Taxi Driver can be on his way in less than 20 minutes if other forensic processes are not required (fingerprinting, photographs).
- More Images and video recorded per cab fare.
- Images retained for longer periods of time (2-3 weeks)
- Higher quality images with the option of extracting tiffs, bitmaps, jpegs and PNG Images.
- Video Clips can also be exported that play in Windows Media Player and do not require propitiatory software to view.
- Dual cameras for close up images of fares in the back seat of the taxi
- City Inspectors now have the ability to tell if camera images are being recorded to the card so corrupt cards are identified for replacement during regular inspections.
- Camera System Installers must be accredited by the City and Camera System Developers for consistency in install and ease of trouble shooting issues that may arise.

# City of Mississauga

## Corporate Report



Date: 2016/09/29

To: Chair and Members of Public Vehicle Advisory Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Originator's files:

Meeting date:  
2016/10/18

## Subject

**Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to exempt taxi plate owners from the Criminal Record Search (CRS) requirement when their taxi driver's licence is in a non-driving status**

## Recommendation

That the Public Vehicle Advisory Committee approve the recommended changes to exempt taxicab plate owners from the Criminal Record Search (CRS) requirement when their taxicab driver's licence is in a non-driving status, as outlined in the report from the Commissioner, Transportation and Works, dated September 29, 2016 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to exempt taxicab plate owners from the Criminal Record Search (CRS) requirement when their taxicab driver's licence is in a non-driving status."

## Background

At its meeting of September 16, 2015 Council approved the following recommendation:

*"GC-0576-2015*

*That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to revise the licensing requirements for taxi and limousine drivers as outlined in the report from the Commissioner of Transportation and Works, dated September 16, 2015 and entitled "Revisions to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers."*

The amendment to the by-law requires that all licensed taxicab drivers submit a current criminal record search and driver abstract with their licence renewal. Industry members who hold a valid taxicab driver's licence, which is in a non-driving status and is only being used to allow them to continue to own their taxicab owner's licence as per the requirements of the by-law, raised concerns. The by-law requires that all taxicab plate owners have a valid Mississauga taxicab



driver's licence. The industry raised the point with staff that the requirement for the CRS was to ensure that the persons who are transporting the public have a clear record to ensure public safety and consumer protection. Those who hold a taxicab driver's licence in a non-driving status do so, for the purpose of owning and leasing their taxicab owner's plate and do not engage the public, feel that it is redundant to require the CRS.

## Comments

Staff reviewed the concerns raised by the industry and are of the opinion that while a taxicab driver's licence is in a non-driving status and the person does not have business with the public, they should be exempt from the CRS requirement. Staff are of the opinion that the requirement for a driver abstract remain in place due to the by-law requirement that the holder of a taxicab driver's licence must hold a valid Ontario Driver's Licence.

## Financial Impact

No direct financial impact would be experienced by the City of Mississauga.

## Conclusion

Staff recommends that the Public Vehicle Licensing By-law 420-04, as amended, be amended to exempt a taxicab driver's licence, which is in a non-driving status from supplying a CRS.

## Attachments

Appendix 1: Report from the Commissioner of Transportation and Works, dated September 16, 2015 and entitled "Revisions to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers"




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Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

# City of Mississauga Corporate Report



<b>General Committee</b> <b>OCT 07 2015</b>	
Date: September 16, 2015	Originator's files:
To: Chair and Members of General Committee	
From: Martin Powell, P. Eng., Commissioner, Transportation and Works	Meeting date: October 7, 2015

## Subject

Revisions to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers

## Recommendation

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to revise the licensing requirements for taxi and limousine drivers as outlined in the report from the Commissioner of Transportation and Works, dated September 16, 2015 and entitled "Revisions to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers".

## Report Highlights

- At its meeting of August 12, 2015 the Public Vehicle Advisory Committee (PVAC) received a report from the Commissioner of Transportation and Works, dated July 21, 2015 and entitled "Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers" and was asked to provide comments on the report. One member of PVAC provided comments, which are outlined and addressed in this report.
- Provisions contained in the Public Vehicle Licensing By-law 420-04, as amended, do not provide adequate assurances to the public that licensed taxi and limousine drivers operating in Mississauga will drive and act in a manner which assures public safety and consumer protection.
- The City is required to provide, as well as to establish, a professional standard for licensed taxi and limousine drivers that ensures public safety in the transportation of vehicles.
- Changes in the licensing requirements for taxi and limousine drivers are required in the by-law to better protect consumers and the public, and to serve as a standard of professionalism unique to licensed drivers as opposed to unregulated transportation providers.

1a  
General Committee

September 16, 2015

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## Background

At its meeting of September 16, 2015 Council approved the following recommendation:

"GC-0516-2015

1. That the report from the Commissioner, Transportation and Works, dated July 21, 2015 and entitled "Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers", be received;
2. That staff incorporate comments received from the Public Vehicle Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the licensing of taxi and limousine drivers.

