

AGENDA



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, DECEMBER 13, 2011 - 9:00 A.M.

COUNCIL CHAMBERS

SECOND FLOOR, CIVIC CENTRE

300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

www.mississauga.ca

Members

Councillor Nando Iannicca, Ward 7 **(Chair)**

Councillor Ron Starr, Ward 6 **(Vice-Chair)**

Al Cormier (Citizen Member)

Baljit Singh Pandori (Elected at Large)

Craig McCutcheon (Limousine Owners)

Gurvel Singh (Taxicab Brokerages)

Harsimar Singh Sethi (City Area Taxicab Drivers)

Nabil A. Nassar (Citizen Member)

Paramvir Singh Nijjar (City Area Taxicab Owners)

Contact: John Britto, Legislative Coordinator

Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181

john.britto@mississauga.ca

CALL TO ORDERDECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTERESTPRESENTATIONS/DEPUTATIONSMATTERS TO BE CONSIDERED1. Minutes of Previous Meeting(s)

Minutes of the Public Vehicle Advisory Committee meeting held on October 24, 2011.

Recommend Adoption2. PVAC-0005-2011 Driver Retraining Review

Corporate Report dated December 5, 2011 from the Commissioner of Transportation and Works outlining possible alternatives and cost-effective methods of providing driver retraining with a view to maintaining a high level of service, quality, professionalism and safety in the public vehicle industry in the City of Mississauga, while reducing the cost impact of the retraining to drivers.

Recommend Approval3. Refresher Training Program and Plate Lease Agreements

Letter dated November 21, 2011 from Harsimar Singh Sethi, City Area Taxicab Drivers representative with regard to driver refresher training program and plate lease agreements.

Refer Agenda Item 2 – PVAC-0005-2011 Driver Retraining Review4. Advance Fare – Night time hours

Petition dated June 10, 2011 from approximately 64 night taxi drivers requesting the Committee to consider advance payment of an approximate fare/flat rate during night hours.

Recommend receipt

INFORMATION ITEMS

5. Integrated Taxicab Plate Location

Copy of letter dated November 30, 2011 from the Manager, Mobile Licensing and Enforcement to Mississauga Taxicab Plate Holders with respect to the taxicab industry's requirement to comply with the *Accessibility for Ontarians with Disabilities Act (AODA)*, Ontario Regulation 191/11.

6. Council Resolution Number 0268-2011 of November 23, 2011 with regard to the Benchmark Review of Licence Fees – Mobile Licensing Enforcement.

DATE OF NEXT MEETING – 9:00 a.m., Tuesday, February 14, 2011, Council Chambers

OTHER BUSINESS

ADJOURNMENT

DEC 13 2011

Minutes



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, OCTOBER 24, 2011 – 9:00 a.m.

**COUNCIL CHAMBER, 2nd FLOOR, CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1**

<http://www.mississauga.ca>

Members Present:

Councillor Nando Iannicca, Ward 7 (**Chair**)
Councillor Ron Starr, Ward 6 (**Vice Chair**)
Al Cormier (Citizen Member)
Baljit Singh Pandori (Elected at Large)
Gurvel Singh (Taxicab Brokerages)
Harsimar Singh Sethi (City Area Taxicab Drivers)
Nabil A. Nassar (Citizen Member)

Members Absent:

Craig McCutcheon (Limousine Owners)
Paramvir Singh Nijjar (City Area Taxicab Owners)

Staff Present:

James Bisson, Manager Mobile Licensing Enforcement

Contact: John Britto, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181
john.britto@mississauga.ca

CALL TO ORDER -- 9:10 am

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST – Nil

PRESENTATIONS/DEPUTATIONS – Nil

MATTERS CONSIDERED

1. Minutes of Previous Meeting(s)

Minutes of the Public Vehicle Advisory Committee meeting held June 14, 2011.

Adopted as presented: (Nabil A. Nassar)

2. Various Entities of the Public Vehicle Industry in Mississauga

Corporate Report dated October 5, 2011 from the Commissioner of Transportation and Works detailing the various entities within the Public Vehicle Industry in Mississauga, in response to Recommendation PVAC-0003-2011.

In response to a clarification sought by Al Cormier, Citizen Member, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that Accessible Taxicabs are either rear load or side load vans with the ability to transport persons in wheelchairs.

RECOMMENDATION

PVAC-0009-2011

That the report to the Public Vehicle Advisory Committee dated October 5, 2011 from the Commissioner, Transportation and Works, titled "Various Entities of the Public Vehicle Industry in Mississauga" be received for information.

RECEIVED: (Councillor Ron Starr)

3. Bi-Annual Taxicab Tariff Review

Corporate Report dated October 5, 2011 from the Commissioner of Transportation and Works with regard to the bi-annual taxicab tariff review.

James Bisson, Manager Mobile Licensing introduced the report and advised that, in accordance with Section 44 of the Public Vehicle Licensing By-law 420-04, staff are required to carry out a bi-annual review of the taxicabs tariff. Mr. Bisson further advised that considering the very minor increase in gross operating expenses, staff is of the opinion that there is no justification for an increase in the tariff at this time. It is anticipated that the next tariff review will be conducted in 2013.

Mr. Gurvel Singh, Taxicab Brokerages representative expressed his satisfaction with the staff recommendation.

Responding to a question from Mr. Al Cormier, Citizen Member, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that subsequent to an amendment to the Public Vehicle Licensing By-law to reduce the trunk size of taxicabs, the taxicab industry is seeing the benefit of using hybrid vehicles, as well as propane powered vehicles.

Responding to a question from Councillor Ron Starr, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that Section 44 (2) of the Public Vehicle Licensing By-law provides for an additional review if there is a 15% or greater increase in any one of the five factors used for reviewing the tariff.

