

City of Mississauga  
**Additional Agenda**



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## Public Vehicle Pilot Program Committee

**Date**

October 25, 2016

**Time**

10:00 AM

**Location**

Council Chamber

2<sup>nd</sup> Floor

300 City Centre Drive

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**ADDITIONAL DEPUTATION**

5.3. Jagtaran Sidhu to speak regarding the taxi industry

**ADDITIONAL MATTER TO BE CONSIDERED**

6.6. Response to Item 6.2. "Benchmarking Study: Current Taxicab Regulations", and Item 6.3. "Benchmarking Study: Transportation Network Company Regulations in Effect" – Submission from Chris Schafer, TNC Sector Representative

**Contact**

Karen Morden, Legislative Coordinator, Legislative Services

905-615-3200 ext. 5471

[karen.morden@mississauga.ca](mailto:karen.morden@mississauga.ca)

**From:** [Chris Schafer](#)  
**To:** [Karen Morden](#)  
**Cc:** [Mayor Bonnie Crombie](#); [Ron Starr](#); [Karen Ras](#); [Mark Sexsmith](#); [Al Cormier](#); [Daryl Bell](#); [Robert Genoway](#); [Crystal Greer](#); [Diana Rusnov](#); [Robert Trewartha](#); [Sumeeta Kohli](#); [Ashley Bigda](#); [John Kovac](#)  
**Subject:** Re: Public Vehicle Pilot Program Committee Meeting - October 25, 2016  
**Date:** 2016/10/23 2:26:29 PM  
**Attachments:** [image001.png](#)  
[MississaugaResponserePilotTablesOct.25th \(1\).pdf](#)

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Hi Karen,

Please see attached and below a response to the agenda material provided.

In response to the tables provided for in the agenda re “Benchmarking Study: Current Taxicab Regulations” and “Benchmarking Study: Transportation Network Company Regulations in Effect”, I briefly note the following:

- I believe it is important to benchmark “apples to apples” by reviewing Transportation Network Company (TNC) Regulations in Effect when discussing and making decisions with respect to the parameters of a Pilot Program in Mississauga. Making decisions on the content of a Pilot Program in Mississauga based on Current Taxicab Regulations in effect in various Canadian municipalities would not be comparing “apples to apples”.
- With respect to the London section of the Transportation Network Company Regulations table, it is important to emphasize that London, unlike the rest of the cities noted with the exclusion of the province of Quebec, has not passed TNC regulations or a bylaw to address ridesharing/Uber yet.
  - Furthermore, with respect to London, it is important to note that with respect to the issue of whether to require cameras in ridesharing vehicles, London City Council voted to remove the requirement from cameras in its draft bylaw on ridesharing in London. As such, the current draft bylaw going to a Public Participation Meeting (Special meeting of Committee) on October 26th does not contain a requirement for cameras in ridesharing/Uber vehicles. See this article: <http://www.lfpres.com/2016/07/27/proposed-bylaw-changes--fuel-criticism-against-coun-jesse-helmer>
- The information provided with respect to “Medical safety certificate required” may be erroneous on the staff table with respect to Benchmarking Study: Transportation Network Company Regulations in Effect. These cities do not require a medical safety certificate upfront as part of the regulatory process for new Uber/ridesharing drivers applying through the TNC to be an Uber driver-partner. (I do note that the same table notes that a “Driver Medical Certificate” is not required).
- With respect to “Driver Training” re Benchmarking Study: Transportation Network Company Regulations in Effect, TNCs across the cities provided for provide training to drivers. The City is not involved directly in the traditional administration of in-class training or otherwise, although the table does note that TNC provides training. The table may seem to suggest that Waterloo Region is doing training which would be inaccurate.

Sincerely,

Chris Schafer  
Uber Public Policy Manager - Canada  
[chris.schafer@uber.com](mailto:chris.schafer@uber.com) | +1 (647) 389-8052  
[www.uber.com](http://www.uber.com)

On Thu, Oct 20, 2016 at 3:35 PM, Karen Morden <[Karen.Morden@mississauga.ca](mailto:Karen.Morden@mississauga.ca)> wrote:

Good afternoon,

The next meeting of the Public Vehicle Pilot Program Committee will take place on Tuesday, October 25, 2016 at 10:00 AM in Council Chambers – 2<sup>nd</sup> Floor, Civic Centre – 300 City Centre Drive, Mississauga L5B 3C1.

The agenda for this meeting has been published online and can be accessed at the following link:

[Public Vehicle Pilot Program Committee Agenda - October 25, 2016](#)

**To Members:**

Please advise me as soon as possible if you will be late or are unable to attend this meeting so that I may anticipate and deal with any issues with quorum.

Should you have any questions, please don't hesitate to contact me for assistance.

Kind regards,

Karen



**Karen Morden**

August 27, 2015

Ms. Karen Morden  
Legislative Coordinator  
Legislative Services  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Ms. Morden,

**RE: Public Vehicle Pilot Program Committee Meeting - October 25, 2016**

In response to the tables provided for in the agenda re “Benchmarking Study: Current Taxicab Regulations” and “Benchmarking Study: Transportation Network Company Regulations in Effect”, I briefly note the following:

- I believe it is important to benchmark “apples to apples” by reviewing Transportation Network Company (TNC) Regulations in Effect when discussing and making decisions with respect to the parameters of a Pilot Program in Mississauga. Making decisions on the content of a Pilot Program in Mississauga based on Current Taxicab Regulations in effect in various Canadian municipalities would not be comparing “apples to apples”.
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Chris Schafer  
Public Policy Manager  
Uber Canada