
Special Public Vehicle Advisory Committee

Date

2017/06/07

Time

2:00 PM

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 (Vice-Chair)
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

Please note:

Find it Online

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

This is a Special Meeting of the Public Vehicle Advisory Committee. As such, the Committee will only be considering Item 5.1., the staff report regarding the issuance of 250 taxi plates in response to Council Resolution 0054-2017.

Deputations will be limited to 5 minutes.

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Public Vehicle Advisory Committee Minutes - April 24, 2017

5. **MATTER TO BE CONSIDERED**

5.1. Report dated May 30, 2017 from the Commissioner of Transportation and Works:
Issuance of Temporary Taxi Owners Plates for the duration of the Transportation Network Pilot Project.

Note: Staff will provide a presentation on the report.

RECOMMENDATION

That the Public Vehicle Advisory Committee (PVAC) provide comment to staff for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated May 30, 2017, entitled, "Issuance of Temporary Taxi Owners Plates for the duration of the Transportation Network Pilot Project."

6. **DEPUTATIONS**

6.1. Phillip Sheridan, Taxi Industry to speak regarding Council Resolution 0054-2017.

6.2. Alexander Mantadis, Oakville Resident to speak regarding Council Resolution 0054-2017.

6.3. Peter Pellier, Taxi Plate Owner to speak regarding Council Resolution 0054-2017.

6.4. Yad Sidhu, Taxi Industry to speak regarding Council Resolution 0054-2017.

-
7. **PUBLIC QUESTION PERIOD – 15 minute limit**
(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.)
8. **INFORMATION ITEMS**
- 8.1. Email dated April 25, 2017 from Kamaljit Singh, Taxi Driver in support of Part 3 of Council Resolution 0054-2017, the issuance of 250 taxi plates.
- 8.2. Email dated May 28, 2017 from Peter Pellier, Taxi Plate Owner in opposition of Part 3 of Council Resolution 0054-2017, the issuance of 250 taxi plates.
- 8.3. Letter dated May 30, 2017 from Alexander Mantadis, Oakville Resident in opposition to Part 3 of Council Resolution 0054-2017, the issuance of 250 taxi plates.
9. **DATE OF NEXT MEETING** - June 20, 2017 - 10:00 AM, Council Chambers
10. **ADJOURNMENT**

City of Mississauga

Minutes



Public Vehicle Advisory Committee

Date

2017/04/24

Time

10:32 AM

Location

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

Members Present

Councillor Ron Starr, Ward 6 (Chair)
Councillor John Kovac, Ward 4 (Vice-Chair)
Al Cormier (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

Vikesh Kohli (Citizen Member)
Joshua Zahavy (Limousine Owners)

Other Attendees

Councillor Carolyn Parrish, Ward 5

Staff Present

Douglas Meehan, Acting Director, Enforcement
Daryl Bell, Manager, Mobile Licensing Enforcement
Karen Morden, Legislative Coordinator, Legislative Services

Find it online

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

1. **CALL TO ORDER** - 10:32 AM2. **APPROVAL OF AGENDA**

Approved (J. Kovac)

3. **DECLARATION OF CONFLICT OF INTEREST** - Nil4. **MINUTES OF PREVIOUS MEETING**

4.1. Minutes of the October 18, 2016 meeting of the Public Vehicle Advisory Committee

Approved, as presented (A. Cormier)

5. **DEPUTATIONS**

5.1. Mark Sexsmith, All Star Taxi spoke regarding the impact and implications of Council Resolution 0054-2017, specifically pertaining to Part 3 of the Resolution, the issuance of 250 taxi plates, on the Mississauga Taxi Industry. Additionally, Mr. Sexsmith noted the impact on members of the public and requested that Council rescind Part 3 of Resolution 0054-2017.

Karam Punian, Taxi Driver Representative inquired about the current value of a taxi plate, to which Mr. Sexsmith spoke regarding the vast reduction in current plate value.

Councillor Parrish spoke regarding the issuance of 250 taxi plates, noted that it would not cause the destruction of the industry and commented on the impact that Uber has had. Mr. Sexsmith commented that the Hara report had advised that the current number of taxi plates in the City was adequate and that the issuance of 250 taxi plates would cause significant financial impact on current driver/owners.

In response to a question from Al Cormier, Citizen Member Daryl Bell, Manager, Mobile Licensing Enforcement provided clarification on the justification of the issuance of 250 plates and advised that staff would be conducting a thorough review of the Public Vehicle Licensing By-law 420-04, as amended.

Recommendation

That the deputation by Mark Sexsmith, Taxi Industry with respect to Council Resolution 0054-2017, to issue 250 taxi plates to individuals on the priority list, be received.

Received (K. Punian)

Recommendation PVAC-0001-2017

- 5.2. Peter Pellier, Taxi Plate Owner spoke in opposition to Council Resolution 0054-2017, noting that the decision to issue 250 taxi plates had caused significant stress on members of the taxi industry. Additionally Mr. Pellier spoke to the Charter of Rights and Freedoms and requested that Council rescind Part 3 of the Resolution. Karam Punian, Taxi Drivers Representative asked staff how many people were currently on the priority waiting list, to which Daryl Bell, Manager, Mobile Licensing Enforcement advised that there were 197 people on the list. Mr. Punian inquired what would happen to the plates once the Pilot Program had ended and whether the formula used to determine the number of plates that should be issued was still in place, to which Mr. Bell commented that the Resolution was an attempt to 'level the playing field' for the duration of the Pilot and that there would be a complete review of the by-law, at which time it would be decided how many plates should continue to be issued.