(PVAC-0031-2015)"

The purpose of this report is to respond to GC-0516-2015.

## Comments

### PVAC Approval:

At its meeting of August 12, 2015 the PVAC approved the recommendations in GC-0516-2015. One member of PVAC, Mr. Karam S. Punian, who is an elected representative on PVAC and who represents licensed Mississauga taxi drivers, provided comments on the recommended revisions to the licensing requirements for taxi and limousine drivers. Mr. Punian's comments, as well as staff's response to them, are outlined later in this report. Mr. Punian has also been notified of the date General Committee will be considering this matter and that he is entitled to make a deputation. No other comments were received on the recommended changes to the licensing requirements for taxi and limousine drivers.

### Summary of Requirements for/Nature of Recommended Changes:

A summary of the requirements for this change as well as the nature of the recommended changes is provided below. This information is taken directly from the report mentioned in the preceding paragraph.

*"Staff have conducted a review of a number of Mississauga taxi and limousine driver licences. The reviews have resulted in a number of conditions being placed on driver licences under the authority of the existing by-law.*

*In staff's opinion, the licensing requirements for taxi and limousine drivers need to be amended to effectively protect the consumer and the public. Further, in light of the current, devastating effect of unregulated transportation providers, staff are recommending improved licensing standards for taxi and limousine drivers that are professional, exemplary and unassailable, and that will maintain the confidence of the public in taxicabs and limousines as a safe and reliable transportation service.*

*Currently the Public Vehicle Licensing By-law 420-04, as amended, does not specify criteria for granting a licence to taxi and limousine drivers who have a criminal record and/or demerit points and as such leaves the decision open to interpretation. The driver abstract is currently reviewed by the Mobile Licensing Manager, when a taxi or limousine driver reaches seven demerit points. The present requirements of the by-law, when used in concert with these practices, do not effectively protect the consumer and the public, nor do they serve as a standard of professionalism unique to licensed drivers as opposed to unregulated transportation providers.*

*Staff have determined that appropriate changes to the by-law should include the requirement to possess a valid driver licence and the requirement for a driver abstract (containing not more than six demerit points) to be provided on initial application and each year on licence renewal. An applicant, for a new licence or a renewal, must also provide a Criminal Record Search (CRS) clear of any convictions for the five years prior to the date of application and for every subsequent licence renewal. In the event of any conviction listed on Appendix 1, Criminal Code Convictions Not Acceptable, the application for the licence will be denied.*

*In addition, any one Highway Traffic Act (HTA) conviction which holds a value of four or more demerit points constitutes a serious offence under the HTA. This would constitute grounds to revoke or refuse to license or renew a taxi or limousine driver licence until such time as the driver abstract has been cleared of the serious offence and/or the combination of less serious offences exceeding six demerit points. Further, the taxi or limousine driver licence will be immediately revoked by the Mobile Licensing Manager any time the City becomes aware of: a conviction for a serious HTA offence (four demerit points or more); the taxi or limousine driver having more than six demerit points; or, a conviction outlined in Appendix 1, Criminal Code Convictions Not Acceptable."*

#### Implementation:

It is proposed that the new licensing requirements would apply for all new applicants and for all existing licensed taxi and limousine drivers upon every licence renewal or when the Mobile Licensing Manager obtains information confirming the licensing requirements have not been met. The new licensing requirements would be effective on Council's approval of the by-law to amend the Public Vehicle Licensing By-law 420-04, as amended, to reflect the changes proposed in this report.

The revisions to the by-law will also include a provision to provide for the issuance of a conditional taxi or limousine driver licence subject to the applicant providing to the satisfaction of the Mobile Licensing Manager written evidence confirming that the applicant has applied to the Parole Board of Canada for a record suspension and has met the waiting period requirements. The conditional licence would be reviewed every six months until a decision from the Parole Board of Canada is rendered.

In staff's view, the by-law must provide clear direction for the issuance or refusal of the taxi or limousine driver licence.

General Committee		September 16, 2015	4
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Similar licensing requirements were included in revisions to the Tow Truck Licensing By-law 521-04, as amended, which were approved by Council on April 3, 2013 (GC-0188-2013) and which are currently in effect for the licensing of tow truck drivers.

#### Comments from PVAC:

As previously mentioned, one member of PVAC, Mr. Karam S. Punian, who is an elected member of PVAC and who represents licensed Mississauga taxi drivers, provided comments on the recommended revisions to the licensing requirements for taxi and limousine drivers. In particular, Mr. Punian stated that “six demerit points is not valid”; “should be seven demerit points”, “moving from seven to six needs a healthy discussion”; “don’t think Committee saw this”; and, “we need a healthy discussion”.

