
Public Vehicle Advisory Committee

Date

2019/04/30

Time

10:30 AM

Location

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

Members

Ron Starr	Councillor - Ward 6 (Chair)
John Kovac	Councillor - Ward 4 (Vice-Chair)
Al Cormier	Citizen Member
Vikesh Kohli	Citizen Member
(Vacant)	Elected Member – Taxi Drivers
Michael Ogilvie	Citizen Member
Nirmal Singh	Elected Member – Taxi Owners
Baljit Singh Pandori	Appointed Industry Member – Taxi Brokerages
Harsimar Singh Sethi	Elected Member – Elected At Large
Ashwani Tangri	Citizen Member
Joshua Zahavy	Appointed Industry Member – Limousine Brokerages

Contact

Megan Piercey Legislative Coordinator, Legislative Services
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Find it online

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

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 - February 11, 2019

5. **DEPUTATIONS** - Nil

6. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended the Public Vehicle Advisory Committee may grant permission to a member of the public to ask a question of the Committee with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum per speaker.

7. **MATTERS TO BE CONSIDERED**

7.1. Memorandum dated April 1, 2019 from Megan Piercey, Legislative Coordinator:
Recommendation to bring back the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended

7.2. 2014-2018 Public Vehicle Advisory Committee Work Plan (For review/approval)

8. **INFORMATION ITEMS**

8.1. Email dated April 18, 2019 from Peter Pellier, Taxi Industry, with respect to the Quebec compensation package for members of the taxi industry

9. **OTHER BUSINESS**

10. **DATE OF NEXT MEETING** - Tuesday, June 18, 2019 – 10:00 AM, Civic Centre,
Council Chambers, Second Floor.

11. **ADJOURNMENT**

City of Mississauga
Minutes



Public Vehicle Advisory Committee

Date

2019/02/11

Time

10:02 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5P 1C1

Members Present

Councillor Ron Starr, Ward 6 (Chair)
Councillor John Kovac, Ward 4 (Vice-Chair)
Vikesh Kohli (Citizen Member)
Rajendra Singh (Citizen Member)
Baljit Singh Pandori (Taxicab Brokerages)
Harsimar Singh Sethi (Elected at Large)
Nirmal Singh (Taxicab Owners) (Arrived at 10:06 AM)

Members Absent

Al Cormier (Citizen Member)
(Vacant) (Taxicab Drivers)
Joshua Zahavy (Limousine Owners)

Staff Present

Samuel Rogers, Director, Enforcement
Michael Foley, Manager, Mobile Licensing Enforcement
Alexandra Schwenger, Policy Analyst, Enforcement
Megan Piercey, Legislative Coordinator, Legislative Services
Karen Morden, Legislative Coordinator, Legislative Services

Find it online

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

1. **CALL TO ORDER** – 10:02 AM

2. **APPROVAL OF AGENDA**

Harsimar Singh Sethi, Elected at Large, requested to add an item to other business with respect to a request for an extension on 2011 vehicles.

Approved, as amended (H. S. Sethi)

3. **DECLARATION OF CONFLICT OF INTEREST** - Nil

4. **MINUTES OF PREVIOUS MEETING**

4.1. Public Vehicle Advisory Committee Minutes - June 18, 2018

Approved (H. S. Sethi)

5. **DEPUTATIONS**

5.1. Mark Sexsmith, Taxi Industry, to speak regarding Items 7.1 and 7.2.

- 5.1.1. Mr. Sexsmith spoke to his correspondence, requesting that staff look into subsidy options from the Province for an accessible taxi program. Committee Members engaged in discussion with staff whether the Provincial funding was earmarked for public vehicles only. Mr. Sexsmith referred back to an article discussing the Ontario Community Transportation Grant Program, which stated that grants could be given to municipalities who partner with private transportation operators. Councillor Starr directed staff to consult with the Region and investigate the subsidy options for accessible taxis.

RECOMMENDATION

PVAC-0001-2019

1. That the deputation and associated correspondence by Mark Sexsmith, Taxi Industry, with respect to subsidy funding from the Province for an accessible taxi program be received;
2. That staff be directed consult with the Region and report back to the Public Vehicle Advisory Committee with more information on subsidy funding from the Province for an accessible taxi program.

Approved (Councillor Kovac)

Recommendation PVAC-0001-2019

- 5.1.2. Samuel Rogers, Director, Enforcement, advised that the TNC Pilot Project had been extended to July 2019 and noted that staff are aiming to bring the TNC Pilot Project report to General Committee in April 2019.
Mr. Sexsmith, spoke to his correspondence regarding his feedback on the TNC Pilot Project. Mr. Sexsmith requested that staff look into the taxi plate formula to see how

many taxis are required to match the number of TNCs. Mr. Sexsmith then inquired about the pick-up fee at the airport for TNCs versus the Taxi Industry. Michael Foley, Manager, Mobile Licensing Enforcement, noted that the City of Mississauga was not involved in the negotiation of fees with respect to the GTAA. Mr. Rogers noted that many of the issues mentioned in Mr. Sexsmith's correspondence will be discussed in the TNC Pilot Project report and that staff would be bringing back the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended, to the next Public Vehicle Advisory Committee.

Mr. Sexsmith requested that staff consult with the City of Toronto in regards to training for all transportation workers. Mr. Foley noted that there have been few issues with TNCs and that the City is in close contact with the City of Toronto in regards to these kinds of issues. Councillor Starr requested that staff to look into the feasibility of training for TNC operators.

RECOMMENDATION

PVAC-0002-2019

1. That the deputation and associated correspondence by Mark Sexsmith, Taxi Industry, with respect to feedback on the TNC Pilot Project be received;
2. That staff be directed to bring back the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended, to the Public Vehicle Advisory Committee at the next meeting.

Approved (B. S. Pandori)

Recommendation PVAC-0002-2019

5.2. Alexander Mantadis, Oakville Resident, to speak regarding Item 7.3.

Mr. Mantadis spoke to the correspondence from Peter Pellier with respect to reducing the renewal fee for inactive plates. Mr. Mantadis requested to reduce the renewal fee to \$100 and to increase the extension period for inactive plates to a full year. Committee Members engaged in discussion and noted support for the request. Michael Foley, Manager, Mobile Licensing Enforcement, advised the Committee that the model for the fees is based on cost recovery, which is required under the by-law and changes to the fees would require an amendment. Councillor Starr directed staff to look into different models for the renewal of inactive plates and to bring a report back to a future Public Vehicle Advisory Committee meeting.

RECOMMENDATION

PVAC-0003-2019

1. That the deputation by Alexander Mantadis, Oakville Resident, with respect to the email dated January 10, 2019 from Peter Pellier, Taxi Industry, regarding the renewal fee for inactive plates be received;
2. That staff be directed to look into different models for the renewal of inactive plates and report back to Public Vehicle Advisory Committee with a review on the renewal fee for inactive plates.

Approved (B. S. Pandori)

Recommendation PVAC-0003-2019

6. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Sami Khairallah, Taxi Industry, enquired about the number of operating vehicles from TNCs and requested a comparison of the licensing regulations and revenue generated from TNCs between the City of Mississauga and the City of Toronto.

Michael Foley, Manager, Mobile Licensing Enforcement, advised that the City cannot speak to the City of Toronto number of operating vehicles from TNCs; however staff does count the number of operating vehicles from TNCs in Mississauga. Mr. Foley further advised that a financial update regarding revenue and expenditures relating to the pilot project will be included in the report as well as the exact number of trips from TNCs. Mr. Foley noted that the City does collect the information for each individual driver of TNCs electronically and this information is audited by staff and a third party.

At this time Councillor Starr invited Mr. Khairallah to speak to item 8.2 on the agenda.

Mr. Khairallah spoke to his feedback on the TNC Pilot Project and requested \$50,000 in compensation for plate owners who have owned a plate since the beginning of the TNC Pilot Project. Councillor Starr directed staff to investigate the Quebec model and other jurisdictions and to report back to the Public Vehicle Advisory Committee with further information.

RECOMMENDATION

PVAC-0006-2019

1. That the article dated February 6, 2019 from Sami Khairallah, Taxi Industry, with respect to feedback on the TNC Pilot Project, be received;
2. That staff investigate compensation models from Quebec and other jurisdictions in consultation with Legal Services and report back to the Public Vehicle Advisory Committee with further information.

Approved (B. S. Pandori)

Recommendation PVAC-0006-2019

7. **MATTERS CONSIDERED**

- 7.1. Email dated January 8, 2019 from Mark Sexsmith, Taxi Industry, with respect to requesting funding from the Province to subsidize the accessible taxi program.

This item was dealt with during Deputation 5.1.1.

- 7.2. Email dated January 22, 2019 from Mark Sexsmith, Taxi Industry, with respect to feedback on the TNC Pilot Project.

This item was dealt with during Deputation 5.1.2.

- 7.3. Email dated January 10, 2019 from Peter Pellier, Taxi Industry, with respect to the renewal fee for inactive plates.

This item was dealt with during Deputation 5.2.

- 7.4. 2014-2018 Public Vehicle Advisory Committee Work Plan

No discussion took place regarding this item. Committee Members noted receipt.

RECOMMENDATION

PVAC-0004-2019

That the 2014 - 2018 Public Vehicle Advisory Committee Work Plan be received for information.

Received (Councillor Kovac)

Recommendation PVAC-0004-2019

8. INFORMATION ITEMS

- 8.1. Michael Foley, Manager, Mobile Licensing Enforcement to provide a verbal update with respect to the TNC Pilot Project.

Mr. Foley provided a brief update on the status of the TNC Pilot Project. Mr. Foley noted that there are currently 3 TNCs licenced in the City and that the TNC Pilot Project report is estimated to be brought forward to General Committee in April. Mr. Foley further noted that staff will be bringing back the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended, to the Public Vehicle Advisory Committee at the next meeting.

RECOMMENDATION

PVAC-0005-2019

That the verbal update by Michael Foley, Manager, Mobile Licensing Enforcement with respect to the update on the TNC Pilot Project be received for information.

Received (H. S. Sethi)

Recommendation PVAC-0005-2019

- 8.2. Email dated February 6, 2019 from Sami Khairallah, Taxi Industry, with respect to

feedback on the TNC Pilot Project.

This item was dealt with during Public Question Period.

- 8.3. Article dated February 5, 2018 from Mark Sexsmith, Taxi Industry, with respect to taxi lawsuit in Ottawa.

No discussion took place regarding this item. Committee Members noted receipt.

RECOMMENDATION

PVAC-0007-2019

That the article dated February 5, 2018 from Mark Sexsmith, Taxi Industry, with respect to taxi lawsuit in Ottawa, be received for information.

Received (V. Kohli)

Recommendation PVAC-0007-2019

- 8.4. 2019 Public Vehicle Advisory Committee Meeting Schedule

No discussion took place regarding this item. Committee Members noted receipt.

RECOMMENDATION

PVAC-0008-2019

That the Public Vehicle Advisory Committee Meeting Schedule for 2019 as outlined in the Memorandum dated January 21, 2019 from Megan Piercey, Legislative Coordinator, be received for information.

Received (Councillor Kovac)

Recommendation PVAC-0008-2019

9. **OTHER BUSINESS**

Harsimar Singh Sethi, Elected at Large, requested to extend the 2011 vehicles for replacement. Committee members engaged in discussion regarding the current state of these vehicles. Michael Foley, Manager, Mobile Licensing Enforcement, noted that the 2011 vehicles have met requirements and are in good physical condition. Mr. Foley cautioned that if there is an additional extension made to the model year restrictions there would be consequences with older cars being used for TNCs. Mr. Foley then advised the Committee that any changes to to extend the model year restrictions would require an amendment to the by-law.

RECOMMENDATION

PVAC-0009-2019

1. That the request from Harsimar Singh Sethi, Elected at Large, with respect to a request for an extension on 2011 vehicles, be received;
2. That staff be directed to extend the 2011 vehicles for replacement by 6 months.

Approved (H. S. Sethi)

Recommendation PVAC-0009-2019

10. **DATE OF NEXT MEETING** – April 9, 2019 – 10:00 AM, Civic Centre, Council Chambers
11. **ADJOURNMENT** – 11:20 AM (V. Kohli)

City of Mississauga

Memorandum



Date: 2019/04/01

To: Chair and Members of Public Vehicle Advisory Committee

From: Megan Piercey, Legislative Coordinator

Meeting Date: 2019/04/30

Subject: Recommendation to bring back the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended

The Public Vehicle Advisory Committee will be considering the Corporate Report dated September 6, 2017 entitled A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended as per the General Committee recommendation as follows:

GC-0107-2019

1. That the deputation and associated correspondence by Mark Sexsmith, Taxi Industry, with respect to feedback on the TNC Pilot Project be received;
 2. That staff be directed to bring back the Line-by-Line Review of the Public Vehicle Licensing By-law 420-04, as amended, to the next Public Vehicle Advisory Committee meeting.
- (PVAC-0002-2019)

Megan Piercey

Megan Piercey
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City of Mississauga
Corporate Report



Date: 2017/09/06

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:
2017/09/19

Subject

A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended

Recommendation

1. That the Public Vehicle Advisory Committee receive the report entitled "A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended", and provide comment.
2. The clauses identified within the body of this report for possible amendment or repeal were identified as those being less critical to the regulation of the taxi industry and those that may have the most immediate impact on the operation of taxicabs in the City, to allow them to compete more effectively with TNCs. It was noted that each of the clauses identified for repeal or amendment represent various degrees of value from a public safety or consumer protection standpoint.
3. That a full review of the Public Vehicle Licensing By-law be undertaken for the purpose of rationalizing the requirements for all vehicles for hire to address deficiencies and disparities identified during the line by line review and to provide more consistent regulations across the spectrum of vehicles regulated through this By-law.

Report Highlights

- Staff conducted a full line by line review of the sections of the Public Vehicle Licensing By-law 420-04, as amended, pertaining to taxicabs and limousines.
- More than 60 possible amendments to the By-law were identified.
- The review of these By-law sections indicated that a review of the By-law in its entirety may be appropriate due to changes in the industry.

Background

On April 12, 2017 Council adopted Resolution 0054-2017 (Appendix 1), which required, in part:

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 Transportation Network Companies (TNCs) starting July 1, 2017; and

The results of that review be presented in a report to PVAC on September 19, 2017 and from there to Council in sufficient time;

Comments

Staff have completed a line by line review of the Public Vehicle Licensing By-law 420-04, as amended, and identified a number of proposed amendments which, if adopted would further “parallel” the taxi and limousine industry with the regulations in place for TNCs. The complete line by line review of the By-law as it affects taxicabs and limousines can be found in Appendix 2.

The proposed amendments are as follows:

Vehicle Inactivity

“16. The Owner’s Licence and Plate shall be deemed to be inactive from the date the Owner’s Licence and Plate are submitted to the Licence Manager or from the date that the inactivity comes to the attention of the Licence Manager, whichever first occurs.

(1) A Licence issued to a Taxicab Owner under this by-law may be cancelled by the Licence Manager at any time if the Owner fails to actively operate a Vehicle for which the Owner has been issued an Owner’s Licence and accompanying plate, for a period not exceeding ninety(90) days, unless the Taxicab Owner; (200-08)

(a) applies to the Licence Manager for an additional period of up to ninety (90) days by: (200-08)

(i) making any request thirty (30) days prior to the expiry of such existing ninety (90) day inactivity period,

(ii) paying the non-refundable administration fee is paid as provided by Schedule 1 herein, and

(iii) providing in writing sufficient reasons to support such a request, or

(b) can show to the satisfaction of the Licence Manager just cause for such failure. (200-08)”

Amend. This section seeks to limit the amount of time that an Owner's plate may remain inactive. There is little that would support the initiative from a regulatory perspective. The shelving of Owners Plates on a temporary basis may be reflective of the ebb and flow in demand for taxi service. There is a significant financial incentive for Plate Owners to identify a lessee willing to operate the plate in circumstances where the Owner does not wish to operate the plate through their own resources.

The requirement to repeatedly seek the authorization of the Licence Manager is excessive. Staff identify that the inactivity of an owner's plate may provide important data for considerations related to plate issuance and tariff review. In this vein, staff would recommend that inactive plates be placed with Mobile Licensing Enforcement at the discretion of the Plate Owner with no requirement to supply additional notification. An amendment of this type would have no significant impact on public safety or consumer protection.

"16. (2) A Licence issued to an Owner under this by-law may be cancelled by the Licence Manager at any time if the Owner fails to actively operate the Vehicle for which the owner's plate has been issued for a continuous period of thirty (30) days or greater unless the Owner can show to the satisfaction of the Licence Manager just cause for such failure. (200-08)"

Repeal. There is no similar requirement in the TNC Licensing By-law. The clause appears to be overly regulatory as it limits the ability of the licence holder to withdraw from active participation in the industry.

Schedule 8- Owners and Drivers of Taxicabs.

"3. Every licensed Driver shall:

3. (1) each day before commencing the operation of the vehicle, examine the vehicle for Mechanical Defects or interior or exterior damage to the vehicle including all exit doors and shall report forthwith any defects found to the Plate Owner of the vehicle;"

Repeal. This is not a requirement for TNC drivers. While generally accepted as good practice prior to operating a motor vehicle, there is no practical way to enforce as a by-law requirement. Staff identify that this requirement would more appropriately be viewed as the responsibility of the driver. Repeal would have minimal impact on public safety or consumer protection.

"3. (2) each day upon completion of the operation of the vehicle return the vehicle to his employer and shall examine the vehicle as provided in subsection (1) and shall report all defects in the vehicle and all accidents to the Plate Owner;"

Repeal. This is not a requirement of TNCs, is difficult to enforce by regulatory staff and again would be more appropriately viewed as the responsibility of the driver as defined by the vehicle owner or brokerage. Repeal would have minimal impact on public safety or consumer protection.

“3. (5) be well-groomed, neat and clean in personal appearance, and dressed in pants (no jeans or sweat pants) or skirt, shirt or blouse with a collar and shoes, all free from obvious wear or damage;”

Repeal. Not a requirement of TNC drivers. This section is viewed as more appropriate to an internal policy for brokerages or taxicab owners as opposed to an issue to be enforced through a by-law due to the subjective nature of the requirement. There would be no impact on public safety or consumer protection.

“3. (6) be civil and behave courteously;”

Repeal. TNCs provide access for consumers to rate the driver’s performance immediately upon completion of a trip. Taxicab passengers have a similar venue through which to file a complaint with a brokerage directly. Issues with customer service and the behaviour shown by drivers are more appropriately dealt with at this level where compensation can be provided if the complaint is believed to be valid. There is no definition provided as to what would constitute being “civil” and courteous. The requirement that a regulatory body investigate subjective complaints of this type presents significant challenges and is an issue that more properly lies with the business itself.

“3. (8)(f) is in the opinion of the Driver unable or unwilling to pay the Fare and has been unable or unwilling to satisfy the Driver that he has the funds to pay the Fare, or,”

Repeal. This clause was found to be entirely subjective and inconsistent with the TNC By-law. There is no criteria upon which a taxicab driver could be reasonably expected to evaluate the ability or willingness of a potential passenger to pay a proposed fare prior to a trip commencing.

“3. (9) punctually keep all his appointments, and shall not make any appointments if a previous engagement would prevent him from fulfilling it;”

Repeal. There is no standard for punctuality identified in the Public Vehicle By-law. As such, there is limited ability to enforce. TNCs provide real time data as to the location of the booked ride and the decision is customer based as to whether the time frame is acceptable. Taxi brokerages that have not done so should explore adopting a similar strategy. Repeal would have minimal impact on public safety or consumer protection.

“3. (12) when a dispute arises between a Passenger and a Driver of a Vehicle about the Fare, the Driver may refer the dispute to the nearest police officer for arbitration;”

Amend. The dispute over the price of a fare should, whenever possible, be resolved by the brokerage or taxicab owner. This is not a matter that should be addressed through the use of limited police resources. Disputes that involve the overcharging of a customer based on a faulty or malfunctioning taxicab meter should be referred to Mobile Licensing Enforcement for investigation. Disputes with a TNC over an amount paid, the appropriateness of the fare charged and the amount are dealt with internally by the brokerage or owner.

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Because the issue of calibration of the meter directly relates to the By-law, there is a consumer protection issue and, as such, the By-law should be amended to replace “the nearest police officer” with “Mobile Licensing Enforcement.”

“3. (13) keep a daily Trip Sheet showing:

(a) the name of the Driver, the date and the Taxicab owner's plate number;

(b) the location and time of the beginning and end of every Trip made;

(c) the amount of the Fare collected for each Trip;”

(see below)

“3 (14) retain all Trip Sheets for at least twelve (12) months and make them available for inspection at the request of an inspector or the Licence Manager;”

Repeal. The production and retention of trip sheets was intended, primarily, to verify the level of a driver's involvement in the taxi industry, to establish their compliance with requirements associated with the Priority List. These Priority List requirements were repealed in 2016 and in doing so the driver managed trip sheets have become obsolete. Most brokerages track dispatched trip data electronically in a manner comparable to TNCs. It is recommended that these clauses be repealed.