Recommendation

That the deputation by Peter Pellier, Taxi Industry with respect to Council Resolution 0054-2017, to issue 250 taxi plates to individuals on the priority list, be received.

Received (K. Punian)

Recommendation PVAC-0002-2017

At this time, Councillor Starr requested that Public Question Period be conducted after all other items on the agenda. The minutes reflect the order in which items were dealt with.

7. **MATTERS CONSIDERED**

- 7.2 Report dated April 10, 2017 from the Commissioner of Transportation and Works: Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to change the driver's abstract requirements from more than six demerit points to more than seven demerit points.

No discussion took place on this item.

Recommendation

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to prohibit persons from obtaining a taxicab licence or limousine licence who has a driver's abstract that contains more than seven demerit points as outlined in the report from the Commissioner, Transportation and Works, dated April 10, 2017 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to change the driver's abstract requirements from more than six demerit points to more than seven demerit points".

Approved (Councillor Kovac)

Recommendation PVAC-0003-2017

- 7.3. Report dated April 10, 2017 from the Commissioner of Transportation and Works: Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirements for medical certificates for taxi and limousine drivers.

Councillor Kovac inquired when staff had done benchmarking with other municipalities on the issue of medical certificates and at what point did other municipalities who had the medical certificate requirement suspend the requirement. Daryl Bell, Manager, Mobile Licensing Enforcement indicated that the benchmarking had occurred earlier in the year as part of the TNC review and that other municipalities did not have the requirement. Further, Mr. Bell noted that Legal had advised that requiring a medical certificate was not an appropriate way to gain knowledge regarding a driver's health and that was why staff brought this report forward.

Recommendation

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirement for a medical certificate to be licensed as a taxi or limousine driver, as outlined in the report from the Commissioner, Transportation and Works, dated April 10, 2017 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirements for medical certificates for taxi and limousine drivers".

Approved (K. Punian)

Recommendation PVAC-0004-2017

- 7.4. On Demand Taxis for Disabled Persons

Email dated January 29, 2017 from Al Cormier, Citizen Member with respect to on-demand taxis for persons with disabilities.

Al Cormier, Citizen Member spoke to his concerns about accessible taxi service and noted that several accessible plates had been returned and requested staff input. Daryl Bell, Manager, Mobile Licensing Enforcement commented that staff had been continually reviewing accessible taxi service, that the request for on-demand accessible taxi service was relatively low and that the Hara report had recommended that Mississauga have 21% of the taxi industry fleet as accessible vehicles. Mr. Bell also noted that the TNCs do not provide accessible service but would be required to during the Pilot Program and in the event that they couldn't, they were to make alternate arrangements for those customers. Mr. Cormier requested that a report be brought forward on the issue. Councillor Parrish suggested that Mr. Cormier delegate to Regional Council on the issue of accessibility and increased on-demand service and that she would then request a report from Regional staff. Councillor Starr requested that staff bring forward a report on the issue.

Recommendation

That the email dated January 29, 2017 from Al Cormier, Citizen Member with respect to on-demand accessible taxi service, be received.

Received (H. S. Sethi)

Recommendation PVAC-0005-2017

7.5. Public Vehicle Advisory Committee 2017 Action List

Al Cormier, Citizen Member noted that there were items on the list since 2013 that hadn't been dealt with. Councillor Starr noted that it would be up to the Committee to add or delete items on the list.

Recommendation

That the Public Vehicle Advisory Committee Action List be received for information.

Received (H. S. Sethi)

Recommendation PVAC-0006-2017

7.1. Consideration of Council Resolution 0054-2017, amendments to the Public Vehicle Licensing By-law 420-05, as amended.

Councillor Starr requested that staff provide a brief background on Council Resolution 0054-2017. Daryl Bell, Manager, Mobile Licensing Enforcement noted that staff would be completing a complete review of the Public Vehicle Licensing By-law and that the implementation of a TNC Pilot Program would commence starting in July 2017.

Councillor Parrish spoke regarding the TNC Pilot Program, the review of the by-law, and asked what the recommended number of taxis was. Mr. Bell spoke to the Hara report and noted that there were currently 18 plates on the shelf that had been there for a number of months as owners couldn't find drivers to operate their vehicles due to high monthly lease fees. Councillor Parrish directed staff to send a letter to the 197 people on the priority waiting list to gauge interest of the possibility of being able to purchase a plate for a nominal administrative fee for the duration of the TNC Pilot Program and report back at the next meeting of the Public Vehicle Advisory Committee. Councillor Starr requested clarification on the temporary issuance of the plates and was advised that the plates would be temporary.

Harsimar Singh Sethi, Elected At Large inquired how many of the 668 plates were run out of the airport and was advised that none of the plates were run out of the airport as they were all City plates. Mr. Sethi asked how many dedicated taxi stands there are in the City, to which Mr. Bell noted that there are six City-wide. Mr. Sethi spoke to the need for more taxi stands in the City. Mr. Bell noted that they are on privately owned property

and that it is up to the owner of the property as to whether they will allow a taxi stand. Mr. Sethi spoke in opposition of issuing 250 taxi plates.