#### Staff Response:

The existing practice related to demerit points where the Mobile Licensing Manager reviews the driver abstract when a taxi or limousine driver reaches seven demerit points does not protect the consumer or the public, nor does it take into account more serious HTA offences of four demerit points or more. Further, the present practice does not adequately address the issue of taxi or limousine drivers with criminal records. The present practice will not maintain the confidence of the public in taxicabs and limousines as a safe and reliable transportation service, particularly in light of the impact of unregulated transportation providers on the taxi and limousine industries. Further, the licensing requirement changes proposed in this report for taxi and limousine drivers have been successfully implemented in the towing industry in April 2013, and have had a positive impact on public safety and consumer protection.

## **Financial Impact**

No direct financial impact would be experienced by the Corporation of the City of Mississauga.

## **Conclusion**

Provisions contained in the Public Vehicle Licensing By-law 420-04, as amended, do not provide adequate assurances to the public that licensed taxi and limousine drivers operating in Mississauga will drive and act in a manner which assures public safety and consumer protection. Moreover, the City is required to provide, as well as to establish, a professional standard for licensed taxi and limousine drivers that ensures public safety in the transportation of vehicles. As a result, staff recommend that the by-law be amended as outlined in this report, to better protect the consumer and the public.

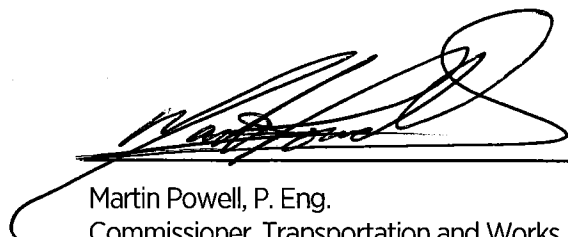
General Committee

September 16, 2015

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## Attachments

Appendix 1: Criminal Code Convictions Not Acceptable

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line. The signature is stylized with large, sweeping loops.

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

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

## Appendix 1

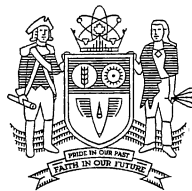
## Criminal Code Convictions Not Acceptable

<u>Criminal Code Offences</u>	<u>Description</u>
Explosives	Using explosives; possession.
Terrorism	Providing or collecting property for certain activities; providing or making available property or services for terrorist purposes; using or possessing property for terrorist purposes; participation in activity of terrorist group; facilitating terrorist activity; instructing to carry out activity for terrorist group; instructing to carry out terrorist activity.
Firearms and Weapons	Using firearms (including imitation) in commission of offence; careless use of firearm; pointing a firearm; possession of weapon for dangerous purposes; carrying weapon while attending public meeting; carrying concealed weapon; unauthorized possession of firearm; possession of firearm knowing its possession is unauthorized; possession at unauthorized place; unauthorized possession in motor vehicle; possession of prohibited or restricted firearm with ammunition; possession of weapon obtained by commission of offence; breaking and entering to steal firearm; robbery to steal firearm; weapons trafficking; possession for purpose of weapons trafficking; transfer without authority; making automatic firearm; discharging firearm with intent; causing bodily harm with intent — air gun or pistol.
Sexual Offences against Minors	Sexual interference; invitation to sexual touching; sexual exploitation; sexual exploitation of person with disability; incest; making child pornography; parent or guardian procuring sexual activity; householder permitting sexual activity; corrupting children; luring a child; prostitution of person under eighteen.
Sexual Offences against persons other than minors	Sexual exploitation of person with disability; incest; indecent acts; sexual assault.
Criminal Negligence	Causing death by criminal negligence; causing bodily harm by criminal negligence.
Murder	Murder; manslaughter; infanticide; attempt to commit murder; accessory to murder.
Operation of vehicles, vessels, or aircraft	Dangerous operation of motor vehicles, vessels and aircraft; flight; causing death by criminal negligence (street racing); causing bodily harm by criminal negligence (street racing); dangerous operation of motor vehicle while street racing; failure to stop at scene of accident; operation while impaired; operation while disqualified.
Harassment and threats	Criminal harassment; uttering threats; intimidation.
Assault	Assault; assaulting a peace officer.

**Appendix 1****Criminal Code Convictions Not Acceptable**

<b><u>Criminal Code Offences</u></b>	<b><u>Description</u></b>
Major assault and sexual assault offences	Sexual assault with a weapon, threats to a third party or causing bodily harm; aggravated sexual assault; assault with a weapon or causing bodily harm; aggravated assault; unlawfully causing bodily harm.
Confinement	Kidnapping; Trafficking in persons; Hostage taking; Abduction of person under sixteen; Abduction of person under fourteen; Abduction in contravention of custody order; Abduction.
Theft Over, forgery and fraud	Theft over; destroying documents of title; fraudulent concealment; theft and forgery of credit card; theft from mail; forgery; uttering forged document; drawing document without authority; fraud; using mails to defraud; arson for fraudulent purpose.
Robbery and extortion	Robbery; extortion.
Breaking and entering	Breaking and entering.
Possession of property obtained by crime	Possession of property obtained by crime; possession of property obtained by excise offences.
Arson	Arson.
Counterfeit money	Making counterfeit money.
Participation in criminal organization	Participation in criminal organization; Commission of offence for criminal organization; instructing commission of offence for criminal organization.
Trafficking	Trafficking in controlled substance - Schedule I or II - Schedule III - Schedule IV
Importing and exporting	Importing and exporting of controlled substance - Schedule I or II - Schedule III - Schedule IV
Production	Production of controlled substance - Schedule I or II (except marihuana) - Schedule III - Schedule IV





Carolyn Parrish Councillor Ward 5

May 25, 2016

Dear Ms. Greer,

It's with disappointment that I notify you and Members of Council that I will be withdrawing from the Public Vehicle Advisory Committee.