Repeal would have minimal impact on public safety or consumer protection.

“3. (18) keep in his Taxicab a current street guide for the City and the surrounding vicinity which is of a type approved by the Licence Manager;”

Repeal. The ubiquity of smart phones and applications providing map and routing information make this requirement obsolete. TNCs are not required to obtain a street guide under the current regulations. Repeal would have minimal impact on public safety or consumer protection.

“3. (19) turn off any radio, tape player or any other sound-producing mechanical device in his Taxicab and shall turn down the volume on the two-way radio upon being requested so to do by any Passenger, and having done so shall leave such devices in the off position or if two-way radio turned down until termination of the Trip with that Passenger.”

Repeal. There is no similar requirement in place for TNCs and the activity is primarily a customer service issue as opposed to a consumer protection or public safety concern. Complaints regarding this issue should be directed to the brokerage or owner to take measures they feel appropriate as opposed to a by-law enforcement investigation.

“5. (1) No Taxicab Driver shall: (1) carry in any vehicle a greater number of Passengers than is set out in the manufacturer's rating of seating capacity for such vehicle;”

Repeal. The use of seatbelts is mandated through the *Highway Traffic Act* and, as such, this clause has limited value from a by-law perspective. Convictions for violations related to issue are captured in the Drivers Abstract reviewed yearly. There is no similar restriction found in the TNC By-law. The repeal of this clause would have minimal impact on public safety or consumer protection.

“5. (2) drive a vehicle with luggage or any object placed in, hung on or attached to the vehicle or in such a manner as will obstruct the Driver's view of the highway;”

Repeal. The obstruction of the drivers view from the vehicle is regulated through the *Highway Traffic Act* and, as such, this clause has limited value from a by-law perspective. Convictions for violations related to issue are captured in the Drivers abstract reviewed yearly. There is no similar restriction found in the TNC By-law. The repeal of this clause would have minimal impact on public safety or consumer protection.

“5. (3) take, consume or have in his possession any alcohol, Drugs or intoxicants while he is in charge of his vehicle for which he is a Driver;”

Repeal. The possession of alcohol, drugs or other intoxicants is regulated through the *Highway Traffic Act* and, as such, this clause has limited value from a by-law perspective. Convictions for violations related to issue are captured in the Drivers abstract and/or the Criminal Record Search, reviewed yearly. There is no similar restriction found in the TNC By-law. The repeal of this clause would have minimal impact on public safety or consumer protection.

“5. (8) recommend hotels or restaurants or other like facilities unless requested to do so by the Passengers;”

Repeal. It is unclear as to what purpose the clause serves except as part of the prohibition against entering into an exclusive concession agreement, which is also recommended for repeal. There is little evidence that this issue has been identified as problematic by the public. This issue is also challenging to enforce given the nature of the evidence that would be required to pursue the matter through a court action. Members of the public who identify that they have been “pestered” by a driver to use particular services would be able to provide a complaint to the taxi brokerage to deal with the issue. Repeal would have minimal impact on public safety or consumer

“5. (9) be required to provide change for any note larger than twenty dollars (\$20.00) unless the Fare is at least one-half (½) of the value of said note;”

Amend. One of the most problematic clauses contained in the current By-law as it is unclear as to what specifically the driver must do to respond in this situation; waive the fare entirely, keep the money being proffered by the passenger even though it substantially exceeds the fare amount? Most taxicabs now provide multiple means through which to provide payment. The driver also has the option to stop at any number of locations so that the passenger may obtain smaller denominations. There is no similar requirement contained in the TNC By-law due to

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their payment systems that do not require cash transactions. The repeal of the clause may encourage taxicab drivers to carry larger amounts of cash with which to provide change, which could increase the risk of robbery. Staff recommend that consultation be undertaken with industry representatives to develop a viable requirement.

“8. (1) When a Driver picks up a Passenger within the City for a Trip with the destination outside the City, the Driver and the Passenger may agree before the commencement of the Trip to a flat rate.”

Amend. This clause provides the benefit of a fixed fare only to those leaving the jurisdiction. The option of a pre-negotiated fixed price should be made available to taxicab drivers for all passengers. This would provide a flexible tool with which to attract new ridership during off peak hours and would be similar to the pricing strategy of TNCs.

“9. (1)(a) Every Driver shall not charge a Fare which is not in accordance with appropriate Fare set out in Schedule 9 to this bylaw except where the trip is requested using an App as approved by the Licence Manager; (134-16, 94-17)”

Amend. The clause limits the ability of taxicabs to compete based on price and arbitrarily sets the value of a trip regardless of the immediate supply of taxicabs available or the current demand for their services. It is recommended that the section of the By-law be amended to set the meter rate as the maximum allowable under the By-law. Individual taxicabs and taxicab brokerages would then be able to offer “off peak” rates based on a posted discount to the meter rate as an inducement to potential customers.

“12. No Driver or Plate Owner shall;

(1) enter into or become a party to an Exclusive Concession Agreement;

(2) agree to pay, accept a fee or consideration or do any other act or thing pursuant to an Exclusive Concession Agreement;”

Repeal. There is no similar restriction contained within the TNC By-law. Exclusive concession agreements may provide a viable avenue through which to enhance the business opportunities of a taxi brokerage or owner. The repeal of this clause would have minimal effect on public safety or consumer protection.

“13. No Driver or Plate Owner shall display or permit the display of any sign, emblem, decal, ornament or advertisement on or in his Taxicab except with a content and in a form and location approved by the Licence Manager.”

Repeal. There is no similar restriction in the TNC By-law. The use of a taxicab as a platform for advertising should be considered as a viable revenue stream for taxicab owners whose vehicles maintain a high level of public visibility. Repeal would have minimal impact on public safety or consumer protection.

“14. (1) Every Applicant for a Taxicab owner's Licence shall:

(a) if a natural person, be licensed under this by-law as a Driver, or

(b) if a corporation, the Individual person holding the shares carrying at least fifty-one percent (51%) of the voting rights attached to all shares of the corporation for the time being issued and outstanding, be licensed as a Driver under this by-law;

(c) notwithstanding subsection 14(1)(a) of this section, where an owner's license has been legally transferred to a Spouse from a deceased owner, there will be no Driver requirements for the Spouse of the deceased owner so long as the Spouse successfully completes a Taxicab Owner Responsibilities Course.

(d) meet the requirements of section 38 of this Schedule relating to vehicle approval.”

Repeal. It is unclear as to the intent of this clause requiring that the owner of a taxicab also be required to be licensed as a driver. It would appear that the rationale may have been to promote a close relationship between the ownership of taxicabs and the operation of the taxicabs. There is, however no requirement that the owners actually operate the taxicab they own or any taxicab for that matter. The By-law currently permits taxicab drivers to maintain a “non-driving” status on their individual licence. Repeal would have minimal impact on public safety or consumer protection.

“15. (2) The total number of Taxicab Owner Licences issued at any given time shall be established by the Plate Issuance Formula, Schedule 3 of the By-law;”

Amend. Under the Pilot Project, TNCs are not limited in the number of vehicles that they may operate. It is recommended that this clause be amended to provide a more flexible issuance model for taxicab plates to provide a closer approximation to the regulations regarding other vehicles for hire. Staff recommend that this be done through consultation with the taxicab industry and based on the findings of the Pilot Project scheduled for completion in 2019.

“15. (3) No Taxicab Owner shall be issued more than twelve (12) Taxicab Owner's Licenses under this By-law.”

Repeal. There is no similar limitation in the TNC regulations. The repeal of this section would permit individuals in the taxi industry to acquire sufficient licences to create a fleet of vehicles to provide uniformity of service, enhance competition, improve stability, and move away from a model where brokerages are reliant on a fleet of semi-independent owners and drivers. Repeal would have minimal impact on public safety or consumer protection.

“37. When a Taxicab owner's plate is issued from the Priority List, the Taxicab owner who has been approved for the issuance shall within one month of the date of issuance of the plate by the Licence Manager affix the plate to a vehicle registered in his name which shall be operated as a Taxicab and he shall not transfer that plate for three (3)

years after the date of issuance unless the transfer is approved by the Licence Manager for financial, health or other reasons. (200-08)”

Amend. Given the period of time typically required to move through the Priority Waiting List, it would appear reasonable that a vehicle be placed into service within 30 days of the issuance of a plate. Staff were unable to identify what benefit is gained by the requirement that no plate transfer be permitted within three years of the date of issuance unless supported by the Licence Manager for “financial, health or other reasons.” Due to the vagueness of the language “health or other reason”, it would be a challenge to enforce given the licence holder’s recourse for appeal. There is no similar restriction in place for TNCs. It is recommended that Section 37 be amended to remove the three year restriction on plate transfer. An amendment would have minimal impact on public safety or consumer protection.

“37.1 When a Taxicab Owner’s Licence is issued from the Priority List, the Taxicab Owner who has been issued the Licence, shall operate as a Driver for a minimum of three (3) years following the date of issuance to the satisfaction of the Licence Manager. (134-16)”

Repeal. The approval of the above recommendation to amend section 37 would eliminate the necessity for this clause. Repeal would have no impact on public safety or consumer protection. The By-law currently identifies “not driving” as a status consistent with the definition as being licensed as a driver.

“40. Every licensed Taxicab owner shall:

(3) provide the Licensing Section and, where applicable, any licensed Taxicab Broker with whom he may be associated with the name of the licensed Driver operating his vehicle within seventy-two (72) hours of the time when the licensed Driver has commenced To Operate the said vehicle.”

Repeal. In that this section recognizes that both the driver and the owner are properly licensed, the clause would appear to be overly regulatory and of concern primarily to the brokerage. It is recommended that, as an internal matter between the broker and the taxicab owner, this should be addressed through their internal policies as opposed to a by-law. Repeal would have minimal impact on public safety or consumer protection.

“41. (1) Every licensed Driver and Plate Owner shall operate or permit to be operated a vehicle that:

(f) has Tint Free windows;”

Repeal. The application of tint to automotive windows presents a number of significant advantages including improved visibility, protection of the interior surfaces of the vehicle from damaging ultraviolet light, reduction of the need for cooling and the associated fuel usage, and a healthier work environment for the driver. Some concern has been expressed previously

regarding the use of tint obscuring the interior of the vehicle but staff identify that this risk is, at most, marginal.

TNC vehicles are not subject to tint restrictions. Limitations regarding the tinting of motor vehicle windows is addressed in the *Highway Traffic Act*. It is recommended that this section be repealed as there would be minimal impact on public safety or consumer protection.

“41. (1)(j) has identical wheel coverings and or wheel design;”

Repeal. This is a purely cosmetic consideration that is not a TNC requirement. Repeal would have no impact on public safety or consumer protection.

“41. (1)(k) has a seat belt cutting tool in a good state of repair which is easily accessible to the Driver;

Repeal. This requirement was originally adopted as a safety requirement in the event of a vehicle rollover where the driver is trapped by the vehicle seatbelt and is required to extricate both themselves and passengers similarly trapped. This is not a requirement of TNCs. Staff were unable to identify any circumstance where a driver has been required to deploy the device. Repeal would have minimal impact on public safety and no impact consumer protection.

“41. (p)(v) has a Taxicab Meter; and each Taxi Meter shall be; used for not longer than one year without re-testing and resealing;”

Repeal. With the repeal of the mandatory inspections for the duration of the Pilot Project the calibration and accuracy of taxicab meters is problematic. It is recommended that that this clause also be repealed. The requirement that the meter accurately reflect the appropriate fare is contained in Section 41(p)(iii). Meter accuracy will be checked during in-field inspections.

“41. (1)(q) has on display any owner's plate, decal or sticker issued by any other municipal licensing authority;”

Repeal. This clause was adopted to restrict taxicab owners from using the same vehicle in multiple jurisdictions. TNC vehicles do not operate in a similar fashion, and may operate in each jurisdiction where they meet the requirements set out by the licensing authority. For taxicabs, this may necessitate the use of multiple meters or a meter that can be easily reprogrammed. This would be a technical issue that could be addressed by the individual taxi owner or brokerage. A repeal would have no impact on public safety and minimal impact on consumer protection.

“41. (5) Every Licenced Driver and Plate Owner shall keep in the Vehicle and maintain a Maintenance Log for the Vehicle registered under the Owner's Licence.”

Repeal. The clause requires a maintenance log that serves no enforcement purpose. There is no practical manner for officers to establish the authenticity of the entries in the log. Staff recognize that ongoing maintenance is critical to the performance and longevity of the vehicle,

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but note that this should be the priority of the business owner. There is no requirement for TNCs to possess a maintenance log. Repeal of this clause would have no impact on public safety or consumer protection.

“46. (1) No Driver or Plate Owner shall; put any name, address, or telephone number or other identification other than that of himself or the Taxicab Broker with whom he is Affiliated on his Taxicab or Roof Light;”

Repeal. The repeal of the section dealing with the use of the taxicab for the purpose of advertising would conflict with this requirement necessitating its repeal.

“46. (2) use or permit to be used on his Taxicab any emblem, decal, roof sign or other markings which are the same shape and/or colour or similar to any distinctive emblem, decal, roof sign or other marking being used by any Taxicab Broker with whom he is not Affiliated;

Repeal. The clause was identified as an attempt to regulate the branding of taxicabs and their associated brokerages. The clause is vague to a degree where staff were unable to identify a scenario where enforcement could take place in any meaningful manner. Permitting taxicabs to be used for advertising purposes, including vehicle wraps, may necessitate that vehicles from different brokerages may be similar in design and colour. There is no similar clause contained in the TNC By-law. Repeal would have no impact on public safety or consumer protection.

“50. (2) Where a Taxicab Owner or Driver has been issued an Owner's Licence from the Taxicab Priority List pursuant to Section 37 of this Schedule, he shall not be allowed to transfer or otherwise dispose of such owner's Licence for a period of three (3) years from the date of issue of said Licence.”

Repeal. It was identified that the rationale for a three year waiting period limiting the transfer or sale of a plate issued from the Priority Waiting List may have been to support the value of existing plates when an issuance takes place. The clause would require the continued participation of the recipient of the plate for the defined period. Given that a taxicab owner is not required to physically drive a taxi and may maintain a “Not Driving” status there would appear to be little benefit to public safety or consumer protection contained in the restriction. There is no similar restriction contained in the TNC By-law. Repeal of this clause would have no impact on public safety or consumer protection.

“50. (5) Notwithstanding the provisions of subsections (1) and (2), the holder of a Taxicab Owner's Licence, who has been issued an original Licence from the City, may petition Council to permit a transfer or other disposition of said Licence within three years from the date of issuance.”

Repeal. The proposed repeal of 50(2) would eliminate the requirement for Council approval to transfer a plate issued from the Priority Waiting List prior to three years having elapsed. This

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clause contradicts section 37, which identifies that the Licence Manager has the authority to approve transfer prior to the three years.

“50. (6) Where a Taxicab owner has purchased an owner's Licence with his own personal funds, such owner shall be exempted from the three (3) year restriction on transfers provided for in subsection (2).”

Repeal. The proposed repeal of 50 (2) would eliminate the necessity for this exemption.

“50. (7) Where a Taxicab Owner has transferred or otherwise disposed of a Licence which he purchased with his own personal funds, and, such transfer or disposal takes place at least three (3) years after the original Licence purchase, such owner shall not be restricted from purchasing another Licence in this same class.”

Repeal. The proposed repeal of 50 (8) would render this clause unnecessary.

“50. (8) Where a Taxicab Owner has transferred or otherwise disposed of an owner's Licence which he has purchased with his own personal funds within three (3) years of the original transfer date for said Licence, such owner will be restricted from purchasing another owner's Licence in the same class for a period of four (4) years from the date of said Licence transfer or disposal.”

Repeal. There is no clearly definable benefit to either public safety or consumer protection contained in this restriction. The restriction does not apply to instances where a taxicab plate is owned by a company or is part of the estate of a deceased owner.

“50. (9) Notwithstanding the provisions of subsection (3) where a Taxicab Owner transfers an Owner's Licence to or from a limited company in which he controls at least 51% of the voting rights attaching to all shares of that limited company, such a transfer shall be exempt from either the three (3) year restriction in subsections (6) and (7) or the four (4) year restriction referred to in subsection (8).”

Repeal, The proposed repeal of the preceding clauses in section 50 would render this clause as unnecessary.

“51. (3) Where the Owner of a Taxicab Licence is a corporation and the individual person holding at least fifty-one percent (51%) of the voting shares of the corporation dies, such voting shares may only be transferred or otherwise disposed of to an Individual who is licensed as a driver under this By-law. (257-09)”

Repeal. The repeal of clauses requiring that the owner of a taxicab also maintain a taxicab drivers licence would make this clause contradictory and, as such, should be repealed.

“51. (4) Notwithstanding subsection 1(3) of this section, where the shares have been legally transferred to a Spouse, there will be no Driver requirements for the Spouse of the

deceased Individual, provided the Spouse successfully completes a Taxicab Owner Responsibility Course. (200-08, 257-09)”

Repeal. There is no identifiable public safety or consumer protection concerns that are addressed through this clause.

Schedule 6 Owners and Drivers of Limousines.

“2. (1) Every Applicant for an Owner’s Licence shall:

(f) file with the Licensing Section a schedule of all hourly Fare rates to be charged and such rates shall be:

(i) a minimum two (2) hour duration at a charge of not less than fifty dollars (\$50.00) for the first hour and thirty dollars (\$30.00) for each additional hour for a Limousine Class A; and

(ii) a minimum charge of fifty dollars (\$50.00) for the first hour or any part thereof and thirty dollars (\$30.00) for each additional hour for a Limousine Class B.”

Repeal. The regulation was created to protect the taxi industry from predatory practices by limousine companies. Given the other restriction contained in the limousine schedule requiring prearranged trips and the different sectors that these vehicles service, it would appear that the By-law clause is overly regulatory and an attempt to fix prices at an arbitrary rate. Limousine services should be free to establish a rate that they identify as sufficient to meet their business requirements and not to protect an industry with which there is little overlap, so long as those fees are communicated to the passenger in advance.

“6. Every licensed Limousine Owner shall:

(3) provide the Licensing Section the name of the licensed Driver operating his Vehicle within seventy-two (72) hours of the time when the licensed Driver has commenced To Operate the said Vehicle.”

Repeal. In that this section recognizes that both the driver and the owner are properly licensed, the clause would appear to be overly regulatory and of concern primarily to the limousine company. It is recommended that, as an internal matter between the limousine owner and the driver, this should be addressed through their policies as opposed to a by-law. Repeal would have minimal impact on public safety or consumer protection.

“8. Every Limousine Owner and Driver licensed as such under this Schedule shall cause his, her or its Livery Cab used in the City to conform, at all times, to the following standards:

8. (9) is equipped with an extra tire, wheel and jack ready for use for that Vehicle;”

Repeal. It has been identified that due to weight issues and vehicle modifications, many limousines cannot be jacked using equipment carried in the vehicle. As such, this clause would appear to be excessive. Repeal would have minimal impact on public safety or consumer protection.

“8. (10) has identical wheel coverings and or wheel design;”

Repeal. This is a purely cosmetic requirement that is not a TNC requirement. Repeal would have no impact on public safety or consumer protection.

“8. (11) has a seat belt cutting tool in a good state of repair which is easily accessible to the Driver;”

Repeal. This requirement was originally adopted as a safety requirement in the event of a vehicle rollover where the driver is trapped by the vehicle seatbelt and is required to extricate himself and passengers similarly trapped. This is not a requirement of TNCs. Staff were unable to identify any circumstance where a driver has been required to deploy the device. Repeal would have minimal impact on public safety and no impact consumer protection.

“8. (13) keep in the Vehicle and maintain a Maintenance Log for the Vehicle registered under the Owner’s Licence.”

Repeal. The clause requires a maintenance log that serves no enforcement purpose. There is no way for officers to establish the authenticity of the entries on the log. Staff recognize that ongoing maintenance is critical for the maintenance of the vehicle but that this should be the priority of the business owner. There is no requirement for TNCs to maintain a maintenance log. Repeal of this clause would have no impact on public safety or consumer protection.

“11. Every licensed Limousine Driver shall:***11. (7) each day before commencing the operation of the Vehicle, examine the Vehicle for Mechanical Defects or interior or exterior damage to the Vehicle including all exit doors and shall report forthwith any defects found to the Plate Owner of the Vehicle;”***

Repeal. This is not a requirement of the TNC vehicles. While generally accepted as good practice prior to operating a motor vehicle, there is no practical way to enforce as a by-law requirement. Staff identify that this requirement would more appropriately be viewed as the responsibility of the driver. Repeal would have minimal impact on public safety or consumer protection.

“11. (8) each day upon completion of the operation of the Vehicle return the Vehicle to his employer and shall examine the Vehicle as provided in subsection (8) and shall report all defects in the Vehicle and all accidents to the Plate Owner;”

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Repeal. Not a requirement of TNCs. This clause is challenging to enforce by regulatory staff and again would be more appropriately viewed as the responsibility of the driver as defined by the vehicle owner or Limousine Company. Repeal would have minimal impact on public safety or consumer protection.