Al Cormier, Citizen Member requested clarification on Part 3 of Resolution 0054-2017. Councillor Parrish noted that the issuance of plates was slated for September 2017.

Councillor Starr commented that the responses to the letter gauging interest in purchasing a temporary taxi plate should come back to the Committee as soon as possible and that a Special meeting of the Public Vehicle Advisory Committee could be scheduled. Additionally, Councillor Starr noted the importance of receiving feedback from the industry and assured the members of the public that, based on the feedback received, he may consider amending Resolution 0054-2017, if needed.

Karam Punian, Taxi Drivers Representative asked what would happen to the seniority list if a person on the list declined to take a temporary plate, to which Mr. Bell advised that the priority list would remain and that the issuance of temporary plates would not impact the list.

Recommendation

1. That staff be directed to send a letter to all individuals on the taxi plate priority list to gauge interest in the purchase of a temporary taxi plate during the TNC Pilot Project;
2. That the consideration of Council Resolution 0054-2017 , specifically to the issuance of 250 taxi plates to those individuals on the priority list, be deferred to a Special Public Vehicle Advisory Committee meeting, following Enforcement staff's issuance of a letter to gauge interest in purchasing a temporary plate during the TNC Pilot Project.

Approved (A. Cormier)

Recommendation PVAC-0007-2017

8.

INFORMATION ITEMS

Councillor Starr requested that all Information Items be received together, to which the Committee agreed.

Recommendation

That all Information Items on the Public Vehicle Advisory Committee agenda for April 24, 2017, be received for information.

Received (K. Punian)

Recommendation PVAC-0008-2017

The following Information Items were received:

- 8.1. Email dated September 20, 2016 from Mark Sexsmith, Taxi Industry regarding credit card/debit card POS machines in taxis.
- 8.2. Email dated December 2, 2016 from Ron Baumber, Accessible Taxi Owner
- 8.3. Letter dated March 29, 2017 from the Management at All Star Taxi Inc. regarding amendments to the Public Vehicle Licensing By-law 420-04, as amended.
- 8.4. Email dated April 15, 2017 from Peter Pellier, Taxi Industry regarding Resolution 0054-2017 and the issuance of 250 taxi plates.
- 8.5. Public Vehicle Advisory Committee 2017 Meeting Dates

6. **PUBLIC QUESTION PERIOD**

- 6.1. Sami Khairallah, Aeroport Taxi thanked the Councillors for standing with the industry and spoke to the issuance of 250 plates, noting that it would create increased competition within the taxi industry and not with Uber, as was intended. Additionally Mr. Khairallah commented that the supply should not increase when the demand decreases and asked the Councillors to wait on the issuance of the temporary plates.
- 6.2. Rick Saliman, taxi plate owner spoke to the difficulty he had been experiencing in finding a driver and asked the Councillors not to issue 250 taxi plates as stated in Resolution 0054-2017. In response to questions from Harsimar Singh Sethi, Elected At Large Representative Mr. Saliman indicated that he owned 3 taxi plates and reiterated that he could not find a taxi driver to lease a plate at \$200 per month.
- 6.3. Alexander Mantadis, Oakville resident explained that he was speaking on behalf of his mother and spoke regarding his father's career in the Mississauga taxi industry, noting that his father purchased a taxi plate to ensure financial security in the future. Additionally Mr. Mantadis spoke regarding the influx of TNCs in the City and asked that the issuance of 250 taxi plates not be granted.
- 6.4. Jagdeep Singh, Taxi Driver spoke to his 20 year career in the taxi industry, indicated that he was 15th on the priority waiting list and that he wanted to be issued a taxi plate when it was his turn and there were no other plates on the shelf, not as part of the pending issuance of 150 taxi plates.
- 6.5. Antoine Khairallah, Taxi Owner spoke regarding his history in the Mississauga taxi industry and spoke in opposition of the issuance of 250 taxi plates. Councillor Starr thanked members of the public for providing their input and reiterated that a Special PVAC meeting should be scheduled to discuss the issuance of 250 taxi plates.

Councillor Parrish spoke regarding the impact that TNCs have had on the taxi industry and indicated that the interest in response to the pending letter from staff regarding purchasing a temporary taxi plate would guide next steps. Al Cormier, Citizen Member moved to support Parts 1, 2 and 4 of Council Resolution 0054-2017.

9. **OTHER BUSINESS** - Nil.
10. **DATE OF NEXT MEETING** - June 20, 2017
11. **ADJOURNMENT** - 11:56 AM

DRAFT

City of Mississauga

Corporate Report



Date: 2017/05/30

To: Chair and Members of

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

Originator's files:

Meeting date:
2017/06/07

Subject

Issuance of Temporary Taxi Owners Plates for the duration of the Transportation Network Pilot Project

Recommendation

That the Public Vehicle Advisory Committee (PVAC) provide comment to staff for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated May 30, 2017, entitled, "Issuance of Temporary Taxi Owners Plates for the duration of the Transportation Network Pilot Project."

Background

At the City of Mississauga Council meeting held on April 12, 2017, Resolution 0054-2017 was passed (Appendix 1), which included the following:

"3) That the 250 qualified taxi drivers on the waiting list be provided, for a nominal administration fee, plates effective for the period of the Pilot Project and discussed at the April 24, 2017 PVAC meeting."