Responding to a further question from Councillor Starr, Mr. Bisson advised that staff propose to provide the Committee with a report on the tariff card review in early spring of 2012. Mr. Bisson further advised that in 1998, the taxi industry requested that the plate issuance and tariff reviews be conducted every other year, because the impact of both a meter increase and the increase in the number of taxis would be detrimental to the industry.

Mr. Nabil A. Nassar, Citizen Member commented on the lack of the use of alternative fuel vehicles as fleet vehicles, and suggested incentives for drivers to encourage purchase of clean emission vehicles.

Mr. Harsimar Singh Sethi supported Councillor Ron Starr's suggestion for an annual review of taxi plate issuance and meter tariff.

Mr. James Bisson, Manager Mobile Licensing Enforcement advised that consideration of an annual review would have budget implications, as well, an amendment to the Public Vehicle Licensing By-law will be required to reflect such a change.

Discussions ensued on incentives offered in other countries for the purchase of alternative fuel vehicles and the use of fuel-efficient, hybrid and high-efficiency vehicles as taxis.

Suggestions were made to seek statistics from other municipalities on accidents, fuel savings, environmental benefits and overall vehicle efficiency of alternate fuel vehicles. Suggestions were also made to investigate the possibility of increasing the number of years for licensing hybrid vehicles, considering the cost of a new hybrid vehicle.

Discussion ensued with regard to the advantages and disadvantages of hybrid vehicles being used by a single driver and as a fleet vehicle or by multiple drivers on a 24-hour basis.

In response to a question from Councillor Ron Starr, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the licensing term was increased from five (5) to seven (7) years. Staff have been receiving requests for extensions of up to nine (9) years. The City of Mississauga has set the trend of seven years, and most other municipalities have followed this trend. Mr. Bisson further advised that the only exception to consider a longer licence term would be for the Dodge Sprinter, which is considered to be an industrial strength vehicle.

Mr. Harsimar Singh Sethi was of the opinion that, besides the cost of a hybrid vehicle, the insecurity of taxi plates is a further impediment for drivers. A review of having the lease agreement extended up to seven years could possibly mitigate this.

RECOMMENDATION

PVAC-0010-2011

That the report to the Public Vehicle Advisory Committee, dated October 5, 2011, from the Commissioner, Transportation and Works titled "Bi-Annual Taxicab Tariff Review" be received for information.

RECEIVED: (Gurvel Singh)

Mr. Karam Singh Punian commented on:

- taxi plate lease issues;
- GTAA's response to install fixed rate cards in all airport taxicabs;
- response from staff, through corporate reports, on issues raised at the PVAC;
- time frame for agenda distribution to Committee members.

Mr. James Bisson, Manager of Mobile Licensing Enforcement advised that a corporate report on review of Driver Retraining program will be brought to the next meeting of the PVAC.

Mr. Bisson further advised that major issues, similar to plate leasing, should be dealt with, one at a time, at future meetings of the PVAC.

Mr. Karam Singh Punian sought clarification on whether Mr. Harsimar Singh Sethi is a taxi plate owner or a taxi driver.

Mr. Harsimar Singh Sethi, City Area Taxicab Drivers' representative advised that he will resign from the Committee if his situation changes, i.e. becomes a taxi plate owner.

4. Taxi Meter Rates

Letter dated June 20, 2011 from Mr. Gurvel Singh, President of All Star Taxi and Taxicab Brokerage, requesting a review of the current taxi meter rate.

RECOMMENDATION

PVAC-0011-2011

That the letter dated June 20, 2011 from Mr. Gurvel Singh, President of All Star Taxi and Taxicab Brokerage representative on the PVAC requesting a review of the current taxi meter rates, be received.

RECEIVED: (Gurvel Singh)

5. Taxi Stands at High Traffic Locations

Letter dated August 31, 2011 from Mr. Harsimar Singh Sethi, requesting new taxi stands at high traffic locations.

Mr. James Bisson, Manager Mobile Licensing Enforcement advised that staff is currently working on the possibility of additional taxi stands in different areas in the City. Staff have encountered cases of misuse of taxi stands, but enforcement staff is monitoring those areas to ensure compliance and proper use by taxi drivers.

Mr. Harsimar Singh Sethi agreed that proper enforcement is encouraged; however, he cited an incident when an enforcement officer asked him to move his taxi out of the Novotel taxi stand, even though his vehicle was the fourth in the line, indicating that the Taxi Stand Sign allows for only three taxi cabs. Mr. Sethi suggested that the sign at the Novotel be amended to provide for up to five taxis. Mr. Sethi further advised that no taxi stands are provided at the Trillium and Credit Valley hospitals. Patients and their visitors that come to these hospitals have to call for a taxi by telephoning the taxi company and wait for twenty to thirty minutes till the taxi arrives.

In response to a question from the Chair, Councillor Nando Iannicca, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that it is up to the hospitals to decide whether they would like to designate a spot for a taxi stand, which would be at a cost to the hospital. It is a challenge working with the management of Trillium trying to encourage them to install a taxi stand there.

Mr. Nabil A. Nassar, Citizen Member suggested an evaluation of existing taxi stands to find out the possibility of enhancing or upgrading these facilities. Mr. Nassar further

suggested that the Committee work in collaboration with the City's Planning and Building Department to explore the possibility of considering taxi stands at the initial planning phase. Mr. Nassar was of the opinion that the consumer needs easy access to taxis.

Councillor Ron Starr requested staff to provide a list of taxi stands in the City.

In response to a question from Mr. Al Cormier, Citizen Member, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that consideration of installing taxi stands is not part of the requirement of a building permit application for commercial or institutional buildings. Mr. Bisson advised that he will explore the possibility of the IT Department including a list of taxi stands on the City's website. Mr. Bisson sought suggestions from the taxi industry for suitable locations to install taxi stands.