“(10) be properly dressed, well groomed, neat and clean in personal appearance;”

Repeal. Not a requirement of TNCs. This section is viewed as more appropriate to an internal policy for a Limousine company as opposed to an issue to be enforced through a by-law due to subjectivity. There is no discernable impact on public safety or consumer protection.

“11. (11) be civil and behave courteously;”

Repeal. TNCs provide access for consumers to rate the driver immediately upon completion of a trip. Limousine passengers have a similar venue through which to file a complaint with the Limousine Company directly. Issues with customer service and the behaviour engaged in by drivers are more appropriately dealt with at this level where compensation can be provided if the complaint is believed to be valid. The requirement that a regulatory body investigate subjective complaints of this type presents significant challenges and is an issue that more properly lies with the business itself.

“11. (14) punctually keep all his appointments, and shall not make any appointments if a previous engagement would prevent him from fulfilling it;”

Repeal. There is no standard for punctuality identified in the Public Vehicle By-law. As such, there is limited ability to enforce. TNCs provide real time data as to the location of the booked ride and the decision is customer based as to whether the time frame is acceptable. Limousine operators and companies should look at adopting a similar strategy. Repeal would have minimal impact on public safety or consumer protection.

“11. (16) when a dispute arises between a Passenger and a Driver of a Vehicle about the Fare, the Driver may refer the dispute to the nearest police officer for arbitration;”

Amend. The dispute over the price of a fare should be resolved by the Limousine brokerage or owner. This is not a matter that should be addressed through the use of limited police resources. Disputes with a TNC over an amount paid, the appropriateness of the fare charged and the amount are dealt with internally by the Company. This process should be adopted by Limousine operators. Mobile Licensing Enforcement would investigate any complaint related to charges that vary from the Limousine brokerages posted rates filed with the City.

“11. (17) keep a daily Trip Sheet showing:

(a) the name of the Driver, the date and the Limousine Owner's Plate number;

(b) the location and time of the beginning and end of every Trip made;

(c) the amount of the Fare collected for each Trip;”

Repeal. Trip sheets were previously used to verify the level of work that was engaged in by a driver as a means to determine qualification to enter onto and remain on the Priority Waiting List. Limousine Drivers are not eligible for inclusion on the Priority Waiting List and, as such, this clause has little value from an enforcement perspective. No impact to consumer protection or public safety.

“11. (18) retain all Trip Sheets for at least twelve (12) months and make them available for inspection at the request of an Inspector or the Licence Manager;”

Repeal. If subsection (17) is repealed, this section would become unnecessary.

“11. (19) keep in his Limousine a current street guide for the City and the surrounding vicinity which is of a type approved by the Licence Manager;”

Repeal. The ubiquity of smart phones and applications providing map and routing information make this requirement obsolete. TNCs are not required to obtain a street guide under the current regulations. Repeal would have minimal impact on public safety or consumer protection.

“11. (20) turn off any radio, tape player or any other sound-producing mechanical device in his Limousine and shall turn down the volume on the two-way radio upon being requested so to do by any Passenger, and having done so shall leave such devices in the off position or if two-way radio turned down until termination of the Trip with that Passenger;”

Repeal. There is no similar requirement in place for TNCs and the activity is primarily a customer service issue as opposed to a consumer protection or public safety concern. Complaints regarding this issue should be directed to the brokerage or owner to take measures they feel appropriate as opposed to a by-law enforcement investigation.

“12. (1) No licensed Limousine Driver shall: carry in any Vehicle a greater number of Passengers than is set out in the manufacturer's rating of seating capacity for such Vehicle;”

Repeal. The use of seatbelts is mandated through the *Highway Traffic Act* and, as such, this clause has limited value from a by-law perspective. Convictions for violations related to issue are captured in the Drivers Abstract reviewed yearly. There is no similar restriction found in the TNC By-law. The repeal of this clause would have minimal impact on public safety or consumer protection.

“12. (2) drive a Vehicle with luggage or any object placed in, hung on or attached to the Vehicle or in such a manner as will obstruct the Driver's view of the highway;”

Repeal. The obstruction of the drivers view from the vehicle is regulated through the *Highway Traffic Act* and, as such, this clause has limited value from a by-law perspective. Convictions for violations related to issue are captured in the Drivers Abstract reviewed yearly. There is no

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similar restriction found in the TNC By-law. The repeal of this clause would have minimal impact on public safety or consumer protection.

“12. (3) take, consume or have in his possession any alcohol, Drugs or intoxicants while he is in charge of his Vehicle for which he is a Driver;”

Repeal. The possession of alcohol, drugs or other intoxicants is regulated through the *Highway Traffic Act* and, as such, this clause has limited value from a by-law perspective. Convictions for violations related to issue are captured in the Drivers Abstract and/or the Criminal Record Search, reviewed yearly. There is no similar restriction found in the TNC By-law. The repeal of this clause would have minimal impact on public safety or consumer protection.

“12. (8) recommend hotels or restaurants or other like facilities unless requested to do so by the Passengers;”

Repeal. It is unclear as to what purpose the clause serves except as part of the prohibition against entering into an exclusive concession agreement, which is also recommended for repeal. There is little evidence that this issue has been identified as problematic by the public. This issue is also difficult to enforce given the nature of the evidence that would be required to pursue the matter through a court action. Members of the public who identify that they have been “pestered” by a driver to use particular services would be able to provide a complaint to the Taxi brokerage to deal with the issue. Repeal would have minimal impact on public safety or consumer

“14. No licensed Limousine Driver or Owner shall display or permit the display of any sign, emblem, decal, ornament or advertisement on or in his Limousine except with a content and in a form and location approved by the Licence Manager.”

Repeal. The use of a limousine as a platform for advertising should be considered as a viable revenue stream for limousine owners whose vehicles maintain a high level of public visibility. Repeal would have minimal impact on public safety or consumer protection.

Financial Impact

It is difficult to gauge what financial impact the amendments would have given the number proposed and the variety. There will likely be some impact due to removal of requirements for non-driving owners to maintain a Taxicab Drivers licence. There may be some increase in revenue created through the opening of the secondary market place for the transfer of plates through fees recovered for this service.

Conclusion

It is the conclusion of the staff that the amendments identified in the Comments section would, if enacted, further serve to parallel the regulatory requirements between TNC vehicles, taxicabs and limousines.

It was further concluded that a further effort be undertaken during the Pilot Project to review the Public Vehicle By-law in its entirety to more closely align the different schedules and rationalize the regulatory requirements. Given the number of amendments and the changes in practices within the various industries regulated through the By-law, some sections would appear to be outdated and or redundant.

Attachments

Appendix 1: Council Adopted Resolution 0054-2017

Appendix 2: Line by Line Review of the By-law



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

Prepared by: Michael Foley, Manager Mobile Licensing Enforcement

0054-2017 Moved by: C. Parrish

Seconded by: R. 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)

Section		Rationale	TNC Comparison	Risk	Recommendation
	Licensing Required				
16	The Owner's Licence and Plate shall be deemed to be inactive from the date the Owner's Licence and Plate are submitted to the Licence Manager or from the date that the inactivity comes to the attention of the Licence Manager, whichever first occurs.	Identifies a change in status for a taxicab owner's plate when it becomes, for whatever reason "inactive".	No similar restrictions are identified in the TNC By-law. Due to data transfer protocols the licensing authority would be notified almost immediately as to a halt in operations of a TNC.	The number of plates currently out of service provides data that is valuable to those identifying whether the level of taxi service is commensurate with the needs of the community.	Retain
16.(1)	<p>A Licence issued to a Taxicab Owner under this by-law may be cancelled by the Licence Manager at any time if the Owner fails to actively operate a Vehicle for which the Owner has been issued an Owner's Licence and accompanying plate, for a period not exceeding ninety(90) days, unless the Taxicab Owner; (200-08)</p> <p>(a) applies to the Licence Manager for an additional period of up to ninety (90) days by: (200-08)</p> <p>(i) making any request thirty (30) days prior to the expiry of such existing ninety (90) day inactivity period,</p> <p>(ii) paying the non-refundable administration fee is paid as provided by Schedule 1 herein, and</p> <p>(iii) providing in writing sufficient reasons to support such a request, or</p> <p>(b) can show to the satisfaction of the Licence Manager just cause for such failure. (200-08)</p>	Provides the process to have a plate deemed inactive for an indeterminate amount of time. Based on initial approval of inactive status and follow-up requests for a continuation of the inactive status.	No similar restriction is identified in the TNC By-law	No identified impact on consumer protection or public safety.	Amend

Section		Rationale	TNC Comparison	Risk	Recommendation
16.(2)	A Licence issued to an Owner under this by-law may be cancelled by the Licence Manager at any time if the Owner fails to actively operate the Vehicle for which the owner's plate has been issued for a continuous period of thirty (30) days or greater unless the Owner can show to the satisfaction of the Licence Manager just cause for such failure. (200-08)	The clause identifies the Licence Managers authority to cancel a licence based on inactivity.	No similar restriction is identified in the TNC By-law	No identified impact on consumer protection or public safety.	Repeal
	Schedule 8- Owners and Drivers of Taxicabs				
2 (1)	Every Applicant for a Taxicab Driver's Licence shall:				
2(1)	(a)Submit to the Licensing Section, (i) proof of being at least 18 years of 0age;	Allows the driver to enter into legally binding contracts that may be required, brokerage agreements, lease agreements etc. Requirement for a “G “ licence is partially age dependent. Requires that the driver has at least a minimum of driver experience that is consistent with Provincial requirements.	There is no similar requirement within the TNC By-law. TNC currently licensed has minimum age requirement to become a registered driver set as 21.	High- limitations of G1 and G2 licences would make the operation of a taxicab difficult.	Retain
2 (1)	(a) (ii) proof of either, (a) Canadian citizenship, (b) landed immigrant status, or (c) a valid work permit to work as a Driver issued by the Government of Canada;	Confirms that the applicant has a legally defined right to work in Canada. Unclear as to the municipality's authority or obligation to require proof of	There is no similar requirement within the TNC By-law. TNC requires proof of	High- Potential legal issues that may affect the City for licensing individuals not legally permitted to work in Canada.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		status.	work eligibility in Canada by such means of birth certificate, Citizenship card, valid Passport, Residency card, Social Insurance Card or Work permit.	By-law repeal could permit the entry of undocumented workers into the taxi field which may further depress the value of work done.	
2 (1)	(b) a certificate prepared by a Physician which states that the Applicant is fit and able To Operate a Motor Vehicle and obtained within the last thirty (30) days from the date of the application.	Repealed 2017			
2 (1)	(c) current valid Class 'G' driver's license issued by the Province of Ontario which is in good standing according to the records of the Ministry of Transportation and Communications and obtained within the last thirty (30) days from the date of the application.	Requirement pertains to the necessity of applicants to have a valid full class "G" licence in good standing in order to promote public safety.	There is no similar requirement within the TNC By-law. Valid class "G" driver's licence required by current TNC	High risk to public safety.	Retain
2 (1)	(d) submit to the Licence Manager a criminal record search issued within sixty (60) days of the application date by the Peel Regional Police, or other police service in Ontario; and (259-15)	Implemented to address public safety. Requirement to provide a recent police criminal search allows staff to determine .	Similar to TNC Rely on a third party company to conduct online background screening that is currently done through the Coburg Police .	High risk to public safety	Retain
2 (1)	(e) submit to the Licence Manager a driver's abstract	Driver's abstract required to be filed with Licensing Office in order for staff to assess if the abstract is acceptable for further processing.	Similar to TNC Third party report provided to TNC.	High risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
2 (2)	attend at the Licensing Section to have his photograph taken;	Photograph requirement utilized for enhanced Licensing records, enforcement purposes, assist with public complaint investigations and for identification purposes of licensed drivers while operating. Image provided on identification card containing the driver's image, name and brokerage.	Similar to TNC Require the driver to provide a photo image used on the App, visible to the customer at the time of pickup and throughout the trip..	Moderate risk to public safety. Permits public to confirm the identity of driver.	Retain
2 (3)	demonstrates a proficiency in English to the Canadian Language Benchmarks Assessment Standard for listening/speaking competencies of Benchmark 7 or provides a valid Ontario secondary school graduation diploma or its equivalent as determined satisfactory by the Licence Manager. (157-15)	Repealed 2017			
2 (4)	successfully complete a written test set by the Licence Manager relating to the following: (a) the provisions of this by-law, (b) the geography of the City, (c) the use of a street guide, and (d) the location of specific sites such as hospitals and public transportation terminals.	Repealed 2017			
2 (5)	have successfully completed the written test if: (a) he receives a mark of at least seventy-five percent (75%) on the first attempt in each section; (b) he receives a mark of at least eighty-five percent (85%) on the second attempt	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
	in each section; or (c) he receives a mark of at least ninety percent (90%) on the third or any subsequent attempt in each section.				
2 (6)	be required to wait one year before writing the exam again if not able to pass the exam after three (3) attempts. A then current driver record search and certificate of criminal conviction data search as issued by the Peel Regional Police Department will need to be provided by the Applicant prior to the scheduling of the fourth(4th) exam.	Repealed 2017			
2 (7)	successfully and within the last five (5) years completed a Defensive Driving Course.	Repealed 2017			
2 (8)	successfully and within the last five (5) years completed a Sensitivity Training Course.	Repealed 2017			
2.1 (1)	No Applicant shall be issued a Taxicab Driver's Licence or a renewal Licence where the Licence Manager has determined based on a review of the criminal record search and driver's abstract provided according to subsections 2(1)(d) and 2(1)(e) of this Schedule 8 that the Applicant: (259-15) (a) has received a criminal conviction within five (5) years of the date of application or renewal;	No applicant shall be issued a licence if the applicant has received a criminal conviction within five (5) years of the date of application. Stipulation created for public safety in order to restrict the licensing of individuals with recent criminal convictions.	Similar to TNC Current licensed TNC clean criminal record. Rely on a third party company to conduct online background screening.	High risk to public safety	Retain
2.1 (1)	(b) has a criminal conviction for any of the offences listed in Schedule 15 to this By-law;	No applicant shall be issued a licence if the applicant has received a criminal conviction for an offence listed on Schedule 15 of the by-law, regardless of when the	Similar to TNC Current licensed TNC requires clean criminal record. Rely on a third party company to conduct	High risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		conviction occurred. Stipulation created for public safety.	online background screening.		
2.1 (1)	(c) has a driver's abstract that contains more than eight (8) demerit points or its equivalent from outside the Province of Ontario; or	Requirement pertains to the necessity of applicants to have a driver's licence record in good standing in order to promote public safety. Requirement excludes the licensing of individuals who provide a current driver's abstract that contains more than six (6) demerit points or equivalent from outside the Province of Ontario. Stipulation created for public safety.	Similar to TNC Rely on third party company to conduct online background screening. Require applicants to have a good driving record with no more than 2 minor infractions, exceeding eight (8) demerit points within the last three (3) years.	Provision was amended in 2017 to increase the acceptable number of demerit points for taxi drivers to a level that is equal to TNC drivers.	Retain
2.1 (1)	(d) has received an individual <i>Highway Traffic Act</i> conviction which resulted in a least four (4) demerit points being added to the Applicant's driver's abstract or it equivalent from outside the Province of Ontario.	Implemented as a public safety measure as offences carrying a penalty of four points or higher are viewed to be of a serious nature and may represent a risk to the travelling public.	Similar to TNC	Moderate risk to public safety.	Retain
2.1 (2)	Notwithstanding subsections 2.1(1)(a) and 2.1(1)(b), the Licence Manager may issue a conditional licence where the Applicant provides documentation which establishes that a current application to the Parole Board of Canada for a record suspension in accordance with the <i>Criminal Records Act</i> is actively being pursued. (259-15)	Section drafted in order to allow the Licence Manager to issue conditional licences to applicants able to provide documentation for current application to the Parole Board of Canada for a record suspension in accordance with the <i>Criminal Records Act</i> . Note- A person is ineligible to apply for a record suspension	There is no similar requirement within the TNC By-law. Must have clean criminal record. Rely on a third party company to conduct online background screening.	Moderate risk to public safety	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		to the Parole Board until the following period has elapsed after the expiration according to law of any sentence, including a sentence of imprisonment, a period of probation and the payment of any fine imposed for an offence: ten (10) years for offences prosecuted by indictment and five (5) years for offences punishable on summary conviction.	No provisions made for drivers seeking a record suspension.		
2.1 (3)	All criminal convictions older than five (5) years and not appearing in Schedule 15 will be reviewed by the Licence Manager. (259-15)	Allows the Licence Manager to review criminal convictions older than five (5) years old and not appearing on schedule 15 for licence approval without the requirement of the applicant making application to the Parole Board of Canada for a record suspension.	There is no similar requirement within the TNC By-law.	Moderate risk to public safety	Retain
3	Every licensed Driver shall:				
3 (1)	each day before commencing the operation of the vehicle, examine the vehicle for Mechanical Defects or interior or exterior damage to the vehicle including all exit doors and shall report forthwith any defects found to the Plate Owner of the vehicle;	Implemented in order to direct that driver's communicate mechanical defects/damage to the taxicab plate owner in order for the plate owners to be aware of issues requiring repair.	There is no similar requirement within the TNC By-law.	Minimal risk as it is difficult to determine whether or not the vehicle examination was in fact conducted and whether or not the plate owner was advised of any issues.	Repeal
3 (2)	each day upon completion of the operation of the vehicle return the vehicle to his employer and shall examine the vehicle as provided in subsection (1) and shall report all	Implemented in order to have driver's communicate mechanical defects/damage at the conclusion of his shift to	There is no similar requirement within the TNC By-law.	Minimal risk as it is difficult to determine whether or not the vehicle inspection was in fact conducted and whether or not	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	defects in the vehicle and all accidents to the Plate Owner;	the taxicab plate owner in order for the plate owners to be aware of issues requiring repair.		the plate owner was advised of any issue.	
3 (3)	carry the Driver's Licence issued under this by-law and his Ontario driver's Licence with him at all times when operating a vehicle;	Requirement implemented in order to ensure drivers were in possession of required documentation to operate the vehicle and for identification purposes.	Similar to TNC The ability to access the app indicates that the driver is operating under the municipal licence.	Low risk to public safety.	Retain
3 (4)	at all times when driving a Taxicab have his photograph and name affixed in a place approved by the Licence Manager, one of which places may be the back of the front seat, and in such manner that the same is clearly displayed to and readable by Passengers in the back seat;	Requirement implemented in order for public to be able to readily identify the driver of the taxicab.	Similar to TNC TNC App contains the drivers photo image and first name.	Low risk to public safety.	Retain
3 (5)	be well-groomed, neat and clean in personal appearance, and dressed in pants (no jeans or sweat pants) or skirt, shirt or blouse with a collar and shoes, all free from obvious wear or damage;	Requirement implemented with the thought to have taxicab driver's dressed in a more professional manner for customer service and to be clean in personal appearance.	There is no similar requirement within the TNC By-law.	No identified impact on consumer protection or public safety.	Repeal
3 (6)	be civil and behave courteously;	Section implemented in order to hold driver's accountable for unprofessional or rude behaviour towards customers.	There is no similar requirement within the TNC By-law. Passengers have the ability to rate driver post trip and may	No identified impact on consumer protection or public safety risk	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
			make a formal complaint to the TNC.		
3 (7)	give a Passenger a receipt on an authorized form showing the Driver's name and Driver's Licence number and an identifying number for the vehicle when requested or whenever there is a dispute over the Fare;	Section implemented in order for the public to have proof on trip and identification of driver involved.	Similar to TNC Receipt provided to customer via email for all trips/transactions.	Low risk to public safety.	Retain
3 (8)	subject to subsections 6(2) and (3), and except when he has a previous Order or engagement serve the first person requiring the service of his vehicle at any place within the City, at any time by day or night, except when the person:	Section implemented in order to obligate a licensed driver to provide service while on duty to all individuals requiring transportation with some limitations captured in sections 3(8)(a)- (j)	Driver can decline trip requests on app.	There is some disparity contained in this section. While each driver may refuse service, the taxicab driver is limited in the reasons that he can refuse service while the TNC can simply choose not to provide the service.	Retain
3 (8)	is intoxicated or disorderly; or,	Exception to trip obligation implemented for driver safety.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (8)	(b) refuses to give his destination, or,	Exception to trip obligation implemented for driver safety.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (8)	(c) is in possession of an animal other than a Service Animal, or;	Exception to trip obligation implemented for driver safety.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (8)	(d) is eating or drinking any food or beverage, or;	Exception to trip obligation implemented for driver vehicle care.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
			Part of the user agreement allows the TNC to charge a fee for cleaning of a vehicle.		
3 (8)	(e) has not paid a previous Fare or cancellation fee, or;	Exception to trip obligation implemented for driver business protection.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (8)	(f) is in the opinion of the Driver unable or unwilling to pay the Fare and has been unable or unwilling to satisfy the Driver that he has the funds to pay the Fare, or,	Exception to trip obligation implemented for driver business protection.	There is no similar requirement within the TNC By-law. The TNC app confirms the ability of the passenger to pay prior to engagement.	Low risk to public safety.	Repeal
3 (8)	(g) is a Grossly Unclean Person, or,	Exception to trip obligation implemented for driver vehicle care.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (8)	(h) is a person under the age of twelve (12) years who is not accompanied by an (a) adult, or,	Exception to trip obligation implemented for driver liability protection.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (8)	(i) refuses to wear a seat belt and either fails to produce a medical certificate exempting him/her from wearing a seat belt assembly, or fails to satisfy the Driver that his/her weight is under eighteen (18) kilograms (40 lbs), or,	Exception to trip obligation implemented for driver liability protection.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
3 (8)	(j) is intending to Smoke in the Vehicle.	Exception to trip obligation implemented for driver health protection.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
3 (9)	punctually keep all his appointments, and shall not make any appointments if a previous engagement would prevent him from fulfilling it;	Implemented in order to ensure drivers are punctual to trip appointments.	There is no similar requirement within the TNC By-law.	Punctuality is not defined within the by-law and is subjective. No risk to public safety.	Repeal
3 (10)	take due care of all property delivered or entrusted to him for conveyance of safekeeping, and immediately upon his termination of any hiring engagement shall examine the interior of his vehicle for any property lost or left therein, and all property or money left in his vehicle shall be forthwith delivered over to the person owning the property or money and if the owner of the property or money cannot at once be found, the Driver shall deliver the property or money to the nearest police station with all information in his possession regarding the property or money;	Implemented in order to create a guideline for drivers on how to deal with lost and found articles and to hold driver's accountable for property entrusted to him for safekeeping.	There is no similar requirement within the TNC By-law.	The return of lost property, while desirable, does not represent a public safety or consumer protection issue.	Repeal
3 (11)	when a Passenger enters a Vehicle and gives the Driver the desired destination, take the shortest possible route to the destination desired unless the Passenger designates otherwise;	Section implemented in order to hold driver's accountable for taking routes longer than necessary in order to obtain a hirer fare for trips.	Not a TNC requirement but is provided for through the TNC app which bases the fare on a pre-calculated route	Low risk- No public safety issue. There is a consumer protection issue in that fares can be increased by purposely taking a longer route.	Retain
3 (12)	when a dispute arises between a Passenger and a Driver of a Vehicle about the Fare, the Driver may refer the dispute to the nearest police officer for arbitration;	Section implemented in order to provide direction to driver's on how to resolve fare disputes.	TNC by-law does not address as the fare is set prior to trip.	Disputes related to inaccurate fare due to calibration of meter should be directed to Mobile Licensing.	Amend