At the PVAC meeting held on April 24, 2017, a number of individuals associated with the taxi industry identified their concerns with the proposed issuance of temporary plates, and that such action would further degrade the value of plates currently held by taxicab owners.

Staff were directed to issue a letter to all those identified on the Priority Waiting List to gauge their interest in receiving a temporary taxi owners licence as identified in the resolution.

This letter was prepared by staff and mailed on May 15, 2017, requesting that all responses be provided to Mobile Licensing Enforcement no later than May 25, 2017. (Appendix 2)

Comments

A total of 228 responses were received by Mobile Licensing Enforcement. Of those 228 responses, 224 (98%) were in favor of the issuance of a temporary owner's plate.

Prior to the passage of Resolution 0054-2017, there were 168 names on the Priority Waiting List. Since that time, an additional 155 taxicab drivers who met the requirements of the Public Vehicle Licensing By-law 420-04, as amended, added their name to Priority Waiting List. The current total stands at 323.

Further analysis of the results indicates that of the 168 names that appeared on the Priority Waiting List prior to the passage of the resolution, 115 individuals responded (68%). Of these 115 responses, 111 (97%) responded that they were in favor of the issuance of temporary owner's plates. Of the additional 155 drivers added to the Priority Waiting List following the passage of the resolution, 113 individuals responded (73%). Of these 113 responses, 100% responded that they were in favor of the issuance of temporary owner's plates.

Through a review of the lease agreements filed with the City of Mississauga, it has been determined that of the total 228 respondents, approximately 125 are currently leasing taxicab owner's plates (55%).

In the subgroup of the 168 respondents that appeared on the Priority Waiting List prior to the passage of the resolution, 46 (27%) are currently leasing taxicab owner plates.

Financial Impact

The resolution identifies that the temporary Owners Licences would be issued for a nominal administration fee. This fee would be based on a cost recovery model and would reflect the current licensing requirements for taxicab owners. The costs associated would include administrative functions, initial inspections of vehicles being licensed and the production of a temporary plate. As such, there would be no significant financial Impact.

Conclusion

The response to the letter issued to taxicab drivers whose names appear on the Priority Waiting List indicates that there is strong support for the issuance of temporary taxicab owners licences for the duration of the Transportation Network Company Pilot Project.

Attachments

Appendix 1: Council Resolution 0054-2017 Taxi Industry By-law

Appendix 2: Letter sent to those identified on the Priority Waiting List



Public Vehicle Advisory Committee	2017/05/30	3
-----------------------------------	------------	---

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

Prepared by: Michael Foley, Manager, Mobile Licensing Enforcement



RESOLUTION 0054-2017
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on April 12, 2017

0054-2017 Moved by: Carolyn Parrish Seconded by: Ron Starr

Whereas the taxi industry in Mississauga has been heavily regulated for over 30 years, such regulations arrived at through Council, industry and citizen representatives working through the Public Vehicle Advisory Committee;

Whereas cab licence plates have been greatly devalued by the advent of TNCs operating illegally in the City of Mississauga over the past several years;

Whereas the regulation of the taxi industry creates an unfair competitive position in light of the legitimization of TNCs through a Pilot Project being initiated July 1, 2017 for a period of 18 months;

Whereas the lengthy discussions surrounding the entry of TNCs into the Mississauga market have always included the desire to create a “level playing field” for the taxi industry in our city. In fact, one of the recommendations made by staff in the Pilot Project Report for TNCs suggested that another by-law should be enacted to amend the Public Vehicle Licensing By-Law 420-04, as amended, to minimize impediments to taxi and limousine operators providing service in a manner competitive with TNCs.

Therefore be it resolved:

1. That a complete review of by-laws governing our taxi industry be immediately conducted with an eye to eliminating or modifying all and every by-law or regulation to parallel those in the regulations for the Pilot Project governing TNCs starting July 1, 2017; and
2. The results of that review be presented in a report to PVAC on September 19, 2017 and from there to Council in sufficient time;
3. That the 250 qualified taxi drivers on the waiting list be provided, for a nominal administration fee, plates effective for the period of the Pilot Project and discussed at the April 24, 2017 PVAC meeting.
4. That Resolution 0045-2017 be rescinded.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor J. Tovey	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor N. Iannicca	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Carried (12, 0, Unanimous)



City of Mississauga
Transportation and Works Department
3235 Mavis Road
MISSISSAUGA ON L5C 1T7
mississauga.ca
905-615-4311

DATE

Registered Mail

NAME
ADDRESS
ADDRESS

Dear NAME

Re: TNC Pilot Project Temporary Plate Issuance

The City of Mississauga will be conducting a Transportation Network Company (TNC) Pilot Project from July 1, 2017 to December 31, 2018. During this period, TNC vehicles will be permitted to operate in the City of Mississauga.

On April 12, 2017 City Council adopted Resolution 0054-2017 (see Attachment 1). Item #3 states "That the 250 qualified taxi drivers on the waiting list be provided, for a nominal administration fee, plates effective for the period of the Pilot Project and discussed at the April 24, 2017 PVAC meeting."