Having spent nearly two years as Councillor for Ward 5, I am even more acutely aware of the time commitment it will take to provide the level of service required by the standards and goals I set for myself.

Sincerely,

Carolyn  
Councillor, Ward 5

0128-2016 Moved by: C. Fonseca

Seconded by: C. Parrish

That the following Councillor be appointed to the Public Vehicle Advisory Committee for the remainder of the term of office ending November 30, 2018:

1. John Kovac (Ward 4)

Carried

**From:** [MARK SEXSMITH](#)  
**To:** [Al Cormier](#); [Ron Starr](#)  
**Cc:** [Carolyn Parrish](#); [Mayor Bonnie Crombie](#); [REDACTED]; [Karen Ras](#); [Daryl Bell](#); [Mickey Frost](#); [REDACTED]; [Jim Tovey](#); [Chris Fonseca](#); [John Kovac](#); [Nando Iannicca](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [George Carlson](#)  
**Subject:** Re: 1st/last mile transit  
**Date:** 2016/09/28 8:06:50 AM

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Good Morning Al:

Thanks for your input. I think that it would be appropriate for the PVAC to have our Staff reach out to the management and planning departments of Mississauga Transit and GO Transit for input on this topic. Rather than being ships passing in the night, the taxi industry and the transit companies should be working in concert to provide improved levels of public transit. I look forward to having this on the Agenda of the next PVAC meeting. If a subcommittee is formed to further consider this topic, I would hope that you could lend your expertise to the project.

Best regards,

[Mark Sexsmith](#)

[All Star Taxi Services Inc.](#)

On Tuesday, September 27, 2016 4:17 PM, Al Cormier [REDACTED] wrote:

This is a timely and useful email Mark. I have had personal experience with designing a taxi service to support a transit system. In the 80's, I worked in the MTO Transit Office and with the collaboration of the Peterborough Transit Manager, we designed what we called 'TransCab' to serve the Kawartha Heights section of Peterborough - a low density residential district that could not support a regular transit route extension. I believe the service was recently replaced by a bus route extension as population in the area grew but TransCab worked well for years.

A cab (or cabs) met the bus at the end of the route and took the Kawartha Heights destined passengers to their home address. Similarly, cabs picked up passengers at their homes and brought them to the end of the bus route to catch the bus trip to downtown or elsewhere in the city. In inclement weather, passengers waited in the taxi cab – timing was relatively easy to administer. The financial arrangements were simple whereby the transit system paid an agreed price to the taxis involved for both inbound and outbound trips. The passengers simply paid the applicable transit fare to either the bus driver or the cab driver, depending on the direction of travel. The logistics were simple and involved the bus driver calling the cab company to send one or more cabs at the end of the route when there was demand. It created revenues to the cab company and a smaller expense than regular bus costs for the transit system. A win-win all around.

With the technologies we have today, I would imagine the logistics could be simpler and faster. I would imagine that there are sections of Mississauga where a TransCab service could be justified instead of an underutilized existing bus route or instead of an extension to a bus route. All of course depends on the scheduling/cycling of buses, demand levels etc... but an idea worth looking into.

As to by-law changes, none may be required in my view.

Regards

Al Cormier

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**From:** MARK SEXSMITH [REDACTED]  
**Sent:** Tuesday, September 27, 2016 2:18 PM  
**To:** Ron Starr <ron.starr@mississauga.ca>  
**Cc:** Carolyn Parrish <carolyn.parrish@mississauga.ca>; Al Cormier [REDACTED]; Mayor Bonnie Crombie <mayor@mississauga.ca>; [REDACTED]; Karen Ras <karen.ras@mississauga.ca>; Daryl Bell <daryl.bell@mississauga.ca>; Mickey Frost <mickey.frost@mississauga.ca>; [REDACTED] Councillor Tovey - <jim.tovey@mississauga.ca>; Councillor Fonseca - <chris.fonseca@mississauga.ca>; Councillor Kovac - <john.kovac@mississauga.ca>; Nando Iannicca <nando.iannicca@mississauga.ca>; Matt Mahoney <matt.mahoney@mississauga.ca>; Pat Saito <pat.saito@mississauga.ca>; Sue Mcfadden <sue.mcfadden@mississauga.ca>; George Carlson <george.carlson@mississauga.ca>  
**Subject:** 1st/last mile transit

Dear Mr. Starr:

The subject of 1st/last mile transportation in regard to the municipal transit systems in the GTHA has been in the news recently, and I understand that there will be RPF's to this effect in the near future from Metrolinx as well as other providers.