Mr. Harsimar Singh Sethi suggested that the Chair of the PVAC write to the Chairman of Trillium to encourage installing a taxi stand there. Mr. Sethi volunteered to work with staff in further investigating the possibility of installing additional taxi stands in the City.

RECOMMENDATION

PVAC-0012-2011

That the letter dated August 31, 2011 from Mr. Harsimar Singh Sethi, with regard to new taxi stands at high traffic locations, be referred to staff for review and report back to a future meeting of the Public Vehicle Advisory Committee.

RECEIVED: (Harsimar Singh Sethi)

INFORMATION ITEMS

DATE OF NEXT MEETING — 9:00 a.m., Monday, December 5, 2011, Council Chambers

OTHER BUSINESS

Mr. Gurvel Singh suggested that plate issuance formula review should be conducted annually.

Mr. Nabil A. Nassar suggested that this item should be listed for discussion on a future PVAC agenda.

Responding to a question from Mr. Nabil A. Nassar, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the license term for a taxi plate registered in the City of Mississauga is 7.5 years

RECOMMENDATION

PVAC-0013-2011

That staff review the feasibility to review plate issuance every year and report to a future meeting of the PVAC.

APPROVED: (Councillor Ron Starr)

Mr. James Bisson, Manager Mobile Licensing Enforcement advised the Committee and the industry of the January 1, 2012 deadline for the City of Mississauga to comply with Ontario Regulation 191/11, Integrated Accessibility Standards (IAS) under the *Accessibility for Ontarians with Disabilities Act (AODA)*. Mr. Bisson further advised that all taxis registered with the City, in most ways, meet with this requirement. A letter will be sent to the industry advising that the vehicle registration identification plate will need to be moved to the rear bumper of the taxi, before January 1, 2012 in order to comply with the IAS Regulation 191/11 of the AODA.

Mr. Bisson further advised that a report will be brought to a future PVAC meeting informing the need for municipalities to utilize the Accessibility Advisory Committee in determining the percentage of accessible vehicles in the taxi industry. Currently, the number of accessible taxis registered in the City of Mississauga has increased from 13 (in 2004) to 36 (in 2011).

The Chair, Councillor Nando Iannicca and Councillor Ron Starr encouraged members of the industry to advise the Committee of issues and concerns that they would like discussed for listing on the agenda.

ADJOURNMENT – 10:45 A.M.



Corporate Report

Clerk's Files

Originator's
Files

Public Vehicle Advisory Committee DEC 13 2011

DATE: December 5, 2011

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: December 13, 2011

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

SUBJECT: **PVAC-0005-2011 Driver Retraining Review**

- RECOMMENDATION:**
1. That Mobile Licensing Enforcement staff schedule retraining courses for public vehicle drivers on weekday evenings and weekends as an alternative to the weekday retraining courses offered currently.
 2. That Mobile Licensing Enforcement staff reduce the retraining program for taxi drivers from 3½ days to 2 days.
 3. That a by-law be enacted to amend Public Vehicle Licensing By-law 420-04, as amended, to incorporate the necessary changes to the requirements for the retraining of public vehicle drivers as outlined in the report dated December 5, 2011 from the Commissioner of Transportation and Works titled "PVAC-0005-2011 Driver Retraining Review".
 4. That recommendations 1 to 3 above be implemented within 90 days of Council approval of the report from the Commissioner of Transportation and Works dated December 5, 2011 titled "PVAC-0005-2011 Driver Retraining Review".

BACKGROUND:

At its meeting of June 14, 2011, the Public Vehicle Advisory Committee (PVAC) considered a report from the Commissioner of Transportation and Works dated April 7, 2011, titled "Response – Taxicab Driver Retraining Program" and approved the following recommendation PVAC-0005-2011:

"That the report dated April 7, 2011 from the Commissioner of Transportation and Works with respect to the Taxicab Driver Retraining Program be referred to staff for a review to explore possible alternative, and cost effective, methods of driver retaining, in order to address the monetary impact on drivers in the public vehicle industry in the City of Mississauga."

The recommendation was subsequently approved by Council on July 6, 2011 (GC-0475-2011).

The purpose of this report is to review possible alternatives and cost-effective methods of providing driver retraining with a view to maintaining a high level of service, quality, professionalism and safety in the public vehicle industry in the City of Mississauga while reducing the cost impact of the retraining to drivers.

PRESENT STATUS:

The report of April 7, 2011 outlined the current requirements for the retraining of public vehicle drivers along with recommendations to be implemented. A copy of the April 7, 2011 report is attached as Appendix 1.

The retraining requirements for airport municipal transportation vehicle (AMTV), airport public transportation vehicle (APTV), limousine and taxicab drivers are found in various Schedules to By-law 420-04, as amended.

The current Taxicab Driver Retraining Program consists of four training modules: taxicab orientation, defensive driving, sensitivity training for disabled passengers, and robbery prevention. The four modules must be completed every 5 years and are held over a 3½ day time period.

As mentioned previously, retraining is also a requirement for AMTV, APTV and limousine drivers. The current training requirement for AMTV and APTV drivers consists of three modules: defensive driving, sensitivity training for disabled passengers and robbery prevention. The three modules must be completed every five years and are held over a two-day time period.

The current training program for limousine drivers consists of two modules: defensive driving and sensitivity training for disabled passengers. The two modules must be completed every five years and are held over a two-day time period. Completion of the robbery prevention training module is not a requirement for limousine drivers since they do not typically engage in financial transactions with their customers and the threat of robbery is less. Limousine drivers can receive this training on request.

Drivers who complete other courses within the five year time frame that are similar to the courses required under By-law 420-04 are not required to complete the City courses.