The Temporary Taxicab Owners Licence will be available for the duration of the Pilot Project with the following conditions:

- The licence would be supplied subject to a nominal fee for issuance.
- Those issued a licence would be subject to the requirements of the By-law for Taxicab Owners during the licensing period.
- Upon completion of the Pilot Project the licence would be revoked.
- The receipt of a licence would have no impact on the licensee's position within the Priority List.

IF YOU ARE INTERESTED in obtaining a Temporary Taxicab Owners Licence please contact us by email at mobile.licensing@mississauga.ca. Please provide: your name, your taxicab drivers licence# and indicate that you would like to obtain a temporary licence. **Responses must be received on or before May 25, 2017.**

City Staff have been directed to gauge the level of interest based on these responses and report the findings back to the Public Vehicle Advisory Committee at a later date.

Sincerely,

Michael Foley
Manager, Mobile Licensing Enforcement
(905) 615-3200 ext. 5648
michael.foley@mississauga.ca

Attachment 1 - Resolution 0054-2017, April 12, 2017

From: [Ron Starr](#)
To: [Karen Morden](#)
Subject: FW: Issuance of taxi plates Mississauga
Date: 2017/04/25 5:01:27 PM

Correspondence for our next meeting ?

Ron
Ron Starr, P. Eng.
Councillor Ward 6

City of Mississauga - Ward 6 300 City Centre Drive, Mississauga, ON L5B 3C1
Office: 905-896-5600 ron.starr@mississauga.ca [Twitter.com/RonStarr6](https://twitter.com/RonStarr6)

"This e-mail may not be forwarded or shared without permission of the author."

-----Original Message-----

From: Kamaljit Singh [REDACTED]
Sent: 2017-04-25 10:40 AM
To: Ron Starr
Subject: Issuance of taxi plates Mississauga

Dear councillor

I was at pvac meeting on April 24th, 2017 at City hall I was excited about 250 plates city is issuing in Mississauga since I am on priority list from last seventeen years. I heard lots of arguments from plate owners that we don't need plates & there is no business in Mississauga I don't get why people are buying plates for \$48000 thousand dollars. I think plate owners want their monopoly. Other thing is why they buy two or three plates since plates are for those people who drive not sitting home and make profit. I request the city please continue issuing plates only to the drivers who are on priority list. Thanks Sent from my iPhone

From: [peter d pellier](#)
To: [Ron Starr](#); [John Kovac](#); [Baljit](#); [Vikesh Kohli](#); [Karam S. Punian](#); [Rajendra Singh](#); [Joshua Zahavy](#); [Nirmal Singh](#); [Al Cormier](#); [H S Sethi](#); [Karen Morden](#)
Cc: [Mayor Bonnie Crombie](#); [Jim Tovey](#); [Karen Ras](#); [Chris Fonseca](#); [Carolyn Parrish](#); [Nando Iannicca](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McEadden](#); [George Carlson](#); [Geoff Wright](#); [Samuel Rogers](#); [Michael Foley](#)
Subject: 250 PLATES - AT A CROSSROADS
Date: 2017/05/28 11:23:59 AM

THE CHAIR & MEMBERS,

PVAC.

Resolution 0054-2017, Item 3 significantly diminishes the public good and the ongoing viability of the taxi industry, given the two are inextricably linked. If said plates are issued, or even a portion thereof, logical, not to mention regrettable, consequences will ensue.

To wit:

- (1) Such a move will totally destabilize the taxi industry, seeing as driver market share will plummet below a sustainable level.
- (2) No longer will service standards set by the City, and enshrined in the Public Vehicle Licensing By-law, be achievable.
- (3) The pilot, set to commence July 1st, will be compromised, calling into question the allocation of Staff time and resources aimed at monitoring and assessing the project.
- (4) Likewise, the detailed review of the Public Vehicle Licensing By-law, scheduled for completion this September, will be compromised in the face of a severely debilitated taxi industry.
- (5) An increase in the demand for social assistance on the part of drivers and owners unable to support themselves and their families is assured.
- (6) Income security for senior members of the industry and their spouses/widows, dependant on plate rental revenue, will be undermined.
- (7) Plate values will be eliminated completely, leaving those who either paid fair market value, or who received an issue from the Priority List after giving up to 25 years of service, justifiably wondering why the City pulled the rug from under their feet.
- (8) The number of the plates on the shelf will rise exponentially, begging the obvious question why issue additional plates, knowing full well it will contribute to an increase in the number of inactive plates?
- (9) Finally, Resolution 0054-2017, Item 3 violates Section 7 of the Charter of Rights and Freedoms, specifically the right to security of the person, seeing as the issuance of up to 250 plates will impose extreme hardship, as well as significant psychological stress, on hundreds of cabbies and their families.

Clearly, the City is at a crossroads. If these plates are issued, the damage, both direct and collateral, will be considerable. The prudent course of action is to rescind Item 3, thereby

allowing both the pilot and the By-law review to unfold in the absence of undue interference.

Thank you.

PETER D. PELLIER

Alexander Mantadis
[REDACTED]
Ontario, Canada
[REDACTED]

May 30, 2017

Re: Issuance of 250 temporary Taxi Plates via Item 3 of Resolution 0054-2017

The Chair and members,

PVAC

The Chair and members of PVAC,

My name is Alexander Mantadis and I am writing on behalf of my mother who is dependant on the pension income provided by Mississauga taxi plates. The purpose is to defend my mother's interests and those who are in a similar situation, and to inform the reader of the historic and current state of affairs of the taxi business in the City of Mississauga. The aim is to clarify the industry to those who do not have an intimate knowledge of it and to refute the argument that deregulation will improve the service to the public and the ability of the drivers and owners to earn a sustainable living. The current system, without the issuance of 250 taxi plates, as it stands, with regulations and limits, provides the best for all stakeholders: the public, the drivers and the owners.