Section		Rationale	TNC Comparison	Risk	Recommendation
3 (13)	keep a daily Trip Sheet showing: (a) the name of the Driver, the date and the Taxicab owner's plate number; (b) the location and time of the beginning and end of every Trip made; (c) the amount of the Fare collected for each Trip;	Trip sheet requirement implemented prior to the popularity of personal electronic devices such as tablets, cell phones and more sophisticated meter devices capable of recording the driver's trips. Trip sheets were historically used to verify work hours for parties on the taxicab plate owner's priority list. Requirement obsolete.	There is no similar requirement within the TNC By-law. Trip records maintained by TNC.	No identified impact on consumer protection or public safety.	Repeal
3 (14)	retain all Trip Sheets for at least twelve (12) months and make them available for inspection at the request of an inspector or the Licence Manager;	Stipulation to retain trip records for at least twelve (12) months was formally required for priority list entry and maintenance. Requirement obsolete.	Trip records maintained by TNC.	No identified impact on consumer protection or public safety.	Repeal
3 (15)	subject to subsections (16) and 8(3), commence the calculation of the Fare using a Taxicab Meter or App when the Passenger enters the cab and keep it engaged throughout the Trip except where a flat rate is applicable; (134-16)	Section provided for direction to the driver regarding the use of the taxicab meter or App used in relation to calculating fares.	Similar to TNC	Low risk to public safety.	Retain
3 (16)	be allowed to commence the calculation of the Fare using a Taxicab Meter or App before the Passenger enters the vehicle only after the Taxicab Driver has notified the Passenger of his arrival and has waited a reasonable time after the due time of the Order; (134-16)	Section provides ability for the driver to activate the meter to commence charging for time waiting once he has arrived at the specified pickup location and waited a reasonable amount of time for the customer.	Similar to TNC	Low risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
3 (17)	at the conclusion of the Trip, disengage the Taxicab Meter or App. (134-16)	Section provides for specific instruction for the driver to disengage the taxicab meter or App at the conclusion of the trip.	Similar to TNC	Low risk to public safety. Provides some consumer protection.	Retain
3 (18)	keep in his Taxicab a current street guide for the City and the surrounding vicinity which is of a type approved by the Licence Manager;	Street guide requirement implemented as a customer service initiative to have able to reference locations for customers. Advances in technology have made this requirement obsolete.	There is no similar requirement within the TNC By-law..	No identified impact on consumer protection or public safety.	Repeal
3 (19)	turn off any radio, tape player or any other sound-producing mechanical device in his Taxicab and shall turn down the volume on the two-way radio upon being requested so to do by any Passenger, and having done so shall leave such devices in the off position or if two-way radio turned down until termination of the Trip with that Passenger.	Section implemented as a customer service measure.	There is no similar requirement within the TNC By-law.	No identified impact on consumer protection or public safety.	Repeal
3 (20)	if requested, assist a Disabled or elderly person to get into and out of the taxicab and ensure the Passenger is properly secured in the Vehicle prior to transport. If the Driver is unable to properly assist and/or secure the Passenger, the Driver shall notify their Broker and request a Driver or other appropriate service capable of handling the request. The Driver shall record the request and results on the Trip Sheet. The Driver shall remain with the	Section implemented in order to provide regulations regarding the obligation to properly assist a disabled or elderly passenger. Section further defines what the driver is to do in the event that he unable to assist or secure the passenger.	There is no similar requirement within the TNC By-law.	Medium risk, public safety issue if passenger not properly secured in vehicle.	Review

Section		Rationale	TNC Comparison	Risk	Recommendation
	Passenger until assistance from another Driver or appropriate service has arrived.				
4	In addition to the Driver duties prescribed under this schedule every Accessible Driver shall:	Section appears to be in the wrong schedule of the by-law, should be in schedule 7.			
4 (1)	record the results of the daily inspection of the Vehicle in a log book on a daily basis and shall ensure that the log book remains with the licensed Vehicle at all times; and	Section appears to be in the wrong schedule of the by-law, should be in schedule 7. Implemented to have accessible taxicab driver's record results of a vehicle circle check in a log book on a daily basis.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Review
4 (2)	produce the log book described in paragraph 4(1) of this By-law for inspection upon request of the Licence Manager.	Section appears to be in the wrong schedule of the by-law, should be in schedule 7. Implemented to create an obligation to present the daily inspection log book to a Licensing staff member upon request.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Review
5	No Taxicab Driver shall:	Section identifies a list of prohibited activities for drivers.			
5 (1)	carry in any vehicle a greater number of Passengers than is set out in the manufacturer's rating of seating capacity for such vehicle;	Section implemented as a public safety.	No similar requirement for TNCs	No identified impact on consumer protection or public safety. This is not an issue that has been identified as problematic but is addressed by the HTA.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
5 (2)	drive a vehicle with luggage or any object placed in, hung on or attached to the vehicle or in such a manner as will obstruct the Driver's view of the highway;	Section implemented for public safety.	No similar requirement for TNCs	No identified impact on consumer protection or public safety. This is not an issue that has been identified as problematic but is addressed by the HTA.	Repeal
5 (3)	take, consume or have in his possession any alcohol, Drugs or intoxicants while he is in charge of his vehicle for which he is a Driver;	Section implemented for public safety. Item further covered under the Highway Traffic Act (HTA).	No similar requirement for TNCs	No identified impact on consumer protection or public safety. This is not an issue that has been identified as problematic but is addressed by the HTA.	Repeal
5 (4)	take on any additional Passengers after the vehicle has departed with one or more Passengers from any one starting point except under the following circumstances:	Regulation provides for the vehicle hirer to have exclusive use of the car, potentially for personal safety and convenience.	No similar requirement for TNCs	Low risk to public safety.	Review
	(a) when done at the request of a Passenger already in the vehicle;	Regulation provides an exception to restriction to take on additional passengers.	There is no similar requirement within the TNC By-law. TNCs have Pool options	Low risk to public safety.	Review
	(b) in an emergency situation;	Regulation provides an exception to restriction to take on additional passengers.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
	(b) when operating a vehicle which is being used exclusively for the transportation of children to and from	Regulation provides an exception to restriction to take on additional passengers.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	school;				
	(d) when operating an Accessible Vehicle which is being used pursuant to a prearranged contract for transportation of Disabled Passengers.	Regulation provides an exception to restriction to take on additional passengers.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
5 (5)	drive a vehicle whose owner is not a licensed owner.	Regulation implemented to ensure licensed taxicab drivers do not use unlicensed, unregistered vehicles.	Similar to TNC Vehicle must be registered with TNC.	High. Vehicle being operated should be the approved vehicle.	Retain
5 (6)	permit a Passenger to stand in the vehicle while the vehicle is in motion;	Regulation implemented to restrict driver's from allowing passengers from standing in vehicle while in motion.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain/ Review
5 (7)	be required to accept any Order when the expenditure of money by the licensed Taxicab Driver is required on behalf of the Passenger;	Implemented to protect the driver from being forced into accepting orders at their expense.	There is no similar requirement within the TNC By-law. TNCs typically operate without use of cash.	Low risk to public safety.	Retain
5 (8)	recommend hotels or restaurants or other like facilities unless requested to do so by the Passengers;	Implemented to restrict driver's from recommending hotels or restaurants unless requested to promote fair business.	There is no similar requirement within the TNC By-law.	Low risk- no public safety issue.	Repeal
5 (9)	be required to provide change for any note larger than twenty dollars (\$20.00) unless the Fare is at least one-half (½) of the value of said note;	implemented for driver safety, as drivers were being robbed at times due to cash carried in vehicle.	There is no similar requirement within the TNC By-law. TNCs typically	Low risk- no public safety issue. Safety issue relates to the drivers.	Amend

Section		Rationale	TNC Comparison	Risk	Recommendation
			operate without use of cash.		
5 (10)	use mobile phones while operating a Taxicab except when the use of the phones do not affect the safe operation of the Taxicab.	Regulation implemented for public safety. Implemented prior to electronic device use being added to the Highway Traffic Act (HTA).	There is no similar requirement within the TNC By-law.	Moderate risk to public safety.	Review
5 (11)	make any charge for time lost through defects or inefficiency of the Vehicle or the incompetence of the Driver;	Implemented to restrict drivers from charging public for time lost due to the incompetence of the driver.	There is no similar requirement within the TNC By-law. TNC Fare is pre-set, not an issue	Low risk to public safety.	Retain
5 (12)	make any charge for the time elapsed due to early arrival of the Vehicle in response to a call for vehicle to arrive at a fixed time;	Implemented to restrict drivers from charging public for time lost due to the early arrival of the driver for fixed time pickup appointments.	There is no similar requirement within the TNC By-law. TNC Fare is pre-set, not an issue	Low risk to public safety.	Retain
5 (13)	refuse to serve a Passenger with a Service Animal; except where:	Regulation created to restrict drivers from refusing passengers with special need/ service animals.	No similar restriction in TNC by-law	Medium risk- parties with special needs could possibility be stranded if drivers not required to provide service.	Retain
	(a) the Driver has an allergy, and has filed with the Licence Manager a certificate from his doctor evidencing that due to the allergy the Driver is unable to provide service to the Passenger with a Service Animal.	Provides for specific exception to requirement of section 5 (13) to serve a passenger with a service animal for the drivers.	TNC By-law does not address.	Low risk- item provides clarity for 5 (13) requirement.	Retain
	(b) when the Driver is unable to service the	Provides for obligation to	TNC By-law does not	Low risk- item provides clarity	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	Passenger for the reason set out in paragraph(a), the Driver shall make proper arrangements for service before proceeding to his next engagement.	make service arrangements for special needs passenger if unable to provide service based on an allergy.	address.	for 5 (13) requirement.	
5 (14)	smoke in the Taxicab	Regulation created for public safety. Smoking matters also covered under Regional By-laws.	TNC By-law does not address.	Medium Risk.	Retain
5 (15)	speak in an obscene, foul, boisterous, racist, loud, threatening or abusive manner to any Person, including a Dispatcher, while Operating a Taxicab;	Regulation created in order to have a means for City staff to deal with excessively inappropriate behaviour towards passengers.	No similar restriction in TNC By-law	Medium- elimination of regulation could make public complaints more difficult to investigate.	Retain
5 (16)	use an App that has: (134-16)				
	(a) not been approved by the Licence Manager; or	Regulation created to provide for the Licensing Manager to have approval of dispatching App's used in the City.	TNC By-law is similar	High Risk- public safety issue. Verification that app functions as designed and meets by-law requirements.	Retain
	(b) been suspended by the Licence Manager;	Regulation created to provide for the Licensing Manager to have authority to suspend dispatching App's used in the City.	TNC By-law is similar	High risk	Retain
5 (17)	operate a Taxicab which does meet the vehicle requirements for Taxicabs according to this By-law. (134-16)	Regulation created to restrict drivers from using vehicles not meeting the minimum vehicle requirements covered in section 41.	TNC By-law requires the use of only vehicles that are approved.	Medium Risk- possible public safety issue if operating motor vehicles deemed not practical for public transportation.	Retain
6 (1)	The provisions of subsection 3(8) do not	Regulation provides for	TNC By-law does not	Low Risk- no public safety	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	apply to a Driver who has a disability, impairment or allergy, and has filed with the Licence Manager a certificate from his doctor evidencing such disability, impairment or allergy and is unable to serve the Fare by reason of the disability, impairment or allergy.	exemptions for requirement of drivers to service first person requiring service of his vehicle.	address.	issue, rather driver exemption.	
6 (2)	When a Driver is unable to service a Fare for the reasons set out in subsection (1), the licensed Driver shall make proper arrangements for service of that Fare before proceeding to his next engagement.	Regulation created to ensure drivers refusing a fare due to an exemption, still arrange transportation for the public member prior to departing.	TNC By-law does not address.	Medium risk- public members could be left stranded by drivers with exemptions.	Retain
6 (3)	For the purposes of subsection 4(1) an infant, two years of age or younger, carried by an adult and sitting on the lap of the adult while in the vehicle shall not be included in the calculation of manufacturer's rating of seating capacity for such vehicle.	Regulation appears to refer to subsection 5(1) not 4(1). Created to provide an exemption to the prohibition of carrying greater number of passengers than set out in manufactures rating of seating capacity.	TNC By-law does not address.	Low Risk- no public safety issue, rather driver exemption.	Retain
6 (4)	The provisions of subsections 9(1)(a)(c) and section 12, do not apply to an Accessible Vehicle being used pursuant to a pre-arranged contract for transportation of Disabled persons.	Regulation appears to be misquoted, should be 9(1)(a). Created to provide for exemption for drivers regarding fares to be charged to pre-arranged transportation contracts for disabled persons.	TNC By-law does not address.	No risk- no public safety issue. Provides for fares to be charged for disabled persons not in accordance to schedule 9.	Review
7 (1)	Where a customer complaint which in the opinion of the Licence Manager is not frivolous or vexatious has been received by the Licensing Section relating to a licensed Driver's knowledge of the geography of the	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
	City the Licence Manager may require the Licensee to attempt and successfully complete, with a mark of at least seventy-five percent (75%), a written test approved and set by the Licence Manager. Failure to obtain such a grade may result in the Licence Manager revoking or suspending the Licensee's Licence. (200-08)				
7 (2)	The Licence Manager may require a Driver at any time to complete the Defensive Driving Course because of complaints received against the Driver, relevant convictions registered on the Driver's provincial driving record or if the Licence Manager is of the opinion that it would be in the public interest to require the Driver to complete the Defensive Driving Course.			Repealed 2017	
7 (3)	Where a complaint has been received which in the opinion of the Licence Manager is not frivolous or vexatious and relates to the Driver's ability to transport a Disabled customer, the Licence Manager may require the Licensee to complete a Sensitivity Training Course, as a condition of the continuation or renewal of the Driver's license.			Repealed 2017	
7 (4)	Every licensed Driver shall be required to complete a Taxicab Driver Orientation Training Course every five (5) years.			Repealed 2017	
7 (5)	Every licensed Driver shall be required to complete a Sensitivity Training Course every five(5) years.			Repealed 2017	
7 (6)	Every licensed Driver shall be required to complete the Defensive Driving Course every five (5) years.			Repealed 2017	

Section		Rationale	TNC Comparison	Risk	Recommendation
7 (7)	Every licensed Driver shall be required to complete the Robbery Prevention Course every five (5) years.	Repealed 2017			
7 (8)	Every Inactive Driver shall be exempt from subsections 7 (4), (5), (6) and (7), but must comply with the subsections prior to operating a vehicle licensed under this Bylaw.	Repealed 2017			
8 (1)	When a Driver picks up a Passenger within the City for a Trip with the destination outside the City, the Driver and the Passenger may agree before the commencement of the Trip to a flat rate.	Regulation allows for an exemption for the driver to charge a flat rate for trips outside of the city rather than by the meter.	There is no similar requirement within the TNC By-law. TNC By-law allows for the charging of a pre-arranged rate for all trips within the City	No risk- no public safety issue. Exemption for drivers.	Amend
8 (2)	When the Driver under subsection (1) drives a Taxicab he shall engage the Taxicab Meter while the Taxicab is within the City.	Regulation to mandate the meter being engaged while in the city, while on an agreed flat rate trip.	TNCs do not operate using a meter.	No risk- no public safety issue.	Retain
8 (3)	When a Driver is operating a Taxicab with an Airport Permit, the Driver shall not engage the Taxi Meter on Fares to and from the Airport terminals and shall use the Greater Toronto Airport Authority GTA Taxi Tariffs to calculate the Fare.	Regulation created to mandate the drivers to use the GTAA taxi tariff and not the meter for Airport approved trips.	There is no similar requirement within the TNC By-law.	No risk- no public safety issue.	Retain
9 (1)	Every Driver shall not;				
	(a)charge a Fare which is not in accordance with appropriate Fare set out in Schedule 9 to this bylaw except where the; (134-16)	Regulation developed to restrict drivers from charging a fare other than as set by the City.	TNCs charge fare based on market conditions but are pre-set.	Medium risk to consumer protection	Amend