COMMENTS:

The provision of high quality, safe and professional service by public vehicle drivers is important to the community. Moreover, the City of Mississauga has an important role to play in ensuring that the service provided to the community by public vehicle drivers continues to remain high quality, safe and professional. In addition to the regulation and enforcement of the public vehicle industry through various City by-laws, effective retraining programs are critical to maintain service quality and professionalism and more importantly, safety to both the drivers and the public. Also, in various industries that employ professional drivers it is not uncommon to have these drivers attend retraining programs. This applies to police officers, fire fighters, transit operators, and transport truck drivers, to name a few.

The cities of Mississauga and Toronto are viewed as leaders in municipal government in the regulation and enforcement of the public vehicle industry, particularly given the emphasis both municipalities place on mandatory training and more specifically, the requirement of drivers to attend retraining programs on a regular basis.

The City of Toronto retraining standards for taxi and limousine drivers are higher than the City of Mississauga. The City of Toronto requires its taxi and limousine drivers to attend three days and two days, respectively, of retraining, and one day of CPR/first aid training, every four years.

Staff considered three alternatives to reduce the monetary impact of retraining on public vehicle drivers, as noted below:

- offer the training on evenings and weekends;
- reduce the time spent for retraining; and,
- explore the feasibility of e-learning or on-line training.

Evening and Weekend Training

Staff could offer some training on weekends and in the evening on weekdays which would allow drivers to attend training outside of their prime business hours; however, there are drawbacks to weekend and evening training. A driver attending an evening course after work may not be as attentive. In addition, given the size of the staff complement in the Training Section of Mobile Licensing Enforcement, there are limitations on the number of evening and weekend training classes that could be conducted.

Notwithstanding these drawbacks, staff recommend that evening weekday and weekend retraining sessions be conducted to reduce the monetary impact of training on drivers. It is recommended that this change be implemented within 90 days of Council approval of this report.

Reduce Time Spent for Retraining

The retraining for taxi drivers could be reduced from 3 ½ days to 2 days. This represents a 43% reduction in the time spent in retraining classes. In addition, assuming a 40 hour work week with two weeks vacation each year, two days dedicated to retraining every five years represents less than one percent of the total days that could be worked.

Staff are confident that the effectiveness of the taxi driver retraining would be marginally impacted with this change. This change could be achieved by condensing the course content to only the most critical information in the defensive driving, sensitivity training for disabled passengers and robbery prevention modules. The retraining program would be similar to the two-day retraining program now offered to AMTV and APTV drivers.

Staff do not suggest that the two-day retraining program for AMTV, APTV and limousine drivers be reduced to less than two days. Any further reduction in the time dedicated to this retraining program would further condense the course curriculum to the point that the retraining program would lose its effectiveness.

In addition, the two-day training classes could be split to four evening classes or two weekend classes in order to provide more flexible training schedules for the drivers. This would be a further means of reducing the monetary impact of the training on drivers by scheduling the training outside of their prime business hours.

Staff are not suggesting that the retraining cycle time be increased. It is proposed that the retraining remain on a five year cycle, which is presently longer than the City of Toronto's four year retraining cycle.

The fee to taxi drivers for attending the existing 3½ day retraining session covering the four modules is \$392. The fee to attend the two-day retraining session would be \$253. This represents a reduction of \$139 or 35%.

Staff recommend that the time spent for taxi driver retraining be reduced, from 3½ days to 2 days, to mitigate the monetary impact of retraining on taxi drivers and that this be implemented within 90 days of Council approval of this report.

E-learning/On-line Training

By employing professional trainers in a classroom setting, the City of Mississauga is able to deliver dynamic face-to-face training that engages and motivates participants regardless of the subject matter. The trainers from Mobile Licensing Enforcement understand how

adults learn, develop clear course material and communicate in plain language. They continually refine their presentation skills to deliver training programs to diverse driver audiences and motivate participants to provide high quality, safe and professional service. Further, the trainers have a proven track record in curriculum design and course delivery and continually upgrade their skills to ensure that best practices are utilized.

Staff estimate that e-learning or on-line training would cost approximately \$10,000 per course to implement. This additional cost would need to be recovered through increases in licence and/or service fees, which negates the goal of reducing the monetary impact of retraining on drivers.

E-learning or on-line training may be more favourable to public vehicle drivers since this method of training provides the participant with the flexibility to complete the training when it is most convenient for them. However, from a professional trainer's perspective, there are challenges in ensuring that the person completing the course is the actual driver and not a third party. In addition, there is limited ability to objectively test the driver's knowledge and comprehension of the material since the training is undertaken in a virtual environment. Virtual environments do not allow the trainer to observe and evaluate the driver or to have the trainer provide clarification of the program content.

This method of training and testing may also compromise the integrity and objectives of the training course, given the risk of test answers and course content being shared throughout the industry.

Formal classroom training ensures that the standards which Mississauga Mobile Licensing Enforcement use to license drivers are upheld. This is achieved by having the trainers verify attendees, develop course content that is relevant and deliver the course content in a manner that is understood by the participants and adapted to their learning style.

When service quality, professionalism and more importantly, driver and public safety are at stake, staff do not believe that significant changes should be made to the training delivery model as the

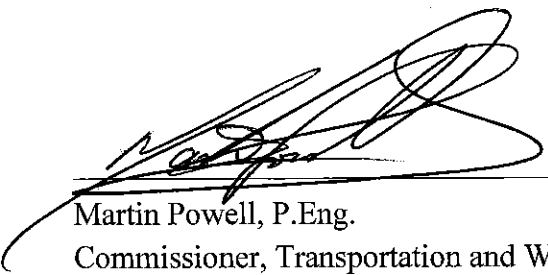
effectiveness of the training would be compromised. As a result, e-learning and on-line training are not recommended for the public vehicle industry.