My late father, Stan Mantadis entered the taxi business in the early 1980's as the result of a recession. Being self-employed with sales plummeting in his import /export business and faced with a mortgage of over 20 % interest, to provide for his family, my father rolled up his sleeves and applied for a City of Mississauga taxi driver's licence and began to drive, renting a vehicle from an owner. Over time, he bought one plate from an existing owner, paying the fellow fair market value. He bought the plate because the plate gave its owner the City sanctioned and guaranteed right to own and operate a taxicab; a chance to continue being an independent small business person!

The seller, who had been a lifelong taxi driver took the proceeds of his taxi plate and bought a property in the north, fulfilling his lifelong dream. My father viewed the taxi plate as a ticket to financial independence that would provide for his family in his time of need. Over time, my father bought two other plates, paying or cashing out the pensions of two other taxi drivers in the process, effectively planning for his own eventual retirement and his family's legacy in his new homeland he loved and respected, Canada.

This is how the system has been functioning. (Another way of obtaining a plate would be to place one's name on a Taxicab Priority List and wait for a plate issued by the City of Mississauga through a plate issuance formula.) My father, not a believer in chance or luck

(he never bought a lottery ticket) nor very patient, borrowed money from a bank and invested in the business by “paying” the retirement of another soon to be retired owner. The City of Mississauga has always had a fixed number of plates because it recognised that the system needed to be managed for it to be sustainable. (These roots were established after the Great Depression: the collective understanding that unfettered Capitalism had inherent cycles of boom and bust, and a middle ground of managed growth was the socially responsible, best of all worlds for all stakeholders: the public, the drivers and the owners) (This system also exists in the agricultural sectors of the economy: the dairy and poultry industry have a quota system to ensure stability) (Maxime Bernier, a top contender for the leadership of the Conservative Party of Canada espoused the idea of dismantling the quota structure in agriculture and was subsequently defeated by supply management proponent Andrew Scheer)

The existing system, through its structure of limiting plate numbers and only issuing plates when growth and demand necessitated it, ensured stability to all stakeholders, balancing supply and demand for taxi drivers, owners, brokerages and the public. The taxidriver remained committed to the business because there was stability, with the level of competition set, he/she could have a chance to earn a living wage. Moreover, built into the system was the chance to own a Mississauga taxi plate. The purpose to stay committed to the taxi business, through good times and bad, was the right to own a taxi plate: the return was a self-financed future pension.

(My parents were always self-employed. They did not have dental insurance coverage through an employer; they had to pay from their pocket-books. My parents did not have corporate nor government pensions to look forward to. They, alone, were responsible for their future selves. They looked upon a taxi plate as a pension, as a municipal government worker would look to his/her pension fund of OMERS or a retired teacher, OTPP. It would eventually provide the owner with a modest, yet, decent pension.

(Isn't it interesting that the Competition Bureau of Canada, a government agency where its employees contribute and eventually collect public pensions, calls for an end to the fixed plate model in the taxi industry, in the name of deregulation citing artificial scarcity (of which there is none, since there are 18 taxi plates on the shelf/inactive), but it fails to recognize and acknowledge that the fixed plate issuance model acts like a pension program for its ex-drivers? From where is a retired self-employed taxi-driver to obtain a pension? Isn't it logical that the system from which he/she earned a living while working could serve to cover his/her expenses when retired? This is exactly where many people in the industry invested their money. Please note that ridesharing has no mechanism for retirement income for its drivers. The taxi industry has this forward thinking provision inherent in its design!)

The plate could be sold, or it could be held and leased out for a monthly rent; a rent which provided paying for one's expenses of retirement: housing, food, taxes, etc. Either way, the retired former taxi driver isn't eating catfood for his/her retirement when he/she is in his/her golden years. Built into the plate issuance system is a mechanism which provided for the

pensions of those involved in the business. To undermine that system, by issuing 250 unnecessary taxi plates, does serious harm to the people who devoted their lives chasing that dream. To issue taxi plates that exceed the number required by the established issuance formula seriously threatens the livelihoods of all stakeholders. To flood the market with taxis does not help the current drivers, seeing as they will be competing for the set number of customers with an increased numbers of cabs thereby reducing their incomes. Current owners of taxicabs already have difficulty renting their taxi plates to drivers, despite reducing rental rates by 75% to unprecedented low rates, due to the presence of ridesharing. How does the City propose the industry absorb 250 plates? The end result will be a further devaluation of taxi plate values, plate rental rates and a huge increase of inactive plates sitting at municipal offices earning nothing for their legitimate owners.

It must be mentioned that with the arrival of ridesharing, drivers in the Mississauga taxi industry have seen a decrease in their operating expenses of about \$ 1000.00 per month. The drivers have had a cost competitive advantage since the crisis beginning in January of 2016. Plates are currently being rented at 250 - 350 dollar range per month including HST. The retired plate owners have dropped their prices by 75%.