Section		Rationale	TNC Comparison	Risk	Recommendation
	(b) induce any person to engage his vehicle by any misleading or deceiving statement or representation to that person about the location or distance of any destination named by that person;	Regulation developed to address potential situation of drivers misrepresenting information in order to obtain a fare.	TNCs charge fare based on market conditions but are pre-set.	No risk- no public safety issue. Consumer protection matter.	Retain
	(c) recover or receive any Fare or charge from any Person to whom he has refused to show the Fare card; (134-16)	Repealed 2017			
	(d) make any charge for time lost through defects or inefficiency of the vehicle or the incompetence of the Driver;	Implemented to restrict the drivers from charging the public in regards to driver incompetence or vehicle related issues.	TNCs charge fare based on market conditions but are pre-set.	No risk- no public safety issue. Consumer protection matter	Retain
	(e) make any charge for the time elapsed due to early arrival of the vehicle in response to a call for vehicle to arrive at a fixed time;	Regulation implemented to address potential issues of early booking arrival charges.	There is no similar requirement within the TNC By-law.	No risk- no public safety issue. Consumer protection matter	Retain
9 (2)	The provisions of subsections 9(1)(a) and (c), do not apply to a pre-arranged run for school children;	Regulation developed to provide a driver exemption while transporting school children.	TNC By-law does not address.	No risk- no public safety issue.	Retain
10 (1)	The power to designate an area on private property as a Taxicab Stand is of a minor nature and is delegated to the Manager of Mobile Licensing for the Corporation. (180-10)	Regulation created in order to empower the Licensing Manager with the authority to designate taxicab stands.	TNC By-law does not address.	No risk- no public safety issue.	Retain
10 (2)	At the request of a property owner the Manager of Mobile Licensing for the	Regulation created in order to empower the Licensing	TNC By-law does not address.	No risk- no public safety issue.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	Corporation may set out and designate an area, on the private property, as a Taxicab Stand for the purposes of this By-law. (180-10)	Manager with the authority to designate taxicab stands.			
10 (3)	The Manager of Mobile Licensing for the Corporation may remove the Taxicab Stand designation from an area on private property after which that area is no longer a Taxicab Stand for the purposes of this By-law. (180-10)	Regulation created in order to empower the Licensing Manager with the authority to remove a designated taxicab stand no longer in use.	TNC By-law does not address.	No risk- no public safety issue.	Retain
10 (4)	Taxicab Stands on public highways shall be designated under the Traffic By-law No.555-00 and are set out at Schedule 23 of the by-law. (180-10)	Regulation stipulates which bylaw that taxicab stands on public highways are created.	TNC By-law does not address.	No risk- no public safety issue.	Retain
10 (5)	A description and location of all Taxicab Stands will be set out in the Taxicab Stand List that will be placed for public viewing on the Corporation's official website and the Taxicab Stand List shall be regularly maintained and updated by the Manager of Mobile Licensing, or his/her delegate. (180-10)	Regulation stipulates where taxicab stands designated by the Licence Manager shall be posted/noted.	TNC By-law does not address.	No risk- no public safety issue.	retain
11 (1)	Every Driver shall have properly affixed to the vehicle, the Owner's Plate, Roof Light and Fender Numbers prior to entering a Taxicab Stand or the moving line at the Airport vehicle compound holding area. (180-10)	Regulation created to have driver affix the owners plate, roof light and fender number prior to entering the Airport vehicle compound area. Item not enforceable under the bylaw as compound is on Federal lands.	TNC By-law does not address.	No risk- no public safety issue.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
11 (2)	Every Driver shall only enter a Taxicab Stand, by taking his position at the end of any line formed by the Taxicabs already on the stand.	Regulation created to encourage fair and safe operation of designated taxicab stands.	TNC By-law does not address.	Low risk to public safety.	Retain
11 (3)	Every Driver shall while waiting at a Taxicab Stand or at any public place:				Retain
	(a) not obstruct or interfere in any way with the normal use of the Taxicab Stand or public place, or interfere with the surrounding traffic patterns,	Regulation created to encourage safe operation of designated taxicab stands and surrounding areas.	TNC By-law does not address.	Low risk to public safety.	
	(b)not make any loud noise or disturbance,	Regulation created for public nuisance issues.	TNC By-law does not address.	No risk to public safety.	Retain
	(c) be sufficiently close to his Taxicab to have it under observation at all times,	Regulation created for public nuisance issues and efficient operation of the stands.	TNC By-law does not address.	No risk to public safety.	Retain
	(d) not wash the Taxicab,	Regulation created for public nuisance issues and efficient operation of the stands.	TNC By-law does not address.	No risk to public safety.	Retain
	(e) not make repairs to his Taxicab, unless the repairs are immediately necessary;	Regulation created for public nuisance issues and efficient operation of the stands.	TNC By-law does not address.	No risk to public safety.	Retain
	(f) not stop or park his or her Taxicab within sixty (60) metres of a Taxicab Stand, unless for the purposes of loading a prearranged parcel or Passenger or unloading a parcel or Passenger or unless the Taxicab is stopped or parked in the feeder lane operated in	Regulation created to reduce issues/conflicts pertaining to drivers not following proper taxicab stand protocol.	TNC By-law does not address.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	conjunction with a Taxicab Stand designated under this By-law and the said stand is on the same property to which this prohibition refers.				
11 (4)	Every Driver shall not pick up any Passenger within sixty (60) metres of a Taxicab Stand when there are one or more Taxicabs upon the stand:	Regulation created to reduce issues/conflicts pertaining to drivers not following proper taxicab stand protocol.	TNC By-law does not address.	No risk to public safety.	Retain
	(a)unless an arrangement has been previously made with the Passenger to pick him up at that location and that Taxicab Driver notifies the Driver of the first Taxicab on the Taxicab Stand.	Regulation provides for a driver exemption to the prohibition listed in section 11(4).	TNC By-law does not address.	No risk to public safety.	Retain
	(b)unless the Passenger exhibits a preference for that Taxicab and the chosen Taxicab Driver notifies the Driver of the first Taxicab on the Taxicab Stand;	Regulation provides for a driver exemption to the prohibition listed in section 11(4).	TNC By-law does not address.	No risk to public safety.	Retain
12	No Driver or Plate Owner shall;				
	(1) enter into or become a party to an Exclusive Concession Agreement;	Regulation created to restrict exclusive transportation service to be provided by taxicab drivers/owners in order to promote fair business practices.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(2) agree to pay, accept a fee or consideration or do any other act or thing pursuant to an Exclusive Concession Agreement;	Regulation created to restrict exclusive transportation service to be provided by taxicab drivers/owners in order to promote fair business practices.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
13	No Driver or Plate Owner shall display or permit the display of any sign, emblem, decal, ornament or advertisement on or in his Taxicab except with a content and in a form and location approved by the Licence Manager.	Regulation created to restrict taxicab owners and drivers from displaying decals, advertisements on the vehicle without approval of the Licensing Manager.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
14 (1)	Every Applicant for a Taxicab owner's Licence shall:				
	(a) if a natural person, be licensed under this by-law as a Driver, or	Regulation created in order to ensure that taxicab owner applicants are also licensed as a taxicab driver first.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(b) if a corporation, the Individual person holding the shares carrying at least fifty-one percent (51%) of the voting rights attached to all shares of the corporation for the time being issued and outstanding, be licensed as a Driver under this by-law;	Regulation created to address situation of plate owner being a corporation. Stipulates that individual with majority voting rights must be licensed as a taxicab driver.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(c) notwithstanding subsection 14(1)(a) of this section, where an owner's license has been legally transferred to a Spouse from a deceased owner, there will be no Driver requirements for the Spouse of the deceased owner so long as the Spouse successfully completes a Taxicab Owner Responsibilities Course.	Regulation created in order to address situations where a plate owners wife inherits the taxicab owners plate and allows for the wife to become the owner without be a licenced taxicab driver.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(d) meet the requirements of section 38 of this Schedule relating to vehicle approval.	Regulation created in order to stipulate that a new owner must meet section 38 in regards to vehicle standards.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
14 (2)	Section Repealed 134-16				
15 (1)	Six Hundred and thirty-five (635) Taxicab Owner's Licences shall be issued by the Licence Manager under this By-law. (270-06, 200-08, 260-08)	Regulation captures the taxicab owner plate count actively issued within the bylaw. Amended in 2017 to increase # of plates to 708.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
15 (2)	The total number of Taxicab Owner Licences issued at any given time shall be established by the Plate Issuance Formula, Schedule 3 of the By-law;	Regulation stipulates the plate issuance formula to be used in order to calculate future plate issuance.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Amend
15 (3)	No Taxicab Owner shall be issued more than twelve (12) Taxicab Owner's Licences under this By-law.	Regulation created in order to limit the number of taxicab owners plates that one individual may own.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
16 (1)	The Licence Manager shall maintain a Priority List, which shall contain the names of Applicants for a Taxicab Owner Licence in the order of the receipt of their application and in accordance to the provisions of this Schedule.	Regulation created in order to have a means to issue taxicab plates at a future date when deemed appropriate. The method involved is via a Priority List.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
16 (2)	No Person, by virtue of the submission of an application for a Taxicab Owner Licence or by virtue of the placing of their name on the Priority List, shall obtain a vested right to a Taxicab Owner Licence, or to remain on the Priority List at any time and Council reserves the right to amend or repeal this By-law and any successor By-laws and to place further additional requirements or restrictions on such Applicants or Persons at any time and from time to time, or to purge or eliminate	Regulation provides the City an ability to purge or eliminate the priority list at any time and states that no person obtains a right to a plate simply by placing their name on the priority list.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review

Section		Rationale	TNC Comparison	Risk	Recommendation
	the Priority List at any time or from time to time.				
16 (3)	Those Persons whose names appeared on the previous Priority List under By-law 142-89, as amended shall, if they continuously comply at all times with all of the requirements of this Schedule and Appendix's, have their names placed and maintained on the Priority List in the order in which they appeared on the said Priority List, as of the date of repeal of By-law 142-89, as amended, and in priority to all Applicants under this By-law.	Provides for all applicants on the priority list under the previous public vehicle by-law 142-89 to remain in the list as created under this by-law.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
17	When a completed application for a Taxicab Owner's Licence is received by the Licensing Section and it meets all the requirements of this By-law, but a Licence cannot be issued because of the limitation on the number of Licences set out in section 15, the Applicant's name shall be placed on the Priority List by the Licence Manager for the issuance of a Taxicab Owner Licence. (134-16)	Regulation created in order to have a means to issue taxicab plates at a future date when deemed appropriate by the City.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
18	No person who has been issued an Owner's Licence from the Priority List may re-enter his name on the Priority List.	Regulation created to limit the ability to re-enter the priority list once issued a plate from the list.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
18 (1)	This section is not retroactive for Drivers who have had their name entered and are currently on the Priority List.	Created to provide for exemption for drivers already on the list at the implementation of section 18.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
19	When a name has been placed on the Priority List, under section 17 of this Schedule to the By-law it shall remain on the list if:	Regulation creates for rules to remain on the priority list once added to the list.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
19 (1)	the Applicant is a licensed Driver in good standing and has filed annually a Statutory Declaration in a form approved by the Licence Manager;	Regulation creates requirement to remain on the priority list providing the driver is licensed in good standing and has filed annually a statutory declaration form.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
19 (2)	Section Repealed by 134-16				
19 (3)	The Applicant has renewed his Taxicab Driver's Licence within ninety (90) days of the date of expiry of the License.	Regulation created to have a stipulation to have renewed			
20	Section Repealed by 134-16	N/A			
21	Section Repealed by 134-16	N/A			
22	Section Repealed by 134-16	N/A			
23	Section Repealed by 134-16	N/A			
24	Section Repealed by 134-16	N/A			
25	Section Repealed by 134-16	N/A			
26	The Applicant's name shall only appear once on the Priority List at any one time.	Regulation created to limit drivers from appearing on the list more than once.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
27 (1)	The Priority List shall be available for inspection during normal business hours at the office of the Licensing Section.	Regulation created to state that the priority list shall be available for inspection at the Licensing Office.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
27 (2)	A copy of the Priority List shall be provided by the Licensing Section to each Taxicab Broker to display in their office each year.	Regulation states that the Priority list shall be provided to each taxicab broker, yearly.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
28	The Licence Manager shall review the Priority List at regular intervals a minimum of once per calendar year, to determine that the listed persons are in compliance with the provisions of this Schedule and any person whose name is on the list who fails to comply with the provisions for this Schedule, shall be notified by the Licence Manager that his name is to be removed from the Priority List and such a person may appeal this decision.	Regulation provides for direction regarding an annual review of the priority list and direction to remove individuals not complying with required provisions.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
29	A person who has been notified that his name has been removed from the Priority List pursuant to subsection (6) herein, shall have thirty (30) days from the date of such notification of removal, to file a written request to the Appeal Tribunal for an appeal hearing.(200-08)	Regulation provides for information regarding drivers being removed from the priority list and their ability to file an appeal regarding the matter.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
29 (1)	Such appeal hearing shall be heard as soon as possible by Appeal Tribunal and the provisions of this by-law relating to appeal hearing shall apply. (200-08)	Section states that hearings shall be heard as soon as possible.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
30	When an Applicant's name has been place on the Priority List in accordance with the provisions of section 17 and has remained on that list in accordance with the provisions of this Schedule and a plate is to be issued, the plate shall be issued to the person whose name appears first on the list.	Regulation provides for direction and clarification regarding the issuance of plates to parties on the list.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
31	When the Licence Manager intends to issue	Regulation provides for	There is no similar	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	a plate from the Priority List they shall first publish notice of their intention to issue and shall publish the names of the person shown according to the Priority List to be entitled to the issuance of the Licence.(200-08)	direction on the process to issue new plates.	requirement within the TNC By-law.		
32	The notice shall be published once in a newspaper of general circulation in the City and by posting in the office of all the licensed Taxicab Brokers.	Regulation created to state that when issuing plates from the list, a notice shall be published as part of the process.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
33	The notice referred to under section 32 shall state that any person objecting to the issuance must file their objection with the Licence Manager on or before ten (10) days from the date of publication of the notice.	Regulation created to capture directions regarding objections to the notice and timelines regarding same.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
34	Where an objection is received under section 33, the Licence Manager shall:	Section provides for greater clarity what the Licence Manager is to do in regards to filed objections to the possible taxicab owner plate issuance proposal.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
34 (1)	note beside the names on the Priority List that an objection has been received; and	Regulation creates for direction for staff to note objection on list.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
34 (2)	investigate the reasons for the Objection, and based on the findings the Licence Manager shall;	Regulation creates direction for staff to investigate objections.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(a)if the findings of the investigation indicate non-compliance of the Priority List	Regulation provides direction for Licensing staff to issue a	There is no similar requirement within the	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	requirements, issue a notice to the person on the Priority List named in the objection, his intentions to remove the name from the Priority List; or	notice to person named on objection for removal.	TNC By-law.		
	(b)if the findings of the investigation indicate compliance of the Priority List requirements, proceed with the issuance of the Owner's Licence	Regulation provides for staff direction for plate issuance in regards to results of compliance based on investigation.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
35	Where the person named in the Notice referred to in section 31 fails to meet any of the requirements to remain on the Priority List the onus of proving compliance with the provisions of this Schedule before the Appeal Tribunal shall rest with the person named in the Notice. (200-08)	Regulation stipulates that the onus of proof remains with the party removed from the priority list.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
36	When a plate is issued to an Applicant whose name is on the list, the name of that Applicant shall be removed from the list by the Licence Manager and all other Applicant's names shall be moved forward one position.	Regulation provides for direction for staff to remove the name of the applicant being issued a plate from the priority list and to move all other names on the list forward.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
37	When a Taxicab owner's plate is issued from the Priority List, the Taxicab owner who has been approved for the issuance shall within one month of the date of issuance of the plate by the Licence Manager affix the plate to a vehicle registered in his name which shall be operated as a Taxicab and he shall not transfer that plate for three (3) years after the date of issuance unless the transfer	Regulation created to state that a taxicab plate owner shall affix the plate to a registered vehicle within one month of issuance and further states that the owner shall not transfer the plate ownership for three (3) years of issuance.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Amend

Section		Rationale	TNC Comparison	Risk	Recommendation
	is approved by the Licence Manager for financial, health or other reasons. (200-08)				
37.1	When a Taxicab Owner's Licence is issued from the Priority List, the Taxicab Owner who has been issued the Licence, shall operate as a Driver for a minimum of three (3) years following the date of issuance to the satisfaction of the Licence Manager. (134-16)	Regulation created to stipulate that new owners issued a taxicab plate from the priority list must operate as a driver for three (3) years following date of issuance.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Amend
38	An Applicant for an owner's Licence before using the vehicle to be registered by the Licensing Section shall:	Regulation provides for details pertaining to the registration of a new vehicle.	TNC vehicles are required to be registered before use.	Low risk to public safety.	Retain
38 (1)	attend at the Licensing Section and produce and file the following documents:	Regulation states that the applicant must file vehicle documents as specified in subsequent sub-sections.	Similar to TNC	Low risk to public safety.	Retain
	(a) a copy of the current Provincial Permit for the vehicle, in good standing issued by the Ontario Ministry of Transportation. (496-05) (i) deleted by by-law 496-05	Regulation created making requirement to file provincial vehicle ownership.	Similar to TNC	Low risk to public safety.	Retain
	b) a copy of the Owner's Licence;	Regulation created making requirement to file taxicab owners licence.	Similar to TNC	Low risk to public safety.	Retain
	(c) a copy of the current Motor Vehicle Liability Insurance Card endorsed to show the Vehicle being registered; and	Regulation created making requirement to file vehicle insurance card.	Similar to TNC	Low risk to public safety.	Retain
	(d) either;	Regulation created making	Similar to TNC	Low risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	(i) an Ontario Ministry of Transportation and Communication Vehicle Inspection report showing that the vehicle has been accepted within the previous sixty (60) days, (ii) a Safety Standard Certificate issued under the Highway Traffic Act within the previous sixty (60) days; or	requirement to file Ontario Ministry Inspection report or Safety Standard Certificate, dated within sixty (60) days.			
	(e) pay the fee set out in Schedule 1 to this by-law; and	Regulation created to capture the requirement to pay a fee for registering a vehicle.	Similar to TNC	No risk to public safety.	Retain
	(f) submit the vehicle to be registered for inspection and approval by the Licence Manager;	Regulation created to require applicant to submit the vehicle for inspection and approval.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
38 (2)	if the inspection and approval provided for under subsection 38(1)(f) cannot be completed during normal business hours the vehicle can be used provided the owner returns the vehicle for inspection on the date and time specified by the Licensing Section.	Regulation provides for a newly acquired vehicle to be used prior to inspection and approval if the inspection and approval cannot be performed during normal business hours.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
38 (3)	An owner licensed under this by-law who disposes of his vehicle or otherwise ceases to use his vehicle for the purposes permitted under this by-law and acquires another vehicle for the purposes permitted under this by-law before using the vehicle shall comply with subsections (1) and (2).	Regulation created to stipulate that a licensed owner must comply with sections (1) and (2) before using a new vehicle.	Similar to TNC	Low risk to public safety.	Retain
38 (4)	When the Plate Owner meets all the requirements of this section and Section 41	Section states that once an owner meets requirements of	There is no similar requirement within the	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	of this Schedule the Vehicle shall be deemed to be registered.	sections 38 and 41, a new or replacement vehicle shall be deemed registered.	TNC By-law.		
39	No Driver or Plate Owner shall operate a vehicle or permit a vehicle to be operated which is not registered under this by-law;	Section created to have a regulation in regards to the use of an vehicle not registered under the bylaw.	Similar to TNC	Moderate public safety risk	Retain
40	Every licensed Taxicab owner shall:	Section creates regulations pertaining to the licensed taxicab owner.			
	(1) employ or use only the services of licensed Taxicab Drivers under this By-law;	Section created to restrict owners from allowing unlicensed drivers.	Similar to TNC	High risk to public.	Retain
	(2) repair any Mechanical Defect in the vehicle reported to him by a licensed Driver.	Section created to provide a regulation dealing with taxicab owners not repaired reported mechanical defects in the vehicle.	There is no similar requirement within the TNC By-law.	Medium risk to public.	Retain
	(3) provide the Licensing Section and, where applicable, any licensed Taxicab Broker with whom he may be associated with the name of the licensed Driver operating his vehicle within seventy-two (72) hours of the time when the licensed Driver has commenced To Operate the said vehicle.	Section created to provide a stipulation for owners to notify Licensing and the Taxicab broker of new drivers on a particular vehicle.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Repeal
41 (1)	Every licensed Driver and Plate Owner shall operate or permit to be operated a vehicle that:	Section relates to vehicle requirements and standards for taxicabs.			