This is the type of service that the taxi industry can deliver at a much higher professional level than many other service providers, and for which the rolling stock and dispatch infrastructure are already in place for upcoming pilot projects.

What we need from the PVAC is direction on how the City will deal with any changes in the By Law that would facilitate and accommodate the taxi companies providing this service.

It would be useful to have this on the agenda of the next PVAC meeting. It is vital that, unlike the City's reactive response to the TNC situation, the City develops, along with transit authority, a proactive stance on this subject.

The PVAC has historically been the forum where new ideas are introduced, debated, and studied. I would urge you go make this subject a high priority, as the upgrading of the municipal transit system is of prime importance to the travelling public and the transportation service providers in the private sector.

Best regards,

Mark Sexsmith, Sales Manager  
 All Star Taxi Services Inc.

**From:** [peter\\_d\\_pellier](#) [REDACTED]  
**To:** [Karen Morden](#)  
**Cc:** [Daryl Bell](#)  
**Subject:** INACTIVE TAXI PLATE REGISTRY LIST  
**Date:** 2016/10/08 10:09:52 AM

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KAREN:

On January 17th, 2016, I directed a letter to you and members of the PVAC urging the City to adopt an Inactive Taxi Plate Registry List, and, at the same time, waiving all penalties and timelines associated with an inactive plate. Given the fact the number of plates on the shelf has increased over time, as has the level of concern on the part of affected owners, will this item be included on the October 18th agenda for consideration.

Thank you.

PETER

## APPENDIX 1

**From:** [Karen Morden](#)  
**To:** [Karen Morden](#)  
**Subject:** RE: INACTIVE TAXI PLATE REGISTRY LIST  
**Date:** 2016/01/18 8:34:15 AM

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**From:** Peter Pellier  
**Sent:** 2016/01/17 11:52 AM  
**To:** Ron Starr; Carolyn Parrish; Mayor Bonnie Crombie; Jim Tovey; Karen Ras; Chris Fonseca; John Kovac; Nando Iannicca; Matt Mahoney; Pat Saito; Sue McFadden; George Carlson; Al Cormier; Baljit; Vikesh Kohli; karampunian; raj; jzahavy; nirmal; hssethi; Mickey Frost; Daryl Bell; Karen Morden; marksexsmith; ronnieb; marialendvay; sami; g\_beswick; bestrip  
**Subject:** INACTIVE TAXI PLATE REGISTRY LIST

THE CHAIR & MEMBERS,  
 PVAC.

The longer so-called transportation network companies, such as Uber, are permitted to operate within the City, particularly in the absence of entry controls, the greater the likelihood taxi plates will be rendered inactive, as market penetration by TNC's deepens. (We witnessed a shelving of plates in the early 1990's, due to the punishing effects of a severe recession.)

As a means of connecting prospective lessees with plate owners thusly affected, I would like to propose the creation of an Inactive Plate Registry List, administered by the City. When a plate becomes inactive, the owner can elect to have their name placed on the List for a fee not to exceed the current fee to file a lease agreement. The List shall be made available for public scrutiny both at the Mobile Licensing office, and on the City's website.

When a plate owner places their name on the List, the provisions outlined in Section 16, (Vehicle Inactive), of Public Vehicle Licensing By-law 420-04, as amended, would not apply.

It is worth noting that the City refrained from issuing any new plates from November, 1990 to August, 1998, due to the impact of the 1990's recession. A similar approach should be taken at this time. As long as there are plates on the shelf, no new taxi owner's licences should be issued.

Thank you.

# Public Vehicle Advisory Committee 2016 Action List

Updated for October 18, 2016 Meeting

<b>Issue</b>	<b>Last Discussed on</b>	<b>Who</b>	<b>Status</b>
Accessible plates	September 11, 2012	Enforcement Office	<b>In progress</b>
Term of plate leases coincide with vehicle year limit	September 11, 2012	Enforcement Office	<b>Completed</b>
Mobile taxi application	September 11, 2012	Enforcement Office	<b>Completed</b>
Airport taxis – Stickers on windshields	September 11, 2012	Enforcement Office	<b>Completed</b>
Advance payment in evenings	September 11, 2012	Enforcement Office	<b>Completed</b>
Hotel Shuttles	April 29, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>• Directed to hold public consultation</li> </ul>
Regulations of DADD drivers	October 15, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>• Directed to hold public consultation</li> </ul>
Public Meetings – Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>• Directed to hold public consultation</li> </ul>
Parcel Delivery service	October 15, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>• Directed to hold public consultation</li> </ul>
Need for taxi stands	October 15, 2013	Enforcement Office	<b>Completed</b>
2010 and 2012 Taxicab Plate Issuance	February 4, 2014	Enforcement Office	<b>Completed</b>
Timing of taxicab plate renewal issuance - priority list, identification requirement	September 29, 2014	Enforcement Office	<b>In progress</b>
Mobile Licensing Enforcement Practices	March 3, 2015	Enforcement Office	<b>Completed</b> <ul style="list-style-type: none"> <li>• Update to PVAC: 2016</li> </ul>