Taxi drivers in the City of Mississauga who are clamouring for these proposed plates are claiming to be victims of greedy owners. This is far from the truth! My family has always had an excellent relationship with drivers. They have been treated with respect and treated fairly.

Instead, this proposal smacks of a political maneuvering aimed at appeasing drivers for their support rather than a properly-conceived initiative to improve the taxi business in Mississauga vis à vis ridesharing.

Taxi owners will be further damaged in the current market by this proposal. In fact, one of our current drivers, who placed his name on the priority list after hearing of the proposal, told me that he will gladly take a plate from the City if it is offered, clearly placing his self interest above the public good and all stakeholders' good. My family's plate, which provides income to my mother, will be on the shelf/inactive as a result. I would like to clearly state: Taxi cab owners in the City of Mississauga are not criminals; they followed rules and now, for purely political reasons, the rules are being swapped. It has nothing to do with ridesharing. (A few questions: Why the disdain towards multiple plate owners and the clear prejudice against them? They did not steal plates, they earned them. They did not mistreat drivers forcing them to pay unrealistically high rents in the current market; they compromised and agreed to reduce prices by 75% to help them weather the storm of competition from ridesharing; however, this seems not to be enough! Which party is really being victimized? Could it be that drivers are milking the sympathy card for all its worth, taking full advantage of a situation for their personal gain, to the detriment of the whole industry? Is there truth to a rumour that a quid pro quo arrangement was made for the realization of Item # 3?)

The taxi business for the last two years has sustained a brutal assault by unregulated business. It faced unprecedented competition from a global super capitalist entity which self-identified as ridesharing, calling itself a software business, and not in the transportation business and refused to respect the rules of established business practice. In order to gain a footing in the marketplace, (in true American revolutionary spirit), it refused to follow any rules established by all levels of government: Municipal (bylaw), Provincial (commercial insurance) and Federal (HST). Furthermore, it denied that it needed to provide for the pensions of the people who worked, for many years, on the promise of a self-financed pension. It chose, instead, to characterize the hard working, self-sufficient, self-employed, rule-following taxi owners as members of a cartel! With the proposal to mass-issue 250 taxi plates, the City of Mississauga seems to agree!

Compensation to the retired taxi-drivers was simply ignored and categorically denied by ridesharing. (I think the term to apply here is ethically challenged. Could you, or would you, do this to a retiree?) The City of Mississauga tried to enforce order, but was ignored. The bully continued to bully, The City watched the bully bully and became a bystander to the bully. Adding insult to injury, it joined forces with the bully; accepting to negotiate with the bully, with no mechanism in place to compensate those who committed their lives to an industry and investing what they had respectfully following the established rules of conduct. Finally, the City agreed with the bully that the system needs to be replaced; it agreed to issue 250 unnecessary cabs, further threatening to decimate earned pension values and the monthly incomes of retirees and undermining the incomes of current drivers in the process.

“Ridesharing” challenges the supply management model of the taxi business. Elected officials are mistaken to agree with them and are placing the proverbial nail in the coffin to the business model if brought to fruition. These are the facts of which the public is unaware!

The public looks at the bottom line...which service is cheaper and made its voice heard. Who doesn't love cheap? (As an aside, cheap is sometimes more expensive when we don't think of the consequences. We are thrilled with our imported super deal purchases from the dollar stores, yet don't realize that the cost has been the jobs of our neighbours (precarious employment; also great for the “gig” economy, cheap on-demand labour) , the health of our urban forests (the Emerald ash borer has wreaked havoc across the GTA) and the steep rise in housing costs due to the huge influx of foreign money (people fleeing their own countries with distrust to come to the land renowned for its level of respect of the rule of law and justice) and the export of profits exempt from Canadian taxation laws (mechanisms unavailable to the likes of mom and pop shops or the small business person) (How do you even the playing field in these complex conditions?)

The public institutions were slow to act to enforce established rules. Municipal officials tried, but may have been thwarted by dubious techniques called “greyballing”: the system which identified bylaw officials who were trying to enforce rules and eliminated their presence on a closed system. The Department of Justice in the United States has opened a criminal investigation to determine if there was any wrongdoing.

Municipal politicians were subjected to a highly organized, heavily financed barrage of pressure organized by the ridesharing through emails, twitter campaigns and petitions. The provincial government was silent on the issue of commercial insurance, letting the insurance industry modify established practices to accommodate the new-comer. (Who ever heard of insurance kicking in only when needed?) Deep pockets and powerful friends!

Finally, the Federal government, with the 2017 budget and called ridesharing a taxi business and that they must follow the same rules. A glimmer of hope for the taxi industry!

Item 3 of Resolution 0054-2017 threatens the supply management structure of the Mississauga Taxi business; an about face of the City's history and an affront on the livelihoods of current taxi owners, taxi drivers and brokerages. This proposal threatens the livelihood of those who followed the rules and made commitments and sacrifices in good faith trusting that rules and regulations would be upheld. Municipal government failed to establish order; it failed to effectively enforce its own taxi by-laws. And now, the City of Mississauga decides to dismantle an established, effective system. Quite frankly, it needs to give this matter sober second thought.

The proposal # 3 will decimate both taxi plate values and the pensions of those individuals who remained committed to the taxi industry for their entire lives! This affects people like my mother, a widow, who resides in a nursing home.