FINANCIAL IMPACT: The reduction of 1½ days of actual training time for taxi drivers may result in a decrease in annual revenue of approximately \$38,000. It is anticipated that this revenue reduction could be offset by redeploying the training resources to provide more public vehicle driver training to drivers from other municipalities on a fee for service basis. Mobile Licensing Enforcement presently provides public vehicle driver training, on a fee for service basis, to drivers from the City of Brampton and the Town of Oakville, on behalf of these municipalities, as well as to Greater Toronto Airport Authority permitted taxi drivers from various municipalities in the GTA.

There would be no additional costs associated with the implementation of weekend and evening retraining during weekdays as existing resources would be re-assigned.

CONCLUSION: This report responds to the request of the public vehicle industry to reduce the monetary demands of training on drivers, and provides recommendations to balance the interests of the industry with the City of Mississauga's requirement for high quality, safe and professional service.

ATTACHMENTS: Appendix 1: Report dated April 7, 2011, from the Commissioner of Transportation and Works entitled "Response-Taxicab Driver Retraining Program"



Martin Powell, P.Eng.

Commissioner, Transportation and Works

Prepared By: James Bisson, Manager, Mobile Licensing



Corporate Report

Clerk's Files

Originator's
Files

DATE: April 7, 2011

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: June 14, 2011

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

SUBJECT: Response -- Taxicab Driver Retraining Program

- RECOMMENDATION:**
1. That Schedules 3 and 4 to By-law 420-04, as amended, be further amended by deleting Sections 5(3) to 5(7) inclusive and replacing them with the following:
 - (3) Every licensed Driver shall be required to complete a retraining course every five (5) years.
 - (4) Every licensed Driver shall be required to complete the Robbery Prevention Course every five (5) years.
 - (5) Every Inactive Driver shall be exempt from subsections 5 (3) and (4), but must comply with the subsections prior to operating a vehicle licensed under this By-law.
 2. That Schedule 6 to By-law 420-04, as amended, be further amended by deleting Sections 13(3) to 13(5) inclusive and replacing them with the following:
 - (3) Every licensed Driver shall be required to complete a retraining course every five (5) years.

- (4) Every Inactive Driver shall be exempt from subsection 13(3) but must comply with the subsection prior to operating a vehicle licensed under this By-law.
- 3. That Schedule 8 to By-law 420-04, as amended, be further amended by deleting Sections 7(4) to 7(8) inclusive and replacing them with the following:
 - (4) Every licensed Driver shall be required to complete a retraining course every five (5) years.
 - (5) Every licensed Driver shall be required to complete the Robbery Prevention Course every five (5) years.
 - (6) Every Inactive Driver shall be exempt from subsections 7 (4) and (5), but must comply with the subsections prior to operating a vehicle licensed under this By-law.

BACKGROUND:

On September 29, 2010, Council adopted Resolution 0261-2010 (Appendix 1), as a result of a recommendation from a special meeting of the Public Vehicle Advisory Committee (PVAC) on September 28, 2010.

Staff and Council have already addressed the first resolution. This report will address the second part of that Resolution which states:

Staff review the terms and conditions of the Mandatory Refresher Training Course and report back to the next Public Vehicle Advisory Committee at its meeting to be held on December 14, 2010.

Members of the Taxicab industry had expressed concern with mandatory retraining for licensed Drivers in their petition (Appendix 2) as follows:

2. Mandatory Refresher Training Course every 5 years irrespective of good or bad record of driver is another burden on time and pocket of drivers. If a driver is in the profession for last 10-15 or 20 years and there is no complaint against the driver, there is no point wasting his time and money for refresher training. It is therefore requested that

terms and conditions of this programme should be given proper attention and revised accordingly."

COMMENTS:

The retraining requirements for Airport Municipal Transportation Vehicle, Airport Public Transportation Vehicle, Limousines and Taxicab Drivers are found in various Schedules to By-law 420-04, as amended. The most extensive requirements relate to Taxicab Drivers found in Schedule 8 Section 7(1) to 7(8) to the By-law as follows:

- 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 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)*
- 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.*
- 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.*
- 4) *Every licensed Driver shall be required to complete a Taxicab Driver Orientation Training Course every five (5) years.*
- 5) *Every licensed Driver shall be required to complete a Sensitivity Training Course every five (5) years.*
- 6) *Every licensed Driver shall be required to complete the Defensive Driving Course every five (5) years.*
- 7) *Every licensed Driver shall be required to complete the Robbery Prevention Course every five (5) years.*

- 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 By-law.*

The Driver retraining by-law requirement resulted from suggestions received from the industry during the review of the previous Public Vehicle Licensing By-law 142-89 in 2003.

During the development of the retraining program, staff considered the frequency for the retraining and set it as a requirement every five (5) years. The five (5) years was selected to reduce the burden of training costs and time to the Drivers. Staff believe this is still an appropriate period of time to have the Drivers attend the retraining. The City of Toronto's requirement for Driver retraining is every three (3) years.

The current Taxicab Driver Retraining Program consists of four (4) training courses: Taxicab Orientation, Defensive Driving, Sensitivity Training for Disabled Passengers and the Robbery Prevention Course which are offered over a three (3) day period.

As mentioned previously, retraining is also a requirement for Airport Municipal Transportation Vehicle, Airport Public Transportation Vehicle and Limousine Drivers. The current requirement for these Drivers is Defensive Driving and Sensitivity Training which currently must be completed every five (5) years over two (2) days.

For many veteran Drivers, the retraining was the first formal training they ever received and for others, it addressed areas that had not been addressed the first time they completed their training or training that was deemed necessary to repeat based on public complaints.

Staff still consider it essential to have all active Drivers undergo standardized training in order to bring them up to par with the newly trained Drivers. Upon review of the retraining program for Taxicab Drivers, staff have determined that this could be accomplished over two (2) days rather than three (3). This will reduce the cost to the Drivers as well as reduce the amount of time they would be unable to work.