# Public Vehicle Advisory Committee 2016 Action List

Updated for October 18, 2016 Meeting

Taxicab Mobile Applications	April 21, 2015	Enforcement Office	<b>Completed</b>
Consultant's Report – Taxi Plate Issuance Model	April 21, 2015	Enforcement Office	<b>Completed</b>
Issuance of Accessible Plates	March 3, 2015	Enforcement Office	<b>In progress</b>
Review of the Terms of Reference for PVAC	April 21, 2015	Clerk's Office	<b>Completed</b>
Illegal Taxicab Operations – Best Practices Report	June 16, 2015	Enforcement Office	<b>Completed</b>
Engagement of Consulting Services – Mobile Taxi Applications	August 12, 2015	Enforcement Office	<b>Completed</b>
Consultant's Report - Regulation of Transportation Network Companies	December 7, 2015	Enforcement Office	<b>Completed</b>
Regulation of Transportation Network Companies	December 7, 2016 April 8, 2016, April 19, 2016	Enforcement Office	<b>In progress</b>
Public Vehicle Licensing By-law 420-04, as amended – Demerit Points	December 7, 2015	Enforcement Office	<b>In progress</b>



May 13, 2016

Mr. Ian Black,  
General Manager,  
Uber, Canada  
[iblack@uber.com](mailto:iblack@uber.com)

Mr. Chris Schafer,  
Uber Public Policy Manager – Canada  
[chris.schafer@uber.com](mailto:chris.schafer@uber.com)

Dear Mr. Black and Mr. Schafer:

At its meeting of May 11, 2016 Mississauga City Council approved the following recommendation:

*“Recommendation 0083-2016*

*Whereas Mississauga is home to a vibrant for hire vehicle industry that provides quality service, while maintaining public safety; and*

*Whereas the for hire vehicle industry has worked cooperatively with city staff and City Council for many years to institute rules to govern the industry in an effort to ensure public safety and quality service; and*

*Whereas the for hire vehicle industry globally is modernizing as a result of the development of new technologies and mobile applications; and*

*Whereas Transport Network Companies (TNCs) are currently operating in contravention of the Mississauga Public Vehicle by-law; and*

*Whereas the purpose of the Public Vehicle by-law is to protect consumer safety and ensure fairness in the for hire vehicle industry; and*

*Whereas consumers have signaled that they want greater choice in the for hire vehicle marketplace; and*

*Whereas other cities in Ontario and across Canada have regulated TNCs in a variety of different ways based on the needs of their local residents; and*

*Whereas some TNCs have successfully undertaken pilot programs in major cities in the United States, such as Anchorage and Detroit to showcase and demonstrate their technology and services;*

*Whereas the City of Mississauga has undertaken an extensive review of the for hire vehicle industry and engaged in thorough public and stakeholder consultation on proposed changes to the Public Vehicle by-law; and*

*Whereas some TNCs have provided feedback to the Public Vehicle Advisory Committee and Council that they would be open to a pilot program; and*

*Whereas Mississauga City Council has a long history of making policies that are in the best interests of its residents and our businesses; and*

*Whereas City Council has approved the Capture option as recommended by PVAC on April 19, 2016...*

*Now therefore be it resolved that that a committee be created with the aim to developing a terms of reference for a limited one-year pilot program to allow Transport Network Companies (TNCs) to operate in Mississauga to determine how TNCs can operate within the Mississauga marketplace and under Council regulation; and*

*Be it further resolved that this committee be comprised of two Councillors, one being the Chair of the Public Vehicle Advisory Committee (PVAC), and the Mayor as ex officio, and one of each of the following: a citizen representative, a taxi cab industry representative, and a representative from the TNC sector; and*

*Be it further resolved that this Committee will work with enforcement staff to develop a report with recommendations on the framework for a pilot for the September 21, 2016 General Committee meeting; and*

*Be it further resolved that Council instruct all TNCs operating in Mississauga to cease operations in this city until such time as the pilot program is instituted; and non-compliance will result in the Committee being disbanded;*

*Be further resolved that Councillor Starr and Councillor Ras be appointed to the Committee and;*

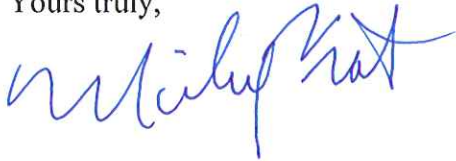
*That a representative be appointed by the Taxi Industry and TNCs by Monday, May 16, 2016 and;*

*That staff be directed to contact the citizen representative's on PVAC to confirm one representative to sit on the Committee."*

In accordance with Council Recommendation 0083-2016 this letter instructs Uber and all of its related companies and subsidiaries to cease operations in the City of Mississauga until such time as the TNC pilot program is implemented.