My mother is 80 years old, an immigrant, a proud Canadian citizen, bedridden in a nursing home requiring 24 hour care. My mother doesn't want hand-outs from the government. My father purposely worked hard so she would not have to rely on social services. She does not have the option to start driving a taxicab at her age, 80, nor in her condition; she is bedridden. Her husband did not squander his money during his working years. Instead, he saved and worked diligently and responsibly. As an immigrant, having survived the Second World War and the Greek Civil war, he understood the concept of being self-sufficient and planning for the future. He left his birth country and purposely choose Canada as his home recognizing its fairness, its historic commitment to the rule of law and measured approach to life and civilization. This proposal undermines the commitment and efforts my father made for his family for over 40 years and undermines the City of Mississauga's reputation of fairness.

I ask you to think about those who are on the losing end of item # 3. They took the initiative to become self-employed, they followed the rules as set by the municipal governments and now the rules are threatened to be modified with municipal politicians hiding behind meaningless slogans that they are "leveling the field". Not one speaker at the last PVAC meeting, April 24, 2017, thanked you for leveling the field...because the City will effectively "raze the field" with this proposal.

My mother has lost \$2400 per month as a result of ridesharing! Her monthly nursing home cost is \$ 2600. The City's proposal will send my family's plates and other retirees' plates on the shelf, unrented! This is unfair, unjust, and unacceptable! (And the irony of it all, the Provincial government is going around the province testing basic income schemes, while the City of Mississauga is proposing to dismantle the pensions of people who actually planned, sacrificed and worked for their own)

The industry politely listened to the reasoning at PVAC but the reasons were related to ridesharing . The taxi industry cannot compete with ridesharing. It clearly does not have the deep political means nor capital necessary to go global. This is a local industry patched together by a ragtag motley group of mostly immigrants who scraped enough together to save for modest retirements. They don't have the means to fight global powers nor the City through the courts. At this juncture, as elected officials, you need to ponder why you got into politics when you reconsider and reject the folly of item 3 of the resolution.

I ask you to look at the system as it stands, and to ask you to consider its' inherent purpose and to reaffirm and continue its existence because it has served its design, striking a balance, fulfilling its' duties to the public, and providing a fair, living wage for all stakeholders.

To dismantle it, by issuing an oversupply of taxi plates and emulate another system (ridesharing), even for an 18 month experiment, because it is fashionable or seems to currently work well for the public ignores 50 plus years of experience. Let the current number of taxi-cabs stand and allow them to compete!

Supply-management in the taxi business is fair to all; a balanced, reasonable approach. It provides the most fair option and potential of a living wage to drivers, owners and brokerages. It is the middle of the road response to the inherent failings of outright "no holds barred" capitalism and the most humane and socially responsible answer to the vision of a global entity seeking monopoly status at all cost. The Ridesharing entities exist because there are those who wish to work on a part-time basis, earning enough to perhaps cover the expenses of a night out or make an additional mortgage payment but is not a sustainable industry to enter on a full-time basis. How can one compete with 3000 drivers to make a living wage? This is the reason that ridesharing has a high attrition rate.

For thousands of individuals, because it is limited in scope and the level of competition is controlled, the taxi industry has proven to ensure full-time secure employment and offers the fair chance to a decent living.

Issuing plates to every applicant on the Priority List may seem fair, and certainly would be deemed a windfall by the recipients. Alas, this is short-sighted since it will have a direct disastrous impact on the business; a true pyrrhic victory for those drivers receiving the plates. To flood the market with more product in a market with already weak demand, drops its value even further. For all stakeholders, a taxi business is worth less and potentially worthless when all of your neighbours are competing for the same finite "piece of the pie".

This proposal does not even the playing field with ridesharing. Rather it creates more instability, chaos and insecurity for families dependant on the taxi industry. It was a reckless proposal without thought of the consequences. Its realization will give a further and perhaps fatal kick to a beleaguered industry which from the get-go followed and respected all rules and regulations from all levels of government, respected and provided for its retirees and did not ask for the system to work for it, because it worked for and with the system.

Let the record show that the established and experienced taxi industry said to Mississauga City Hall that this is a proposal that will lead to a significant increase in the number of plates on the shelf which will cause further unwarranted and unjustified pain on individuals. Is this, the fair and just Canada you would like your son or daughter or grandson or grand-daughter to live in? I think not. Have provisions been made to compensate owners for loss of income due to this political decision? If this issue is tied to ridesharing, will a fee be added to the ridesharing pilot program to compensate owners' losses thereby making ridesharing and taxi rates more level?

The crucial issue that needs to be addressed is the price differential charged by the ridesharing entity versus the taxi industry. The taxi industry needs to compete on price with ridesharing to stimulate growth of ridership. A reduction in the taxi meter price could, perhaps, stimulate a return of customers to taxis from ridesharing; especially now that ridesharing will be subject to the HST effective July 1, 2017. But, the City has to help the industry by being flexible and responsive to real time changes in the market. The taxi industry needs to be listened to and heard, because it is the goal of the taxi industry to be sustainable in the Mississauga market. This is its only market.

For these reasons, I strongly urge the members of PVAC and councillors of the City of Mississauga to reject Item 3 of Resolution 0054-2017 and to urge Council to rescind it completely.

Thank-you.

a.m.

Alexander Mantadis