Section		Rationale	TNC Comparison	Risk	Recommendation
	(a) meets the standards required for the issue of an acceptance under an Ontario Ministry of Transportation and Communications Vehicle Inspection Report or meets the standards for the issue of a Safety Standard Certificate of mechanical fitness;	Section created to require a Safety standard certificate be provided for vehicles being newly registered to ensure that vehicles are mechanically safe.	Similar to TNC	High risk to public safety.	Retain
	(b) has useable trunk capacity such that the vehicle is capable of being able to accommodate a wheel chair, walker or similar device used to aid the Disabled;	Section created to stipulate that trucks are capable of accommodating a wheel chair, walker or similar device.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Retain
	(c) has at least 283 litres (10 cubic feet) of useable trunk capacity for a Taxicab that has a seating capacity of up to and including four (4) Passengers; (69-10)	Repealed 2017			
	(d) has at least 509 litres (18 cubic feet) of useable trunk capacity for a Taxicab that has a seating capacity of six (6) Passengers;	Repealed 2017			
	(e) is equipped with operable air-conditioning and heating;	Section created to require vehicles to have operable air-conditioning and heating.	Similar to TNC	No risk to public safety. Customer service issue.	Retain
	(f) has Tint Free windows;	Section created to restrict tint on windows for public safety.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Repeal
	(g) is clean, dry and in good repair as to its interior;	Section created to require the taxicab vehicle have a clean, dry and interior in good repair.	Similar to TNC	Medium risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	(h) is clean, and in good repair as to its exterior, free from exterior body damage and with a well maintained exterior paint finish;	Section created to require the taxicab vehicle have a clean exterior, free from body damage with a well maintained exterior paint.	Similar to TNC	Low risk- public safety issue.	Retain
	(i) is equipped with an extra tire, wheel and jack ready for use for that vehicle;	Section created to require that the taxicab be equipped with a spare tire and jack.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(j) has identical wheel coverings and or wheel design;	Section created to require that the vehicle has identical wheel coverings or design.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(k) has a seat belt cutting tool in a good state of repair which is easily accessible to the Driver;	Section created to require the taxicab be equipped with a seat belt cutting tool. Item a public safety concept.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(l) has a Fare card which bears the plate number affixed to the rear Passenger window in a manner that is plainly readable by Passengers in the back; (134-16)	Repealed 2017			
	(m) has no smoking signage affixed to the rear passenger window in with municipal requirements;	Section created to require the taxicab have no smoking signage affixed to the rear window.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(n) has any Fare card, other than that obtained from the Licensing Section or remove, exchange, lend or otherwise dispose of the Fare card; (134-16)	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
	(o) display and maintain in good, legible condition a true copy of the Taxicab Passenger Rights and Responsibilities (Schedule 10) in an area of the Taxicab as approved by the Licence Manager;	Section created to require a Taxicab passenger bill of rights be posted in the cab.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(p) has a Taxicab Meter; and each Taxi Meter shall be;	Section created to require that the taxicab be equipped with a taxi meter.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(i) illuminated between dusk and dawn;	Section created to require that the installed meter will illuminate between dusk and dawn.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(ii) located in a position clearly visible to the Passengers in the Taxicab;	Section created to require that the installed meter be visible to passengers.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(iii) adjusted in accordance with the rates prescribed by Schedule 9 of this By-law;	Section created to require that the meter be programmed in accordance to approved rates as prescribed in schedule 9.	There is no similar requirement within the TNC By-law.	No risk to public safety. Consumer protection issue.	Retain
	(iv) used only when the seal thereon is intact;	Section created to require that the meter be used only with a seal intact.	There is no similar requirement within the TNC By-law.	No risk to public safety. Consumer protection issue.	Retain
	(v) used for not longer than one year without re-testing and resealing; and	Section created to require that the meter be tested by licensing staff a minimum of once per year.	There is no similar requirement within the TNC By-law..	No risk to public safety. Consumer protection issue.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	(vi) kept in good working condition at all times.	Section created in order to require that the meter be kept in a good working condition.	There is no similar requirement within the TNC By-law.	No risk to public safety. Consumer protection issue.	Retain
	(q) has on display any owner's plate, decal or sticker issued by any other municipal licensing authority;	Section created in order to restrict taxicabs from holding multiple licences for the same vehicle.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(r) is equipped with a fully operational security camera that meets the specifications set out in Schedule 14 of this By-law. (114-05)	Repealed 2017			
41 (2)	Every licensed Driver and Plate Owner shall keep at all times in the vehicle, the original or a Photostat copy of the original of each of the following documents:	Section created to specify what documents are required to be kept in the vehicle while operating.	There is no similar requirement within the TNC By-law..	No risk to public safety.	Retain
	(a)the current Ontario Ministry of Transportation and Communications Passenger Motor Vehicle Permit issued for that licensed vehicle;	Section created in order to require that the motor vehicle permit for the vehicle be kept in the vehicle at all times.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(b)the current Owner's Licence permit issued under this by-law;	Section created in order to require that the current owner's licence permit for the vehicle be kept in the vehicle at all times.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(c) the certificate of liability insurance for the vehicle, in accordance with this by-law;	Section created in order to require that the certificate of liability insurance for the	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		vehicle be kept in the vehicle at all times.			
41 (3)	Every Driver and Plate Owner shall have affixed firmly to the outside of the Taxicab:	Section created in order to specify what items are to be affixed to the exterior of the vehicle.			
	(a) the owner's plate firmly affixed to the left rear trunk or at a location and manner approved by the Licence Manager;	Section created to have a uniform location for the display and location of the taxicab owners plate.	Similar to TNC	Medium risk to public safety.	Retain
	(b) Fender Numbers;	Section created in order for the taxicab vehicle to have the plate number affixed and on display on both front fenders.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(c) a Roof Light.	Section created to assist the public in identifying vehicles as a taxicab.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(d) the Licence Renewal Sticker affixed to the bottom right corner of the Owner's Plate	Section created in order to create a means of identifying valid or expired taxicab owners plates.	There is no similar requirement within the TNC By-law..	No risk to public safety.	Retain
41 (4)	Every Driver and Plate Owner shall file with the Licence Manager all documents to report any change in the information filed under Sub-Section 45(4).	Section created in order to specify that drivers and owners must file documentation related to any change in lease information.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
41 (5)	Every Licenced Driver and Plate Owner shall keep in the Vehicle and maintain a Maintenance Log for the Vehicle registered under the Owner's Licence.	Section created in order to require fleet owners to maintain in the vehicle a maintenance log of repairs performed to the vehicle. Section created for driver safety.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
42 (1)	No Motor Vehicle more than three (3) Model Years old may be registered for the first time as a Taxicab under this Schedule of the By-law;	Repealed 2017			
42 (2)	No Motor Vehicle more than seven (7) Model Years old shall be used as a Taxicab under this Schedule of the By-law;	Section created in order restrict vehicles older than seven model years old from being used once registered in order to promote safer, cleaner and more presentable vehicles for use as a taxicab.	Similar to TNC	High public safety risk due to older vehicles being prone to excessive wear.	Retain
42 (3)	The requirements of subsections (1) and (2) shall come into effect Commencing May 1, 2006 and the following phased in approach will be in effect;	Section created in order to phase in the above restrictions. No longer applicable.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(a) any Motor Vehicle from 1996 or older shall not be used as a Taxicab in the City after May 1, 2005, and may be replaced with a Motor Vehicle with a Model Year 2001 or newer.	Section created in order to phase in the above restrictions. No longer applicable.		No risk to public safety.	Review
	(b) any Motor Vehicle from Model Years 1999 or older shall not be used as a	Section created in order to phase in the above		No risk to public safety.	Review

Section		Rationale	TNC Comparison	Risk	Recommendation
	Taxicab in the City after May 1, 2006, and may be replaced with a Motor Vehicle with a Model Year 2003 or newer.	restrictions. No longer applicable.			
43	In addition to the Vehicle Requirements prescribed in this Schedule every Driver and Plate Owner shall only operate a vehicle which:	Section created in order to provide for public safety measures regarding accessible taxicabs. Appears to be in the wrong schedule. Appears in duplication in Schedule 7.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(1) has approved wheelchair tie downs,	Section created in order to provide for public safety measures regarding accessible taxicabs. Appears to be in the wrong schedule. Appears in duplication in Schedule 7, section 7(1)(c).	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(2) has a first aid kit,	Section created in order to provide for public safety measures regarding accessible taxicabs. Appears to be in the wrong schedule. Appears in duplication in Schedule 7, section 7(1)(d).	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(3) has a dry chemical fire extinguisher having an effective total rating to at least 4-B C, and at least weighing 2.27 kg (approximately 5 lbs).	Section created in order to provide for public safety measures regarding accessible taxicabs. Appears to be in the wrong schedule. Appears in duplication in Schedule 7, section 7(1)(e).	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review

Section		Rationale	TNC Comparison	Risk	Recommendation
44	When the Inspector is not available to seal the Taxicab Meter as required under subsection 41(1)(p) because his services have been requested outside the regular business hours of the Licensing Section, the licensed Taxicab owner or licensed Taxicab Driver who has had the Taxicab Meter altered, repaired or replaced in the Taxicab may operate the Taxicab on a weekend for a period up to seventy-two (72) hours and during the week for a period up to forty-eight (48) hours provided that the licensed Taxicab Driver has in his possession a certificate or receipt for the repair or installation of the Taxicab Meter signed by the person who made the repairs or installation, and the receipt sets out the date, time and nature of the repair or installation.	Regulation created in order to create an exemption to operating an unsealed taxicab meter prior to testing and sealing provided that the alteration or repair was conducted outside normal operating hours of the Licensing office.	There is no similar requirement within the TNC By-law..	No risk to public safety. Minimal risk to Consumer Protection	Retain
45 (1)	Every Owner may enter into a Lease under the following conditions;	Regulation created in order to address matters pertaining to leases.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(a) he must file with the Licence Manager all documentation relating to Lease.	Regulation created in order to require plate owners to file all documentation with the licensing office in regards to lease agreements.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(b) the Owner's Plate may not be sub-Leased.	Regulation created in order to restrict plate owners from sub-leasing plates and thus keep down driver costs of leasing owner's plates.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
45 (2)	deleted by by-law 496-05	Section repealed	Section repealed		

Section		Rationale	TNC Comparison	Risk	Recommendation
45 (3)	No Owner or Driver may enter into a Lease with a person for a period of less than one (1) year or more than three (3) years;	Section created in order to place a minimum and maximum time permitted for lease terms.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
45 (4)	No Owner shall permit his Licence to be used by a Lessee unless a copy of the Lease has been filed with the Licensing Section.	Section created to restrict a plate owner from allowing his plate to be used without first providing a copy of the lease agreement to Licensing.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
45 (5)	No Owner or Driver shall enter into a Lease agreement which restricts the movement of the owner's Licence from one licensed Taxicab Brokerage to another licensed Taxicab Brokerage unless all parties to the Lease agree to such a restriction and the agreement to the restriction is set out in the Lease filed with the Licence Section.	Section created in order to prohibit the plate owner from restricting the movement from one licensed brokerage to another unless both parties have agreed in the lease agreement.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
45 (6)	The provisions of subsections (1) shall come into effect as of January 1, 2005, for all existing Leases and sub-Leases.	Section created in order to have an effective date in regards to the commencement of changes to the lease section.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
45 (7)	The Licensing Section will not accept any new Lease agreements that do not comply with this Schedule of the By-law after the passing of this By-law.	Section created in order to limit the ability of the Licensing staff from accepting lease agreements that were not in compliance with the mentioned sections above.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
46	No Driver or Plate Owner shall;				
	(1) put any name, address, or telephone	Regulation created to restrict	There is no similar	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	number or other identification other than that of himself or the Taxicab Broker with whom he is Affiliated on his Taxicab or Roof Light;	the display of name, address or telephone number on taxicab that is not that of the owner or affiliated broker.	requirement within the TNC By-law.		
	(2) use or permit to be used on his Taxicab any emblem, decal, roof sign or other markings which are the same shape and/or colour or similar to any distinctive emblem, decal, roof sign or other marking being used by any Taxicab Broker with whom he is not Affiliated;	Regulation created in order restrict the use of similar looking emblems, decals, roof signs or markings used by other brokers.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
	(3) operate a Taxicab which has the same distinctive colour scheme being used by any Taxicab Broker with whom he is not Affiliated;	Regulation created in order to restrict the use of similar colour schemes being used by other brokers.	There is no similar requirement within the TNC By-law..	No risk to public safety.	Review
	(4) operate or permit his Taxicab to be operated in Affiliation with a Taxicab Broker who is not licensed under this by-law;	Regulation created in order to restrict taxicab owners from operating in affiliation with unlicensed taxicab brokers.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
	(5) use or permit to be used a two-way radio or monitoring device in his Taxicab which enables him or his Driver to transmit and/or receive any frequency of a Taxicab Broker licensed under this by-law with whom he is not Affiliated;	Regulation created in order to restrict the taxicab owner or his driver from using monitoring devices of other non affiliated brokers.	TNCs do not operate via radios	No risk to public safety.	Retain
	(6) Section Repealed By 134-06	Section repealed.	Section repealed.		
47	Every Driver or Plate Owner who ceases to be Affiliated with a Taxicab Broker shall:				

Section		Rationale	TNC Comparison	Risk	Recommendation
	(1) remove from his Vehicle the Roof Light, radio crystals and telephone number of the Taxicab Broker he is leaving;	Section created in order to direct taxicab owners leaving a broker to remove from the vehicle the roof light, radio crystals and telephone number.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(2) change and remove from the Vehicle the colour scheme and all decals or other Taxicab Brokerage markings on the Vehicle;	Section created in order to direct taxicab owners leaving a broker to change or remove decals and markings of the broker from the vehicle.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(3) return to the Taxicab Broker, he is leaving, all business cards and other equipment belonging to that Taxicab Broker.	Section created in order to direct taxicab owners leaving a broker to return all business cards and equipment belonging to the broker.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
48 (1)	When the licensed Taxicab Owner or licensed Taxicab Driver disposes of or otherwise ceases to use as a Taxicab, the Vehicle registered he shall immediately remove from the said vehicle being disposed of: (a) the Roof Light; (b) Taxicab Meter; (c) all identifying decals or markings; (d) Fender Numbers; (e) and all other items which make the vehicle appear to the public to be a Taxicab	Regulation created in order to provide details of items and vehicle markings that must be removed from the vehicle once the vehicle is not longer being used as a taxicab. Item created in order to restrict parties from continuing to use a vehicle as a taxicab when no longer registered as such.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
48 (2)	When a licensed Taxicab owner or licensed Taxicab Driver disposes of a Taxicab which	Regulation created to mandate the provincial ownership be	There is no similar requirement within the	No risk to public safety.	Review

Section		Rationale	TNC Comparison	Risk	Recommendation
	involved a Lease the licensed Taxicab owner or licensed Taxicab Driver shall change the ownership forthwith out of the plate holder's name.	changed in the event that the vehicle being used as a taxicab is disposed of.	TNC By-law.		
49 (1)	The Licence Manager shall give notice to the licensed Taxicab Owner of two mandatory inspections a year for each Taxicab he owns.	Repealed 2017			
49 (2)	Upon receipt of notice of inspection under subsection (1) each licensed Taxicab owner or his agent shall attend with his vehicle at the appointed time and place and shall bring with him either:	Repealed 2017			
	(a) an Ontario Ministry of Transportation and Communication Vehicle Inspection report showing that the Taxicab has been accepted within the previous thirty (30) days, or	Repealed 2017			
	(b) a Safety Standard Certificate issued under the Highway Traffic Act within thirty (30) days of this submission.				
49 (3)	(3) When a vehicle has been inspected under section 38 of this Schedule within 30 days of the date set out in the notice of mandatory inspection referred to in subsection (2), the Taxicab owner or his agent shall not be required to have the vehicle reinspected as required by the notice but this section does not affect any inspection required under	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
	section 22 of the By-law.				
50 (1)	No Taxicab Owner shall transfer or otherwise dispose of a Licence unless:	Regulation created in order place stipulations to taxicab plate owner transfers.			
	(a) the Taxicab Owner transferring his owner's Licence shall: <ul style="list-style-type: none"> (i) complete and file with the Licensing Section a declaration provided by the Licensing Section; (ii) provide a fully detailed contract of sale for the Owner's Plate or Licence Sticker; (iii) return to the Licensing Section the Owner's Plate and Licence Sticker issued in his name which is being transferred, and; (b) he pays the fee set out in Schedule 1.	(a) Regulation created to require taxicab owners transferring ownership of his licence to: <ul style="list-style-type: none"> (i) file a declaration (ii) provide a detailed contract of sale (iii) return the owner's plate and renewal sticker of the plate being transferred to Licensing staff (b) Require that the plate transfer fee be paid.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
50 (2)	Where a Taxicab Owner or Driver has been issued an Owner's Licence from the Taxicab Priority List pursuant to Section 37 of this Schedule, he shall not be allowed to transfer or otherwise dispose of such owner's Licence for a period of three (3) years from the date of issue of said Licence.	Regulation created in order to mandate that new taxicab plate owners issued plates from the priority list, not be allowed to transfer plate ownership for a period of three years from date of issue.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
50 (3)	When at least 51 percent of the voting rights attaching to all shares of a corporation that is duly licensed under this by-law as a Taxicab Owner are sold or otherwise disposed of, it shall be deemed to be a transfer of a Taxicab Owner's and the provisions of	Regulation created in order to deal with taxicab plate ownership issues pertaining to plates registered to corporations/numbered companies.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	subsections (1) and (2) shall apply.				
50 (4)	When transfer is approved by the Licence Manager, the new Taxicab Owner must submit his vehicle for examination in accordance with section 38 of this Schedule before the Licence and an Owner's Plate or, Licence Sticker is issued.	Regulation created in order to mandate that a new taxicab plate owner submit his vehicle for inspection and approval.	There is no similar requirement within the TNC By-law.	Low risk- public safety issue. Ensures suitability of new vehicle.	Retain
50 (5)	Notwithstanding the provisions of subsections (1) and (2), the holder of a Taxicab Owner's Licence, who has been issued an original Licence from the City, may petition Council to permit a transfer or other disposition of said Licence within three years from the date of issuance.	Regulation provides an avenue for a new taxicab plate owner to petition Council to permit a plate transfer sooner than three years from date of issuance.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
50 (6)	Where a Taxicab owner has purchased an owner's Licence with his own personal funds, such owner shall be exempted from the three (3) year restriction on transfers provided for in subsection (2).	Regulation provides for an exemption to taxicab plate owner transfers for plates purchased privately with personal funds.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
50 (7)	Where a Taxicab Owner has transferred or otherwise disposed of a Licence which he purchased with his own personal funds, and, such transfer or disposal takes place at least three (3) years after the original Licence purchase, such owner shall not be restricted from purchasing another Licence in this same class.	Regulation provided for a stipulation which states no restriction from purchasing a taxicab owners plate if the party disposed of one purchased with his own funds, provided that the transfer takes place a minimum of three years after purchase.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
50 (8)	Where a Taxicab Owner has transferred or otherwise disposed of an owner's Licence	Regulation provided for a stipulation that restricts parties	There is no similar requirement within the	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	which he has purchased with his own personal funds within three (3) years of the original transfer date for said Licence, such owner will be restricted from purchasing another owner's Licence in the same class for a period of four (4) years from the date of said Licence transfer or disposal.	from purchasing another owners licence for four years from date of transfer for a plate that was purchased with personal funds.	TNC By-law.		
50 (9)	Notwithstanding the provisions of subsection (3) where a Taxicab Owner transfers an Owner's Licence to or from a limited company in which he controls at least 51% of the voting rights attaching to all shares of that limited company, such a transfer shall be exempt from either the three (3) year restriction in subsections (6) and (7) or the four (4) year restriction referred to in subsection (8).	Regulation provides for an exemption for plate transfer regulation for transferred between an individual and a company for which he has a controlling interest in.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
51 (1)	The provisions of section 50 of this Schedule, do not apply where the Licence becomes the asset of the estate of a deceased Owner. (257-09)	Regulation created to acknowledge situations in which taxicab owners plates become the asset of a deceased owner and thus become exempt from the regulations of section 50.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
51 (2)	Where the owner of a Taxicab Licence dies the Licence become an asset of the estate and may be held in the name of the estate for a period of one year from transfer and if it is not disposed of in that period it may be revoked by the Licence Manager. (257-09)	Regulation created in order to allow for a taxicab owners licence to become an asset of the estate and held in such name for one year, at which time the plate must be transferred out of the name of the estate. Regulation allows for legal situations pertaining to estates.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
51 (3)	Where the Owner of a Taxicab Licence is a corporation and the individual person holding at least fifty-one percent (51%) of the voting shares of the corporation dies, such voting shares may only be transferred or otherwise disposed of to an Individual who is licensed as a driver under this By-law. (257-09)	Regulation created in order to address issues pertaining to plate transfers of deceased parties holding shares of a taxicab owners plate. Section limits the transfer of voting shares to licensed drivers.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
51 (4)	Notwithstanding subsection 1(3) of this section, where the shares have been legally transferred to a Spouse, there will be no Driver requirements for the Spouse of the deceased Individual, provided the Spouse successfully completes a Taxicab Owner Responsibility Course. (200-08, 257-09) (5) Where the Owner of a Taxicab Licence dies and	Regulation created in order to address situation in which taxicab plate owners die and his shares are legally transferred to a spouse. Section stipulates that such ownership transfer will be permitted provided the spouse completes a taxicab owner responsibility course.	No risk to public safety. Consumer protection issue.	No risk to public safety.	Repeal
51 (5)	Where the Owner of a Taxicab Licence dies and where the Motor Vehicle ownership is not solely in the Lessee's name, the following shall be filed with the Licence Manager by the personal representative of the estate: (257-09) (a) a copy of the death certificate; (b) proof of insurance in the name of the estate; (c) proof of ownership of the Motor Vehicle in the name of the estate.	Regulation created to address matters of a taxicab plate owner dying and the motor vehicle ownership not being solely in the lessee's name. In such a case, a representative of the estate must provide the documents as required in sections 51(5)(a)(b)(c).	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
51 (6)	(6) Where the Owner of a Taxicab Licence dies and where the Motor Vehicle ownership is solely in the Lessee's name, the following	Regulation created to address matters of a taxicab plate owner dying and the motor	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	shall be filed with the Licence Manager by the personal representative of the estate: (257-09) (a) a copy of the death certificate; (b) proof of insurance in the name of the estate.	vehicle ownership is solely in the lessee's name. In such a case, a representative of the estate must provide the documents as required in sections 51(5)(a)(b).			
51 (7)	Where the Owner of a Taxicab Licence dies, the Licence may only be transferred or otherwise disposed of by the personal representative of the estate who shall confirm their status by filing with the Licence Manager either: (257-09) (a) a Certificate of Appointment for Estate Trustee with a Will, or (b) a Certificate of Appointment for Estate Trustee without a Will	Regulation created in order to stipulate that when a plate owner dies, only the confirmed representative of the estate may transfer or dispose of the plate and that the representative must file with the Licence Manager the appropriate Certificate of Appointment.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
52	Notwithstanding the Taxicab requirements of this By-law, a Person that owns/operates a Taxicab for which Trips are exclusively arranged through an App are exempt from the requirements relating to Fender Numbers and Roof Lights however such Taxicabs shall have a small decal identifying the Vehicle which has been approved by the Licence Manager. (134-16)	Repealed 2017			
53	Taxicab Owners and Drivers exempt according to section 52 shall not accept a hailed Trip. (134-16)	Repealed 2017			
	Schedule 6- Owners and Drivers of Limousines				