The two (2) day retraining course will cover the following items:

- a) Updating Drivers with strategies to Driver Safety in the wake of increased threats and risks posed to the Taxicab Driver's workplace.
- b) Reviewing Public Vehicle Licensing By-law 420-04 in relation to changes/updates covering additional items that are not taught in the initial two (2) orientation programs.
- c) Retrain and update the Drivers' Sensitivity Training knowledge as this training will be a requirement under the proposed new Ontario Regulation made under the *Accessibility For Ontarians With Disabilities Act*, 2005 Integrated Accessibility Standards.

Moving forward, staff see the potential to reduce the retraining for Airport Municipal Transportation Vehicle, Airport Public Transportation Vehicle and Limousine Drivers from two (2) to one (1) day that would cover both courses and also the by-law requirements for the Drivers.

FINANCIAL IMPACT: The reduction of one (1) day of courses for those requiring retraining in the four (4) categories of licensing would be \$126.56 inclusive of H.S.T. The average number of Drivers in the four (4) categories retrained per year over the past five (5) years has been 300. The impact on the budget for Mobile Licensing would be a reduction in annual revenue of approximately \$37, 969.00. It is anticipated that this reduction in revenue will be off-set by a reduction in training costs.

CONCLUSION: The Retraining of all Drivers is an essential component of ensuring a high level of customer service is provided the travelling public as well as assisting with Driver safety. The retraining program should focus on the changes to the by-law and refreshing Driver knowledge within those areas previously taught.

Staff believe the retraining requirement for Taxicab Drivers can be reduced to two (2) days and the retraining course requirement for the other licensed Public Vehicle Drivers can be reduced to a single day combining the by-law, defensive driving, sensitivity training and

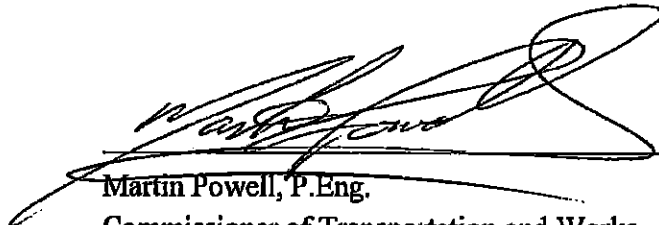
robbery prevention into the curriculum.

To implement this type of revised Driver retraining program, it is necessary to make amendments to the Driver retraining sections of various Schedules contained within the Public Vehicle Licensing By-law 420-04, as amended.

ATTACHMENTS:

Appendix 1: Resolution 0261-2010

Appendix 2: Drivers Petition



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

Prepared By: James Bisson, Manager, Mobile Licensing

DEC 13 2011

November 21, 2011

Attn: Mr. Nando Iannicca (Chairman, PVAC)

300 City Centre Drive,

Mississauga, ON L5B 3C1

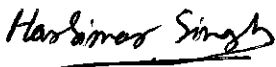
REF: AGENDA MEETING DECEMBER 05, 2011

Dear Sir,

This to highlight two very important and undecided issues and concerns related to drivers of the City of Mississauga. They are in line for a long time now and need urgent decision. Therefore it is requested to include these two issues in the agenda of forthcoming meeting to be held on December 05, 2011 and be given proper time to settle the issue.

- To stop refresh training programme.
- To make the Plate Lease Agreement up-to the age of car.

Sincerely,



Harsimar Singh Sethi

Member, PVAC

cell#: 647-294-1313

DEC 13 2011

Dated: June 10, 2011

To

Mr. Harsimar Singh Sethi,
Member PVAC,
City of Mississauga.

"RECEIVED"

'11 SEP -6 A10:37

As you are aware the taxi business is passing through a very difficult time. Not only that there is little business at night time, the number of incidents when customers run away without paying fare is increasing at alarming rate. People with such criminal tendencies now think that it is easy to get a free ride at night as the driver has no protection against such petty crimes. Thus a very wrong and unsafe trend is spreading.

Therefore, we the night drivers request, that at night from 5:00 pm to 6:00 am or for a suitable time range, it may be made **mandatory** for all customers to pay the approximate fare/flat rate **upfront**. The balance from the metered fare will be paid by the customer or returned to the customer as the case may be, at the termination of the trip. This law will not only safeguard the interests of the taxi drivers but also ensure uniformity of practice in this business and genuine customers will not have a bad feeling that they are being insulted which might prompt them to walk away to another cab or call another taxi company.

Another big problem at night is of illegal operators in the taxi business. This problem is very prevalent at the night clubs where they operate with immunity and without any fear of the law. Scooping of fares by the outside taxi drivers is another big issue especially at night. Something needs to be done to address these problems. A city inspector on night duty can be of great help to the night taxi drivers.

And last but not the least, the Drivers Retraining program every five years which affects all the taxi drivers is **absolutely not** required. It is wastage of time and money of the already poor drivers. The drivers by experience have enough knowledge/ training about Defensive driving and Sensitivity issues.

Thank you.

Yours truly,

Night Taxi Drivers
Mississauga

Name	Cab Number	Telephone No.	Signature
ILYAS HUSSAIN	635	647-209-5015	I. Hussain
Tahir Hameed	426	647-654-2222	Tahir
JAGJIT SINGH VIRK	384	416-457-2265	Jagjit
MUHAMMAD RASHID	555	416-671-1086	Rashid
Chaudhry Abid Ri	359	647-297-2031	Abid
INOSH AKHAI	342	416-824-4949	Inosh
MOHINDER SANGHA	626	416-666-975	Mohinder
M. Asrar Khan	558	647-254-9970	Asrar
Nurlep Singh	474	416-704-2572	Nurlep
GURCHARAN SANGHA	630	647-283-8436	Gurcharan
Mohammad Tahir	18	647-839-5000	Mohammad
CHAUDRY	564	647-500-3052	Chaudry
VIPIN SHARMA	341	647-822-8086	Vipin
Rashid. Azizi	367	416-768-0331	Rashid
Harmits Shindia	380	647-858-2734	Harmits
Johan Sial	170	647-862-1610	Johan
Aninder	331	647-802-9195	Aninder
Bill Sany	50	416-857-0393	Bill
GURBIR DHILLON	542	416-402-5599	Gurbir
Indeervir Singh	441	647-309-9808	Indeervir
MUHAMMAD AFZAL	188	647-783-5552	Muhammad
Muhammed Virk	610	647-400-3373	Muhammed
N.A. KHAN	047	416-527-3707	N.A. Khan
SARPREET SINGH	513	647-291-5153	Sarpreet