The City of Mississauga maintains its position that Uber and Uber drivers are operating within the City of Mississauga as a taxi broker and taxi drivers respectively, without being licensed according to the requirements of the City's Public Vehicle Licensing Bylaw 420-04, as amended, and are operating contrary to the requirements of the By-law.

Yours truly,



Mickey Frost,  
Director, Enforcement, HBA; CGA, CPA; MPA  
City of Mississauga

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

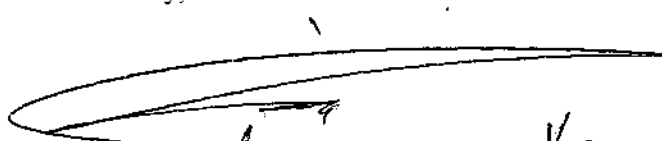
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is PIERRE SHETHAKET and I am the owner/operator of Mississauga Taxi # L110 008. I would like to make the following points concerning this Report. AIRLIFT

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
4. Under no circumstances should there be any consideration of separate FHV categories allowing for an expansion of the number of vehicles required for service above the numbers designated by the current plate issuance formula, or for inclusion of these services under other vehicle categories in the By Law.
5. The City should relax restrictions upon drivers accepting orders from more than one broker; this would facilitate entry into the market place for the e-commerce brokers, provide their customers with licensed service, and provide owner/operators of existing taxis an expanded customer base.
6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

  
APRIL 1 - 2016

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

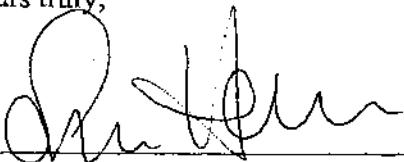
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Silvia Halabi, and I am the owner/operator of Mississauga Taxi # 100. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

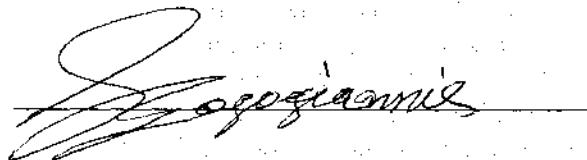
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is ZOGOGIANNIS IOANNIS and I am the owner/operator of Mississauga Taxi # 528. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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Yours truly,



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

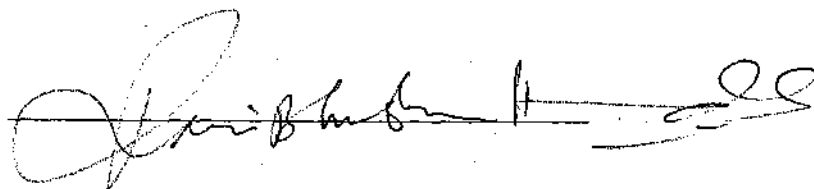
Dear Sir:

My name is RAMI HANDBA, and I am the owner/operator of Mississauga Taxi # 596. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

*a safety of Public*





December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is GEORGE J BRAUN and I am the owner/operator of Mississauga Taxi # 474. I would like to make the following points concerning this Report.  
METRO AIRPORT

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

George J Braun



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

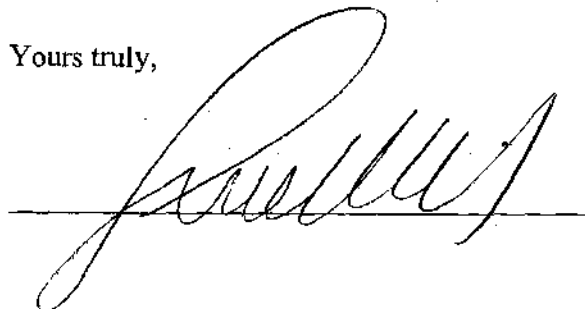
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is CHASMAN CHARIS, and I am the owner/operator of Mississauga Taxi # 007. I would like to make the following points concerning this Report. Limo

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

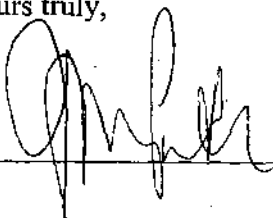
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is T.M. - PINTER, and I am the owner/operator of Mississauga Taxi # 21. I would like to make the following points concerning this Report. LIVER

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,



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December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Anton Sabat and I am the owner/operator of Mississauga Taxi # 583. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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Yours truly,

Anton Sabat

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Izzat H Siddiqui and I am the owner/operator of Mississauga Taxi # 533. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,



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December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is BOTOS KHALIL, and I am the owner/operator of Mississauga Taxi # 344. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,

BOTOS KHALIL

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Atiq Parwiz, and I am the owner/operator of Mississauga Taxi # 465. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,