Section		Rationale	TNC Comparison	Risk	Recommendation
2 (1)	Every Applicant for an Owner's Licence shall:				
	(a) submit, file and maintain an Ontario business registration; or	Regulation created in order to require that limousine owner applicants file an Ontario business registration.	Similar to TNC requirements.	No risk to public safety.	Retain
	(b) submit and file a copy of his Articles of Incorporation	Regulation created in order to require that limousine owner applicants file his Articles of Incorporation.	Similar to TNC requirements.	No risk to public safety.	Retain
	(c) Section Repealed by 134-16	Section repealed.			
	(d) Section Repealed by 134-16	Section repealed.			
	(e) maintain an established business location for the purpose of operating the Limousine business and submit proof of compliance with the zoning by-laws for the established business location. (134-16).	Regulation created in order to require limousine owner applicants to maintain an established business location and proof of compliance with zoning bylaws.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
	(f) file with the Licensing Section a schedule of all hourly Fare rates to be charged and such rates shall be: (i) a minimum two (2) hour duration at a charge of not less than fifty dollars (\$50.00) for the first hour and thirty dollars (\$30.00) for each additional hour for a Limousine Class A; and (ii) a minimum charge of fifty dollars (\$50.00) for the first hour or any part thereof and thirty dollars (\$30.00) for each additional hour for a Limousine Class B.	Regulation created requiring licenced limousine owners to file hour fare rates to be charged, with such charges meeting the minimum charge requirements of sub-sections (i)(ii). Sub-sections regarding minimum charges created in order to protect taxicabs drivers from having to compete with limousines offering limousine fares	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
		comparable to taxi fares.			
	(g) submit to the Licensing Section, a current Provincial Permit for the Vehicle which is in good standing and the Vehicle Portion endorsed in the registered owner's name by the Ministry of Transportation for the Motor Vehicle;	Regulation created to stipulate that limousine vehicle owners submit a current Provincial Permit for the Vehicle to the Licensing Office.	Similar to TNC requirements.	No risk to public safety.	Retain
2.1 (1)	Every Applicant for a Limousine Licence under this Schedule 6 shall provide the Licence Manager with: (259-15) (a) a criminal record search issued within sixty (60) days of the application date by the Peel Regional Police, or other police service in Ontario; and (b) Driver's abstract	(a) Implemented for public safety. Requirement to provide a recent police criminal search assists staff with the ability to make determinations regarding applicant qualifications. (b) Driver's abstract required to be filed with Licensing Office in order for staff to assess if the abstract is acceptable for further processing.	Similar to TNC requirements.	(a) High- Public members placed at possible risk if exposed to drivers with criminal records depending upon the history and nature of offences. (b) High risk- if would be difficult to justify the licensing of parties without the use of documentation being filed. Abstract maintained to support licensing decisions.	Retain
2.1 (2)	No Applicant shall be issued a Limousine Licence or a renewal Licence where the Licence Manager has determined based on a review of the criminal record search and driver's abstract provided according to subsection 2.1(1) of this Schedule 6 that the Applicant: (259-15) (a) has received any criminal conviction within five (5) years of the date of application or renewal;	No applicant shall be issued a licence if the applicant has received a criminal conviction within five (5) years of the date of application. Stipulation created for public safety in order to restrict the licensing of individuals with recent criminal convictions.	Similar to TNC requirements.	Public placed at risk if exposed to drivers with recent criminal records depending upon the history of offences.	Retain
2.1 (2)	(b) has received a criminal conviction for any of the offences listed Schedule 15 to this By-law;	No applicant shall be issued a licence if the applicant has received a criminal conviction	Similar to TNC requirements.	Public placed at risk if exposed to drivers with recent criminal records depending upon the	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		for an offence listed on Schedule 15 of the by-law, regardless of when the conviction occurred. Stipulation created for public safety.		history of offences.	
2.1 (2)	(c) has a driver's abstract that contains more than six (6) demerit points or its equivalent from outside the Province of Ontario; or	Requirement pertains to the necessity of applicants to have a driver's licence record in good standing in order to promote public safety. Requirement excludes the licensing of individuals who provide a current driver's abstract that contains more than six (6) demerit points or equivalent from outside the Province of Ontario. Stipulation created for public safety.	Similar to TNC requirements.	Public placed at risk if exposed to drivers with poor driving records.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
2.1 (2)	(d) has received an individual <i>Highway Traffic Act</i> conviction which resulted in at least four (4) demerit points being added to the Applicant's driver's abstract or its equivalent from outside the Province of Ontario.	Requirement pertains to the necessity of applicants to have a driver's licence record in good standing in order to promote public safety. Requirement excludes the licensing of individuals who have received an individual <i>Highway Traffic Act</i> conviction which resulted in at least four (4) demerit points being added to the Applicant's driver's abstract or its equivalent from outside the Province of Ontario.	Similar to TNC requirements.	Public placed at risk if exposed to drivers with poor driving records.	Retain
2.1 (3)	Notwithstanding subsections 2.1(2)(a) and 2.1(2)(b), the Licence Manager may issue a conditional licence where the Applicant provides documentation which establishes that the current application to the Parole Board of Canada for a record suspension in accordance with the Criminal Records Act is actively being pursued. (259-15)	Section drafted in order to allow the Licence Manager to issue conditional licences to applicants able to provide documentation for current application to the Parole Board of Canada for a record suspension in accordance with the <i>Criminal Records Act</i> . Note- A person is ineligible to apply for a record suspension to the Parole Board until the following period has elapsed after the expiration according to law of any sentence, including a sentence of imprisonment, a period of probation and the payment of any fine imposed for an offence: ten (10) years for offences prosecuted by	There is no similar requirement within the TNC By-law.	Minimal risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		indictment and five (5) years for offences punishable on summary conviction.			
2.1 (4)	All criminal convictions older than five (5) years and not appearing in Schedule 15 will be reviewed by the Licence Manager. (259-15)	Allows the Licence Manager to review criminal convictions older than five (5) years old and not appearing on schedule 15 for licence approval without the requirement of the applicant making application to the Parole Board of Canada for a record suspension.	Similar to TNC requirements.	Minimal risk to public safety.	Retain
3 (1)	An applicant for an owner's Licence before using the Vehicle to be registered by the Licensing Section shall:	Regulation provides for details pertaining to the registration of a new vehicle.			
	(a) attend at the Licensing Section and produce and file the following documents: (i) a copy of the current Provincial Permit for the Vehicle, in good standing issued by the Ontario Ministry of Transportation in the owner's name (ii) a copy of the Owner's Licence; (iii) a copy of the current Motor Vehicle Liability Insurance Card endorsed to show the Vehicle being registered; and (iv) either; (a) an Ontario Ministry of Transportation and Communication Vehicle Inspection report showing that the Vehicle has been accepted within the previous sixty (60) days, (b) a Safety Standard Certificate issued under the Highway Traffic Act, R.S.O. 1990, c. H.8, as	(i) Regulation created making requirement to file provincial vehicle ownership. (ii) Regulation created making requirement to file limousine owners licence. (iii) Regulation created making requirement to file vehicle insurance card. (iv) Regulation created making requirement to file Ontario Ministry Inspection report or Safety Standard Certificate, or a City of Toronto Vehicle Inspection Report accompanied by a City of Toronto Livery Cab Fitness Report dated within sixty (60) days.	Similar to TNC requirements.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	amended, within the previous sixty (60) days. (c) a City of Toronto Vehicle Inspection Report accompanied by a City of Toronto Livery Cab Fitness Report showing that the Vehicle has been accepted within the previous sixty (60) days;				
3 (1)	(b) pay the fee set out in Schedule 1 to this by-law; and	Regulation created to capture the requirement to pay a fee for registering a vehicle.	Similar to TNC requirements.	No risk to public safety.	Retain
3 (1)	(c) submit the Vehicle to be registered for inspection and approval by the Licensing Section;	Regulation created to require applicant to submit the vehicle for inspection and approval.	Similar to TNC requirements.	No risk to public safety.	Retain
3 (2)	if the inspection and approval provided for under clause 4(1)(c) cannot be completed during normal business hours, the Vehicle can be used, provided the owner returns the Vehicle for inspection on the date and time specified by the Licensing Section.	Regulation provides for a newly acquired vehicle to be used prior to inspection and approval if the inspection and approval cannot be performed during normal business hours.	Similar to TNC requirements..	Minimal risk to public safety	Retain
3 (3)	An Owner licensed under this by-law who disposes of his Vehicle or otherwise ceases to use his Vehicle for the purposes permitted under this by-law and acquires another Vehicle for the purposes permitted under this by-law before using the Vehicle, shall comply with subsections (1) and (2).	Regulation created to stipulate that a licensed owner must comply with sections (1) and (2) before using a new vehicle.	Similar to TNC requirements.	Minimal risk to public safety	Retain
3 (4)	When the plate owner meets all the requirements of this section and section 8 of this Schedule the Vehicle shall be deemed	Section states that once an owner meets requirements of this schedule, a new or	Similar to TNC requirements.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	to be registered.	replacement vehicle shall be deemed registered.			
4	No Driver or Owner shall operate a Vehicle or permit a Vehicle to be operated which is not registered under this by-law;	Section created in order to restrict the use of vehicles not licenced under the bylaw.	Similar to TNC requirements.	High risk to public safety represented by the use of unregistered vehicles	Retain
5	Deleted by By-law 182-05	Section repealed.			
6	Every licensed Limousine Owner shall:	Section creates regulations pertaining to the licensed limousine owner.			
6 (1)	(1)employ or use only the services of licensed Limousine Drivers under this By-law;	Section created to restrict owners from allowing unlicensed drivers to drive limousine.	Similar to TNC requirements.	High risk to public safety represented by the use of unlicensed drivers.	Retain
6 (2)	repair any mechanical defect in the Vehicle reported to him by a licensed Driver.	Section created to provide a regulation dealing with limousine owners not repaired reported mechanical defects in the vehicle.	There is no similar requirement within the TNC By-law.	Minimal risk as TNC drivers are responsible for the condition of their own vehicle.	Retain
6 (3)	provide the Licensing Section the name of the licensed Driver operating his Vehicle within seventy-two (72) hours of the time when the licensed Driver has commenced To Operate the said Vehicle.	Section created to provide a stipulation for owners to notify Licensing of new drivers on a particular vehicle.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
7	No licensed Limousine Owner shall:	Section created for certain restrictions pertaining to			

Section		Rationale	TNC Comparison	Risk	Recommendation
		limousine owners.			
7 (1)	enter into any lease agreement pertaining to the owner's Limousine Licence;	Section restricts limousine owners from entering into a lease agreement regarding their limousine owners plate.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
7 (2)	(2) install or use any type of Taxi Meter device in a Limousine; and	Section prohibits the use on a taxi meter in a limousine.	There is no similar requirement within the TNC By-law.	No risk to public safety. Moderate consumer protection issue.	Retain
7 (3)	use an App that has: (134-16) (a) has not been approved by the Licence Manager; or (b) been suspended by the Licence Manager	Section prohibits the use of an app that has not been approved by the Licence Manager or has been suspended by the Licence Manager.	Similar to TNC requirements.	No risk to public safety. Moderate consumer protection issue.	Retain
8	Every Limousine Owner and Driver licensed as such under this Schedule shall cause his, her or its Livery Cab used in the City to conform, at all times, to the following standards:	Section created to establish vehicle standards in regards to limousine vehicles.			
8 (1)	use only a Limousine Class A or a Limousine Class B Vehicle on the appropriate Licence.	Section created to ensure only appropriate vehicle is used on the licence.	Similar to TNC requirements.	No risk to public safety.	Retain
8 (2)	use only a Vehicle which is equipped with air-conditioning and heating in both the driver and Passenger compartments.	Section created to require vehicles to have operable air-conditioning and heating.	Similar to TNC requirements.	No risk to public safety.	Retain
8 (3)	has useable trunk capacity such that the Vehicle is capable of being able to accommodate a wheel chair, walker or similar device used to aid the Disabled;	Section created to stipulate that trunks are capable of accommodating a wheel chair, walker or similar device.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
8 (4)	operate or permit to be operated any Vehicle which has been licensed for road use for a period in excess of seven years.	Section created in order to limit the use of limousine sedan or SUV type vehicles to a maximum of seven years of use. Section duplicated in section 9(2).	Similar to TNC requirements.	High risk to public safety.	Retain
8 (5)	has at least 283 litres (10 cubic feet) of useable trunk capacity for a Limousine that has a seating capacity of up to and including four(4) Passengers;(69-10)	Section created to specify a minimum truck requirement size for vehicles with seating capacity of four passengers.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
8 (6)	(6) has at least 509 litres (18 cubic feet) of useable trunk capacity for a Limousine that has a seating capacity of six (6) Passengers.	Section created to specify a minimum truck requirement size for vehicles with seating capacity of six passengers.	There is no similar requirement within the TNC By-law.	No risk to public safety. Customer service issue.	Retain
8 (7)	is clean, dry and in good repair as to its interior;	Section created to require the limousine vehicle have a clean, dry and interior in good repair.	Similar to TNC requirements.	No risk to public safety. Customer service issue.	Retain
8 (8)	is clean, and in good repair as to its exterior, free from exterior body damage and with a well maintained exterior paint finish;	Section created to require the limousine vehicle have a clean exterior, free from body damage with a well maintained exterior paint.	Similar to TNC requirements.	No risk to public safety.	Retain
8 (9)	is equipped with an extra tire, wheel and jack ready for use for that Vehicle;	Section created to require that the limousine vehicle be equipped with a spare tire and jack to address breakdown	There is no similar requirement within the TNC By-law.	No risk to public safety. Customer service issue.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
		issues while in service.			
8 (10)	has identical wheel coverings and or wheel design;	Section created to require that the limousine vehicle has identical wheel coverings or design.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
8 (11)	has a seat belt cutting tool in a good state of repair which is easily accessible to the Driver;	Section created to require the limousine vehicle be equipped with a seat belt cutting tool. Item a public safety concept.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
8 (12)	affix the Owner's Plate on the Vehicle in a location approved by the Licence Manager;	Section created to have a uniform location for the display and location of the limousine owners plate.	Similar to TNC requirements.	Medium risk to public safety..	Retain
8 (13)	keep in the Vehicle and maintain a Maintenance Log for the Vehicle registered under the Owner's Licence.	Section created in order to require fleet owners to maintain in the vehicle a maintenance log of repairs performed to the vehicle. Section created for driver safety.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
8 (14)	affix the Licence Renewal Sticker to the Owner's Plate.	Section created in order to create a means of identifying valid or expired limousine owners plates.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
9 (1)	In an original application for a Licence for Limousine Class B, the Vehicle to be used is no more than two (2) Model Years old.	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
9 (2)	No Motor Vehicle used as a Limousine Class B shall be more than six (6) Model Years old.	Section created in order restrict vehicles older than six model years old from being used once registered in order to promote safer, cleaner and more presentable vehicles for use as a limousines.	Similar to TNC requirements.	High risk to public safety, prevents the use of very old vehicles of questionable mechanical condition	Amended in 2017 to 7 years.
9 (3)	Any replacement Motor Vehicle for a Motor Vehicle currently used as a Limousine Class B shall be no more than two (2) Model Years old, at the time when it is first used as a Limousine Class B.	Repealed 2017			
10 (1)	Every applicant for a Limousine Driver's Licence shall: (a) submit to the Licensing Section, (i) proof of being at least 18 years of age;	Allows the driver to enter into legally binding contracts that may be required, brokerage agreements, lease agreements etc. Requirement for a "G " licence is partially age dependent.	Similar to TNC requirements.	High risk to public safety to licence applicants lacking full licensing.	Retain
	(a) submit to the Licensing Section, (ii) proof of either, (a) Canadian citizenship, (b) landed immigrant status, or (c) a valid work permit to work as a driver issued by the Government of Canada;	Confirms that the applicant has a legally defined right to work in Canada. Unclear as to the municipality's authority or obligation to require proof of status.	Similar to TNC requirements.	High- Potential legal issues against City for licensing individuals not legally permitted to work in Canada. By-law repeal could permit the entry of undocumented workers into the limousine business which may further depress the value of work done.	Retain
	(a) submit to the Licensing Section, (iii) section repealed by by-law 94-17	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
	(a) submit to the Licensing Section, (iv) a current valid Class 'G' driver's license issued by the Province of Ontario which is in good standing according to the records of the Ministry of Transportation and Communications and obtained within the last thirty (30) days from the date of the application.	Requirement pertains to the necessity of applicants to have a valid full class "G" licence in good standing in order to promote public safety.	Similar to TNC requirements.	High risk to public should the City eliminate the need of applicants to be in possession of a valid full class "G" licence.	Retain
	(a) submit to the Licensing Section, (v) a certificate of Criminal Conviction data search as issued by the Peel Regional Police Department and obtained within the last thirty (30) days from the date of the application.	Implemented for public safety. Requirement to provide a recent police criminal search assists staff with the ability to make determinations regarding applicant qualifications.	Similar to TNC requirements.	High- Public members placed at possible risk if exposed to drivers with criminal records depending upon the history and nature of offences.	Retain
10 (1)	(b) demonstrates a proficiency in English to the Canadian Language Benchmarks Assessment Standard for listening/speaking competencies of Benchmark 7 or provides a valid Ontario secondary school graduation diploma or its equivalent as determined satisfactory by the Licence Manager. (157-15)	Repealed 2017			
10 (1)	(c) successfully and within the last five (5) years completed a Defensive Driving Course.	Repealed 2017			
10(1)	(d)successfully and within the last five (5) years completed a Sensitivity Training Course.	Repealed 2017			