Name	Cab Number	Telephone No.	Signature
JASWINDER S. KARIR	505	647-588-4509	Jaswinder
Ruldeep S. Kany	394	647-505-5092	Ruldeep
Hasbani	# 10	647-74075446	Hasbani
ABDUL KHALID	# 82	647 9890800	Abdul Khalid
Javed Bhandar	# 536	6479843878	J Bhandar
Mohammed Haque	# 57	905-301-6689	Mr. Mohammed Haque
Gagandeep Singh	# 323	416-418-4567	Gagandeep Singh
Hardeep Gill	# 515	647-582-5741	Hardeep Gill
VED Kapoor	# 625	647-926-1953	Ved Kapoor
M. HASAN	# 549	416-8325458	M. Hasan
Mohammed Hossain	# 7	647-709845	Mohammed Hossain
Chaudhry Abid Ali	359	647-297-2031	Chaudhry Abid Ali
Muhammed Asif	544	647-700 6056	Muhammed Asif
Ijaz Ahmed	612	647-242 7855	Ijaz Ahmed
ERAN ZUKIC	230	416-939-2294	Erhan Zukic
W. B. Chokkr	38	416-827-6085	W. B. Chokkr
RAHUL PARNAMI	25	647-9964455	Rahul Parnami
Mudasir Javid	523	647500 8160	Mudasir Javid
MISLAK	559	647-293-2676	Mislak
MOSTAFED	633	416-844-3314	Mostafed
Jainail Sura	331	416-302-0199	Jainail Sura
Jasbir	293	416-312-6071	Jasbir
Varinder Khindri	122	416-262-3333	Varinder Khindri
		647-294-2334	

Name	Cab Number	Telephone No.	Signature
SYED EJAZ HUSSAIN	203	647 782 1214	Ejaz
MOHAMMAD AYA Z	A02	416.4854788	AY
FAISAL-GHUMAN	503-N	647-402-0329	Faisal
SUKHJINDER SINGH	476-N	647-4048713	Sukh
HARPREET SINGH	562	647 984 0000	Harpreet
NAVDEEP LONCHAM	335	905 783 2928	Navdeep
BHUPINDER SINGH	160	416-301-8513	Bhupinder
OMAR FAROOQUE	159	416 876 6615	Omar
MUHAMMAD RAUF	521	647 897 9709	Rauf
HARJIT SINGH	384	647-201-9700	Harjit
Palwinder Singh	534	647 218 2147	Palwinder
GURMEJ SINGH	311	647-403-0615	Gurmej
HARJIT SINGH GILL	527	416-833-1732	Harjit
Gurcharan Singh	495	416-788-4948	Gurcharan
HARPAL SINGH	565	416 902 8140	Harpal
M.N.S	567	647 588 5621	M.N.S
AJMER GEMAL	006	416-473-4525	Ajmer

Transportation and Works Department
Enforcement Division
Mobile Licensing Enforcement

City of Mississauga
3235 Mavis Road
MISSISSAUGA ON L5C 1T7

Tel: 905-896-5643
FAX: 905-615-4486
www.mississauga.ca



Public Vehicle Advisory Committee
DEC 13 2011

Leading today for tomorrow

November 30, 2011

Dear Mississauga Taxicab Plate Holder:

RE: Integrated Taxicab Plate Location

The City of Mississauga is required under the Accessibility for Ontarians with Disabilities Act, Ontario Regulation 191/11, Integrated Accessibility Standards to meet the following requirements as of January 1, 2012.

80. (2) Any municipality that licences taxicabs shall ensure that owners and operators of taxicabs place vehicle registration and identification information on the rear bumper of the taxicab. O. Reg. 191/11, s. 80 (2).

80. (3) Any municipality that licences taxicabs shall ensure that owners and operators of taxicabs make available vehicle registration and identification information in an accessible format to persons with disabilities who are passengers. O. Reg. 191/11, s. 80 (3).

80. (5) Municipalities described in this section shall meet the requirements in this section, (b) by January 1, 2012, in respect of subsections (2) and (3). O. Reg. 191/11, s. 80 (5).

In order to be in compliance with 80.(2) of the regulation, the location of all taxicab owner plates must be moved to the left rear bumper of all taxicabs. City of Mississauga Public Vehicle Licensing Bylaw provides as follows;

40.(3) Every Driver and Plate Owner shall have affixed firmly to the outside of the Taxicab:

- (a) the owner's plate firmly affixed to the left rear trunk or at a location and manner approved by the Licence Manager;

The Licence Manager's new approved location for the owner's plate will be the left rear bumper. The Integrated Accessibility Standard has a compliance date of January 01, 2012. In order to provide a transitional period Enforcement Staff will not enforce this requirement until the compliance date passes. However plate owner's registering new taxicab vehicles should firmly affix the plate to the left rear bumper of the vehicle to avoid having to move the owner's plate for inspection.

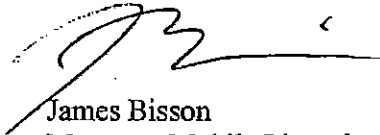
As for meeting 80(3) of the regulation, I am pleased to say that the Tariff Sticker located on the passenger side rear window in each of the taxis currently meets the requirements of the regulation.