424

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Jatinda Kumar, and I am the owner/operator of Mississauga Taxi # 424. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,

Jatinda Kumar

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is AMARTEJ SINGH RAI, and I am the owner/operator of Mississauga Taxi # 567. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

Amartej Singh Rai



384

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is JAGJIT SINGH, VIKK. and I am the owner/operator of Mississauga Taxi # 384. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,



555

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is MANJITINDER SINGH and I am the owner/operator of Mississauga Taxi # 555. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,



A35

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

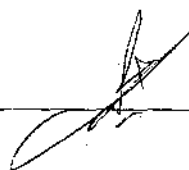
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Hayder Mahedi, and I am the owner/operator of Mississauga Taxi # A35. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
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Yours truly,



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December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

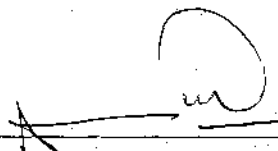
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Chaudhry Abid Ali and I am the owner/operator of Mississauga Taxi # 559. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
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Yours truly,



---

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Atiq Ur Rehman Pang and I am the owner/operator of Mississauga Taxi # 508. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
4. Under no circumstances should there be any consideration of separate FHV categories allowing for an expansion of the number of vehicles required for service above the numbers designated by the current plate issuance formula, or for inclusion of these services under other vehicle categories in the By Law.
5. The City should relax restrictions upon drivers accepting orders from more than one broker; this would facilitate entry into the market place for the e-commerce brokers, provide their customers with licensed service, and provide owner/operators of existing taxis an expanded customer base.
6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

Atiq Ur Rehman Pang

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Shahid Iqbal, and I am the owner/operator of Mississauga Taxi # 495. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
4. Under no circumstances should there be any consideration of separate FHV categories allowing for an expansion of the number of vehicles required for service above the numbers designated by the current plate issuance formula, or for inclusion of these services under other vehicle categories in the By Law.
5. The City should relax restrictions upon drivers accepting orders from more than one broker; this would facilitate entry into the market place for the e-commerce brokers, provide their customers with licensed service, and provide owner/operators of existing taxis an expanded customer base.
6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

Shahid Iqbal

399

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

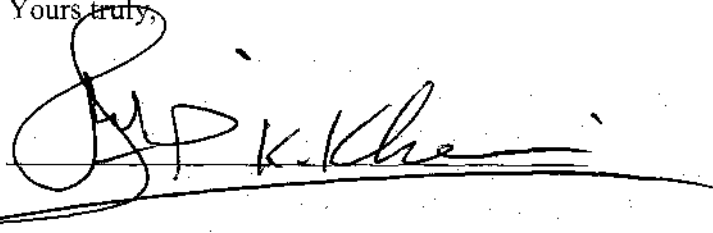
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Izhalil KHOURI, and I am the owner/operator of Mississauga Taxi # 644. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is HANNA BECHARA, and I am the owner/operator of Mississauga Taxi # 432. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

H. Bechara



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is GEBRAN SBEIT, and I am the owner/operator of Mississauga Taxi # 443. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

Gebraan Sbeit

December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

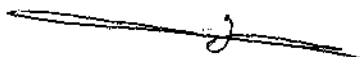
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Yousif Sheet, and I am the owner/operator of Mississauga Taxi # 2415. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

  
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December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

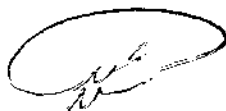
Dear Sir:

My name is Sayed-TABIBI, and I am the owner/operator of Mississauga Taxi # 564. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,

06-04-16



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

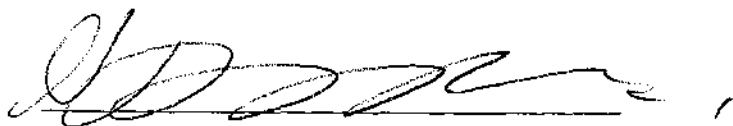
Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is NIDAL FAWAZ, and I am the owner/operator of Mississauga Taxi # 328. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
3. All ride share companies should only dispatch to vehicles that are licensed as taxis in Mississauga.
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6. While reference to the Province concerning that government's ability to provide superior oversight of many aspects of our industry, we maintain that local control concerning the number of vehicles necessary for optimum levels of service is essential to the overall health of the Mississauga taxi industry.

Yours truly,



December 9, 2015

City of Mississauga  
300 City Centre Dr.  
Mississauga, ON, L3B 1C1

Attention: Mr. Ron Starr, Chair, PVAC

Re: Industry Feedback on the Ride Share Report of December 7, 2015

Dear Sir:

My name is Mahmoud Musleh, and I am the owner/operator of Mississauga Taxi # 377. I would like to make the following points concerning this Report.

1. All ride share companies operating in Mississauga should have to take out a Broker's license, and operate under the same By Laws as existing Brokers.
2. All ride share companies should be required to use only the services of municipally licensed taxi drivers.
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Yours truly,