Section		Rationale	TNC Comparison	Risk	Recommendation
11	Every licensed Limousine Driver shall:				
11 (1)	Section Repealed by 134-16	Section repealed.			
11 (2)	not hold himself out as being available for hire in any public place;	Section created in order to restrict limousine operators from accepting non pre-arranged fares in order to keep limousines from accepting non-prearranged taxicab type business.	Similar to TNC requirements.	No risk to public safety.	Retain
11(3)	use the current schedule of hourly rates filed with the Licensing Section for calculating the Fare for Trips.	Section created to require operators to charge based upon the rates as filed with the Licence Manager.	There is no similar requirement within the TNC By-law..	No risk to public safety. Possible consumer protection issues.	Retain
11 (4)	not pick up a pre-arranged Fare within sixty (60) metres of a designated Taxicab Stand;	Section created in order to restrict limousines from picking up within sixty (60) metres of a designated taxicab stand. Item created in order to eliminate issues regarding potential conflicts regarding customer pick-ups and to prevent limousines from operating in a manner similar to taxicabs ..	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
11 (5)	only pick up a Fare that is prearranged.	Section created in order to restrict limousines to picking up pre-arranged fares only. Created to protect the taxicab business from limousines operating in a manner similar to taxicabs.	Similar to TNC requirements.	No risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
11 (6)	not be eligible to apply to be placed, or to remain, by virtue of his status and occupation as a Limousine Driver, on the Priority List.	Section created to restrict limousine drivers from applying to the taxicab owners priority list for taxicab plate ownership. Section appears to be obsolete since amendments made to the bylaw in 2016.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
11 (7)	each day before commencing the operation of the Vehicle, examine the Vehicle for Mechanical Defects or interior or exterior damage to the Vehicle including all exit doors and shall report forthwith any defects found to the plate owner of the Vehicle;	Implemented in order to have driver's communicate mechanical defects/damage to the limousine plate owner in order for the plate owners to be aware of issues requiring repair.	There is no similar requirement within the TNC By-law.	Minimal risk as it is difficult to determine whether or not the vehicle examine was in fact conducted and whether or not the plate owner was in fact advised of any issues. .	Repeal
11 (8)	each day upon completion of the operation of the Vehicle return the Vehicle to his employer and shall examine the Vehicle as provided in subsection (8) and shall report all defects in the Vehicle and all accidents to the plate owner;	Implemented in order to have driver's communicate mechanical defects/damage at the conclusion of his shift to the limousine plate owner in order for the plate owners to be aware of issues requiring repair.	There is no similar requirement within the TNC By-law.	Minimal risk as it is difficult to determine whether or not the vehicle examine was in fact conducted and whether or not the plate owner was in fact advised of any issue	Repeal
11 (9)	carry the Driver's Licence issued under this by-law and his Ontario driver's licence with him at all times when operating a Vehicle;	Requirement implemented in order to ensure drivers were in possession of required documentation to operate the vehicle and for identification purposes.	Similar to TNC requirements.	Moderate public safety issue which allows the customer and enforcement officials to confirm identity.	Retain
11 (10)	be properly dressed, well groomed, neat and clean in personal appearance;	Requirement implemented with the thought to have	There is no similar requirement within the	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
		limousine driver's dressed in a more professional manner for customer service and to be clean in personal appearance.	TNC By-law.		
11 (11)	be civil and behave courteously;	Section implemented in order to hold driver's accountable to unprofessional or rude behaviour towards customers.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
11 (12)	give a Passenger a receipt on an authorized form showing the Driver's name and Driver's Licence number and an identifying number for the Vehicle when requested or whenever there is a dispute over the Fare;	Section implemented in order for the public to have proof on trip and identification of driver involved.	Similar to TNC requirements.	No risk to public safety. Consumer protection issue.	Retain
11 (13)	serve a Prearranged Passenger in the City, except when the person: (a) is intoxicated or disorderly; or, (b) is in possession of an animal other than a Service Animal, or; (c) is in the opinion of the Driver unable or unwilling to pay the Fare and has been unable or unwilling to satisfy the Driver that he has the funds to pay the Fare; (d) is a Grossly Unclean Person; (e) refuses to wear a seat belt and either fails to produce a medical certificate exempting him/her from wearing a seat belt assembly, or fails to satisfy the Driver that his/her weight is under eighteen (18) kilograms (40 lbs).	Section implemented in order to obligate a licensed driver to provide service while on duty to all pre-arranged individuals requiring transportation with some limitations captured in sections 13(a)-(e)	There is no similar requirement within the TNC By-law.	No risk to public safety. Consumer protection issue.	Retain
11 (14)	punctually keep all his appointments, and	Section created in order to	There is no similar	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	shall not make any appointments if a previous engagement would prevent him from fulfilling it;	restrict licenced drivers from accepting appointments that would prevent him from fulfilling previously booked appointments.	requirement within the TNC By-law.	Customer service issue.	
11 (15)	take due care of all property delivered or entrusted to him for conveyance of safekeeping, and immediately upon his termination of any hiring engagement shall examine the interior of his Vehicle for any property lost or left therein, and all property or money left in his Vehicle shall be forthwith delivered over to the person owning the property or money and if the Owner of the property or money cannot at once be found, the Driver shall deliver the property or money to the nearest police station with all information in his possession regarding the property or money;	Implemented in order to create a guideline for drivers on how to deal with lost and found articles and to hold driver's accountable for property entrusted to him for safekeeping.	There is no similar requirement within the TNC By-law.	No risk to public safety. Customer service issue.	Retain
11 (16)	when a dispute arises between a Passenger and a Driver of a Vehicle about the Fare, the Driver may refer the dispute to the nearest police officer for arbitration;	Section implemented in order to provide direction to driver's on how to resolve fare disputes.	Low risk- Driver and public safety matter.		
11 (17)	keep a daily Trip Sheet showing: (a) the name of the Driver, the date and the Limousine Owner's Plate number; (b) the location and time of the beginning and end of every Trip made; (c) the amount of the Fare collected for each Trip;	Trip sheet requirement implemented prior to the popularity of personal electronic devices such as tablets, cell phones and more sophisticated meter devices capable of recording the driver's trips. Trip sheets were historically used mainly to verify work hours for parties on the taxicab plate owner's	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
		priority list. In that Limousines may only take pre-arranged trips, data regarding trips is maintained.			
11 (18)	retain all Trip Sheets for at least twelve (12) months and make them available for inspection at the request of an Inspector or the Licence Manager;	Stipulation to retain trip records for at least twelve (12) months was formally required for priority list entry and maintenance. Requirement obsolete.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
11 (19)	keep in his Limousine a current street guide for the City and the surrounding vicinity which is of a type approved by the Licence Manager;	Street guide requirement implemented as a customer service initiative to have able to reference locations for customers. Advances in technology have made this requirement obsolete.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
11 (20)	turn off any radio, tape player or any other sound-producing mechanical device in his Limousine and shall turn down the volume on the two-way radio upon being requested so to do by any Passenger, and having done so shall leave such devices in the off position or if two-way radio turned down until termination of the Trip with that Passenger;	Section implemented as a customer service measure.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
11 (21)	not smoke in the Limousine;	Regulation created for public safety. Smoking matters also covered under Regional By-laws. Item further captured in section 12(12) outlining items that drivers should not do.	There is no similar requirement within the TNC By-law.	Moderate risk to public due to second hand smoke and residue.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
11 (22)	if requested, assist a Disabled or elderly person to get into and out of the taxicab and ensure the Passenger is properly secured in the Vehicle prior to transport. If the Driver is unable to properly assist and/or secure the Passenger, the Driver shall notify their Owner and or Broker and request a Driver or other appropriate service capable of handling the request. The Driver shall record the request and results on the Trip Sheet. The Driver shall remain with the Passenger until assistance from another Driver or appropriate service has arrived;	Section implemented in order to provide regulations regarding the obligation to properly assist a disabled or elderly passenger. Section further defines what the driver is to do in the event that he unable to assist or secure the passenger.	There is no similar requirement within the TNC By-law.	Moderate risk to public safety issue if passenger not properly secured in vehicle.	Retain
12	No licensed Limousine Driver shall:				
12 (1)	carry in any Vehicle a greater number of Passengers than is set out in the manufacturer's rating of seating capacity for such Vehicle;	Section implemented as a public safety measure.	There is no similar requirement within the TNC By-law.	Low risk to public safety.	Repeal
12 (2)	drive a Vehicle with luggage or any object placed in, hung on or attached to the Vehicle or in such a manner as will obstruct the Driver's view of the highway;	Section implemented for public safety.	There is no similar requirement within the TNC By-law.	Low risk to public safety	Repeal
12 (3)	(3) take, consume or have in his possession any alcohol, Drugs or intoxicants while he is in charge of his Vehicle for which he is a Driver;	Section implemented for public safety. Item covered under the Highway Traffic Act (HTA).	There is no similar requirement within the TNC By-law.	Low risk to public safety	Repeal
12 (4)	take on any additional Passengers after the Vehicle has departed with one or more Passengers from any one starting point, except under the following circumstances:	Regulation provides for the vehicle hirer to have exclusive use of the car, potentially for personal safety and	There is no similar requirement within the TNC By-law.	Low risk to public safety	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
	(a) when done at the request of a Passenger already in the Vehicle; (b) in an emergency situation;	convenience. Subsections (a) and (b) provides an exception to restriction to take on additional passengers.			
12 (5)	drive a Vehicle whose owner is not a licensed Owner.	Regulation implemented to ensure licensed limousine drivers do not use unlicensed, unregistered vehicles.	Similar to TNC requirements.	High risk to public safety through the use of unregistered vehicles..	Retain
12 (6)	permit a Passenger to stand in the Vehicle while the Vehicle is in motion;	Regulation implemented to restrict driver's from allowing passengers from standing in vehicle while in motion.	There is no similar requirement within the TNC By-law.	Moderate risk- Public safety matter.	Retain
12 (7)	be required to accept any Order when the expenditure of money by the Limousine Driver is required on behalf of the Passenger;	Implemented to protect the driver from being forced into accepting orders at their expense.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Retain
12 (8)	recommend hotels or restaurants or other like facilities unless requested to do so by the Passengers;	Implemented to restrict driver's from recommending hotels or restaurants unless requested to promote fair business.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Repeal
12 (9)	be required to provide change for any note larger than twenty dollars (\$20.00) unless the Fare is at least one-half (½) of the value of said note;	Implemented for driver safety, as drivers were being robbed at times. It would appear to be inappropriate to the section dealing with limousines.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
12 (10)	use mobile phones while operating a Limousine except when the use of the phones do no [sic] affect the safe operation of the Limousine;	Regulation implemented for public safety. Implemented prior to electronic device use being added to the Highway	There is no similar requirement within the TNC By-law.	Moderate risk to public safety.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		Traffic Act (HTA).			
12 (11)	refuse to serve a Passenger with a Service Animal; except where: (a) the Driver has an allergy, and has filed with the Licence Manager a certificate from his doctor evidencing that due to the allergy the Driver is unable to provide service to a Passenger with a Service Animal; (b) when the Driver is unable to service a Passenger for the reason set out in paragraph(a), the Driver shall make proper arrangements for service before proceeding to his next engagement;	Regulation created to restrict drivers from refusing passengers with special need/ service animals. Sections 12 (11)(a) provides for a specific exception to the requirement to serve a passenger with a service animal for drivers with allergies. Section 12(11)(b) provides for an obligation to make service arrangements for special needs passenger if unable to provide service based on an allergy.	There is no similar requirement within the TNC By-law.	Low risk to public safety. Consumer protection issue for customers requiring Service Animal.	Retain
12 (12)	smoke in the Limousine;	Regulation created for public safety. Smoking matters also covered under Regional By-laws.	There is no similar requirement within the TNC By-law.	Moderate risk to public due to second hand smoke and residue.	Retain
12 (13)	speak in an obscene, foul, boisterous, racist, loud, threatening or abusive manner to any Person, including a Dispatcher, while Operating a Limousine;	Regulation created in order to have a means for City staff to deal with excessively inappropriate behaviour towards passengers.	There is no similar requirement within the TNC By-law.	Moderate- elimination of regulation could make public complaints more difficult to investigate.	Retain
12 (14)	use an App that has: (134-16) (a) not been approved by the Licence Manager; or (b) been suspended by the Licence Manager;	Regulation created to provide for the Licensing Manager to have approval of dispatching App's used in the City.	Similar to TNC requirements.	High consumer protection issue. Application must be effective in meeting the needs of the public at an agreed upon price.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
13(1)	The Licence Manager may require a Driver at any time to complete the Defensive Driving Course because of complaints received against the Driver, relevant convictions registered on the Driver's provincial driving record or if the Licence Manager is of the opinion that it would be in the public interest to require the Driver to complete the Defensive Driving Course.	Repealed 2017			
13 (2)	(2) Where a complaint has been received which in the opinion of the Licence Manager is not frivolous or vexatious and relates to the Driver's ability to transport a Disabled customer, the Licence Manager may require the Licensee to complete a Sensitivity Training Course, as a condition of the continuation or renewal of the Driver's license.	Repealed 2017			
13 (3)	Every licensed Driver shall be required to complete a Sensitivity Training Course every five (5) Years.	Repealed 2017			
13(4)	Every licensed Driver shall be required to complete the Defensive Driving Course every five (5) Years.	Repealed 2017			
13 (5)	Every Inactive Driver shall be exempt from subsections 13 (3) and (4), but must comply with the subsections prior to operating a vehicle licensed under this By-law.	Repealed 2017			
14	No licensed Limousine Driver or Owner shall display or permit the display of any sign,	Regulation created to restrict limousine owners and drivers	There is no similar requirement within the	No risk to public safety.	Repeal

Section		Rationale	TNC Comparison	Risk	Recommendation
	emblem, decal, ornament or advertisement on or in his Limousine except with a content and in a form and location approved by the Licence Manager.	from displaying decals, advertisements on the vehicle without approval of the Licensing Manager.	TNC By-law..		
15	No Limousine Driver or Owner shall;				
15 (1)	put any name, address, or telephone number or other identification other than that of himself or the Limousine Broker with whom he is Affiliated on his Limousine;	Regulation created to restrict the display of name, address or telephone number on limousine that is not that of the owner or affiliated broker.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
15 (2)	(use or permit to be used on his Limousine any emblem, decal or other markings which are the same shape and/or colour or similar to any distinctive emblem, decal or other marking being used by any Limousine Broker with whom he is not Affiliated;	Regulation created in order restrict the use of similar looking emblems, decals, roof signs or markings used by other brokers.	There is no similar requirement within the TNC By-law.	Low risk to consumer protection	Review
15 (3)	operate or permit his Limousine to be operated in Affiliation with a Limousine Broker who is not licensed under this by-law;	Regulation created in order to restrict limousine owners from operating in affiliation with unlicensed limousine brokers.	There is no similar requirement within the TNC By-law.	Low risk to consumer protection	Review
15 (4)	use or permit to be used a two-way radio or monitoring device in his Limousine which enables him or his Driver to transmit and/or receive any frequency of a Limousine Broker licensed under this by-law with whom he is not Affiliated;	Regulation created in order to restrict the limousine owner or his driver from using monitoring devices of other non affiliated brokers.	No risk to public safety.	No risk to public safety.	Review.
15 (5)	Section Repealed by 134-16	Section repealed			
16	Every Driver or Owner who ceases to be				

Section		Rationale	TNC Comparison	Risk	Recommendation
	deal Affiliated with a Limousine Broker shall:				
16 (1)	change and remove from the vehicle all decals or other Limousine Brokerage markings on the vehicle;	Section created in order to direct limousine owners leaving a broker to change or remove decals and markings of the broker from the vehicle.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
16 (2)	return to the Limousine Broker he is leaving all business cards and other equipment belonging to that Limousine Broker.	Section created in order to direct limousine owners leaving a broker to return all business cards and equipment belonging to the broker.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
17	(1) When the licensed Limousine Owner or licensed Limousine Driver disposes of or otherwise ceases to use a Vehicle as a Limousine, he shall immediately remove from the said vehicle being disposed of: (a) all identifying decals or markings; (b) and all other items which make the vehicle appear to the public to be a Limousine.	Regulation created in order to provide details of items and vehicle markings that must be removed from the vehicle once the vehicle is not longer being used as a limousine. Item created in order to restrict parties from continuing to use a vehicle as a limousine when no longer registered as such.	There is no similar requirement within the TNC By-law.	No risk to public safety.	Review
18 (1)	The Licence Manager shall give notice to the licensed Limousine Owner of the mandatory inspection for each Limousine he owns.	Repealed 2017			
18 (2)	Upon receipt of notice of inspection under subsection (1) each licensed Limousine or his agent shall attend with his Vehicle at the appointed time and place and shall bring with him either: (a) an Ontario Ministry of				

Section		Rationale	TNC Comparison	Risk	Recommendation
	Transportation and Communication Vehicle Inspection Report showing that the Vehicle has been accepted within the previous sixty (60) days, or (b) a Safety Standard Certificate issued under the <i>Highway Traffic Act</i> within sixty (60) days of this submission. (c) a City of Toronto Vehicle Inspection Report accompanied by a City of Toronto Livery Cab Fitness Report showing that the Vehicle has been accepted within the previous sixty (60) days;	Repealed 2017			
18 (3)	When a Vehicle has been inspected under section 3 of this Schedule within sixty (60) days of the date set out in the notice of mandatory inspection referred to in subsection (2), the Limousine Owner or his agent shall not be required to have the Vehicle reinspected as required by the notice but this section does not affect any inspection required under section 22 of the By-law.	Repealed 2017			
19	Every Owner of a livery cab which is to be used as a special occasion Vehicle may be issued a Special Occasion Limousine permit, if he pays the fee set out in Schedule 1 to this by-law and he provides the Licence Manager with the following documentation:	Section created in order to permit for the licencing of special occasions to vehicles licensed with different Municipalities in order to allow for passenger pickups with the city. Allows for a legal option to conduct occasional business in the city.	There is no similar requirement within the TNC By-law.	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain
	(a) a valid Municipal Limousine Owner's Licence from another municipality; or;	Section created in order to specify one of the documents	There is no similar requirement within the	Moderate risk to public safety represented by vehicles	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		required in order to Licence the limousine for a special occasion limousine permit.	TNC By-law..	licensed in other jurisdictions operating within Mississauga.	
	(b) a copy of the current Provincial Permit for the Vehicle, in good standing issued by the Ontario Ministry of Transportation in the Owner's name	Section created in order to specify one of the documents required in order to Licence the limousine for a special occasion limousine permit.	There is no similar requirement within the TNC By-law. Medium risk to the city.	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain
	(c) a copy of the current Motor Vehicle Liability Insurance Card endorsed to show the Vehicle being registered; and	Section created in order to specify one of the documents required in order to Licence the limousine for a special occasion limousine permit.	There is no similar requirement within the TNC By-law.	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain
	(d) either; (i) an Ontario Ministry of Transportation and Communication Vehicle Inspection report showing that the Vehicle has been accepted within the previous sixty (60) days, (ii) a Safety Standard Certificate issued under the Highway Traffic Act, R.S.O. 1990, c. H.8, as amended, within the previous sixty (60) days. (iii) a City of Toronto Vehicle Inspection Report accompanied by a City of Toronto Livery Cab Fitness Report showing that the Vehicle has been accepted within the previous sixty (60) days;	Section created in order to specify one of the documents required in order to Licence the limousine for a special occasion limousine permit.	There is no similar requirement within the TNC By-law.	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain
	(e) a contract or itinerary for clients as to the type of occasion and duration, date and time of service for the livery cab.	Section created in order to specify one of the documents required in order to Licence the limousine for a special	There is no similar requirement within the TNC By-law.	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain

Section		Rationale	TNC Comparison	Risk	Recommendation
		occasion limousine permit.			
	(f) an Ontario business registration; or	Section created in order to specify one of the documents required in order to Licence the limousine for a special occasion limousine permit.	There is no similar requirement within the TNC By-law..	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain
	(g) a copy of his Articles of Incorporation	Section created in order to specify one of the documents required in order to Licence the limousine for a special occasion limousine permit.	There is no similar requirement within the TNC By-law.	Moderate risk to public safety represented by vehicles licensed in other jurisdictions operating within Mississauga.	Retain

Public Vehicle Advisory Committee Work Plan

Issue	Last Discussed on	Who	Status
Hotel Shuttles Regulation of DADD drivers Parcel Delivery service Licensing of medical/shuttle vehicles	April 29, 2013 October 15, 2013 October 15, 2013 October 15, 2013	Enforcement Office	<ul style="list-style-type: none"> To be dealt with in a report to PVAC □ 2019 Quarter 1
Timing of taxicab plate renewal issuance - priority list, identification requirement	September 29, 2014	Enforcement Office	Completed □ October 2017
Mobile Licensing Enforcement Practices	March 3, 2015	Enforcement Office	<ul style="list-style-type: none"> Report to PVAC at the beginning of the next term of Council
Taxicab Mobile Applications	April 21, 2015	Enforcement Office	Completed
Consultant's Report □ Taxi Plate Issuance Model	April 21, 2015	Enforcement Office	Completed
Issuance of Accessible Plates	April 17, 2018	Enforcement Office	In progress <ul style="list-style-type: none"> Accessible On-Demand Vehicle for Hire Project □ Presentation to PVAC □ April 17, 2018
Review of the Terms of Reference for PVAC	April 21, 2015	Clerk's Office	Completed
Illegal Taxicab Operations □ Best Practices Report	June 16, 2015	Enforcement Office	Completed
Engagement of Consulting Services □ Mobile Taxi Applications	August 12, 2015	Enforcement Office	Completed
Consultant's Report - Regulation of Transportation Network Companies	December 7, 2015	Enforcement Office	Completed
Regulation of Transportation Network Companies	December 7, 2016 April 8, 2016 April 19, 2016	Enforcement Office	In progress <ul style="list-style-type: none"> TNC Pilot currently underway Final report to Council May 2019
Public Vehicle Licensing By-law 420-04, as amended □ Demerit Points	December 7, 2015	Enforcement Office	Completed □ April 2017
Updated Taxicab Camera Requirements Identifying signage □ TNC vehicles	October 18, 2016 October 31, 2017	Enforcement Office	In progress <ul style="list-style-type: none"> To be included in final report to Council re. TNC Pilot Project 2019 May 2019

*Updated for the April 30, 2019 PVAC Meeting

Public Vehicle Advisory Committee Work Plan

Line-by-Line Review of the Public Vehicle Licensing By-law	February 11, 2019	Enforcement Office	In progress <ul style="list-style-type: none"> • On April 30, 2019 Agenda
Status Update <input type="checkbox"/> TNC Pilot Project	February 11, 2019	Enforcement Office	Ongoing <input type="checkbox"/> Standing Agenda Item
Review and update to the PVAC Action Items List	October 31, 2017 February 13, 2018	Enforcement Office/ Legislative Services	Completed
Accessible Taxi Program Subsidy	February 11, 2019	Enforcement Office	In progress
Review Of Renewal Fee For Inactive Plates	February 11, 2019	Enforcement Office	In progress
Model Year Restriction	February 11, 2019	Enforcement Office	Completed

*Updated for the April 9, 2019 PVAC Meeting

From: [peter_d_pellier](#) [peter_d_pellier](#)
To: [Geoff Wright](#)
Cc: [REDACTED]

Subject: COMPENSATION
Date: 2019/04/18 7:12:26 AM

GEOFF WRIGHT,

COMMISSIONER OF TRANSPORTATION AND WORKS,

CITY OF MISSISSAUGA.

The Government of Quebec has announced it is increasing the compensation package earmarked for members of the taxi industry to \$770 million, as a means of providing much-needed relief for both drivers and owners due to the presence of Uber, Lyft and other 'ridesharing' companies. To help offset the cost, the provincial government is raising the per trip 'ridesharing' fee to 90 cents, an amount fully justified under the circumstances.

In going down this path, the Quebec government has set a precedent regarding the need to compensate taxi drivers and owners over the decimation of their livelihoods, plate values and pensions. A once thriving industry that flourished for decades prior to the unwarranted incursion of Uber, Lyft et al, who chose to operate at will, free of longstanding regulations, prior to gaining special status in local by-laws as entities separate and distinct from taxis, is but a shadow of its former self.

In preparing your upcoming report on compensation, a reference to the 90 cents per trip fee being levied in Quebec is very much in order. If 'ridesharing' companies are willing to pay this amount in La Belle Province, then, surely, they can be expected to do the same in Mississauga. After all, our losses have been no less substantial.

Thank you.

PETER D. PELLIER,

[REDACTED]

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