In 2013, the City will be required to work with the Accessibility Advisory Committee to determine the appropriate amount of Special Accessible Taxicabs for our City and I am sure that

the Committee will be satisfied with our system for the issuance of Special Accessible Taxicab Owner Licences and there will be no need for changes.

If you have any questions in regards to this letter, please contact me at our office.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Bisson', with a stylized flourish extending to the right.

James Bisson
Manager, Mobile Licensing and Enforcement
(905) 615-3200 ext. 5573
james.bisson@mississauga.ca



Corporate Report

Clerk's Files

Originator's
Files

BUDGET COMMITTEE

NOV 16 2011

DATE: October 19, 2011

TO: Chair and Members of Budget Committee
Meeting Date: November 16, 2011

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

SUBJECT: **Benchmark Review of Licence Fees - Mobile Licensing
Enforcement**

- RECOMMENDATION:**
1. That an amendment be made to the Fee Schedule of the Public Vehicle Licensing By-law 420-04, as amended, increasing the fees, effective January 1, 2012, for Owner licences by the amounts provided in Appendix 1 of the report dated October 19, 2011 from the Commissioner of Transportation and Works to Budget Committee.
 2. That an amendment be made to the Fee Schedule of the Ice Cream Truck Vendors By-Law 523-04, as amended, increasing the fees, effective January 1, 2012, for Owner licences by the amounts provided in Appendix 1 of the report dated October 19, 2011 from the Commissioner of Transportation and Works to Budget Committee.
 3. That an amendment be made to the Fee Schedule of the Vehicle Licensing By-law 520-04, as amended, increasing the fees, effective January 1, 2012, for Owner licences by the amounts provided in Appendix 1 of the report dated October 19, 2011 from the Commissioner of Transportation and Works to Budget Committee.

BACKGROUND:

A benchmarking review of licensing fees was conducted by staff in 2011, which included comparisons to the following municipalities: Barrie, Brampton, Burlington, Calgary, Hamilton, Oakville, Ottawa and Toronto. The last review of licence fees was conducted in 2009 and resulted in a need to increase a number of licence fees.

COMMENTS:

Mobile Licensing staff have reviewed the various licence fees and charges and recommend the amendments outlined in this report.

In the 2010 licensing year, Mobile Licensing Enforcement generated \$1,298,732 in licence revenue and \$364,821 in training and service fees for a total of \$1,663,553. This figure represents the issuance of various new driver and vehicle owner licences and their renewals as well as the service of training taxicab drivers and new applicants.

The individual licence service and training fees have already been adjusted by 3.2% effective January 1, 2011, reflecting the Consumer Price Index published by Statistics Canada for the previous calendar year. The adjustment is made each year in accordance with the requirements of the various licensing by-laws, and is reflected in the annual budget.

Mobile Licensing Fees

A review of the fees charged by surrounding municipalities was completed this year. It indicates that some of Mississauga's licence fees tend to be lower compared to surrounding municipalities. Staff have reviewed the fees and have found a need to increase the Brokerage Owner, Ice Cream Truck Owner, Limousine Owner and Refreshment Vehicle Owner licence fees by \$50.00 for the initial issuance and the renewal of the licences. This increase would bring the fees closer to those of the surrounding municipalities.

Mobile Licensing Service Fees

Staff also believe that two additional service fees should be added to the Public Vehicle Licensing By-law 420-04, to reflect the staff time taken to provide the services. The two service fees are for English language testing and for re-inspections of taxis.

Currently, Mobile Licensing staff conduct approximately 800 English language tests on the perspective Taxicab, Limousine and Airport Public Transportation driver applicants. There is no fee charged for the English language test at the time the test is conducted. Staff have observed that approximately one third of the applicants tested do not follow through with the application and this is a loss in potential revenue. Staff suggests that a \$20.00 fee be charged for the test to cover the cost of the officer's time to conduct the test and answer the applicant's questions regarding the application process for the licence. Mobile Licensing conducts approximately 800 English language tests per year and this would result in \$16,000 additional revenue. This fee will receive some resistance from the English speaking applicants. It should be noted that all applicants are required to take the test regardless of their education and citizenship status to eliminate the perception of prejudice. This charge addresses cost recovery of staff time and is necessary to ensure a fair and equitable process.

Another service fee staff are recommending at this time is a taxi re-inspection fee. This fee would apply to taxi operators who fail a mandatory vehicle inspection and require a subsequent inspection. At the present time, staff do not charge for subsequent inspections, and the proposed fee would offset some of the costs of these inspections. The fee may not be received favourably by the taxi operators, but is necessary to address staff cost recovery. Benchmarking of surrounding municipalities supports the creation of a re-inspection fee.

FINANCIAL IMPACT: Based on 2010 mobile licensing activity levels, the revised licensing and service fees may result in additional revenue of approximately \$28,450 in 2012 as outlined in Appendix 1 attached.

CONCLUSION: Staff do not believe that a blanket increase in licence fees is warranted at this time. It is suggested, however, that the Brokerage Owner, Ice Cream Truck Owner, Limousine Owner and Refreshment Vehicle Owner licence fees be increased by \$50.00 for the initial issuance and for the renewal of the licences to reflect the staff administration and enforcement costs of licensing these classes of mobile business.

Staff also believe that two additional service fees should be added to the Public Vehicle Licensing By-law 520-04, as amended, to reflect the staff time taken to provide the services. The two service fees are for English language testing and for re-inspections of taxis.

ATTACHMENT:

Appendix 1: 2012 Proposed Licence and Service Fee Changes.



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

*Prepared By: James Bisson, Manager, Mobile Licensing
Enforcement*

MF:JB:jmk

2012 PROPOSED LICENCE & SERVICE FEE CHANGES
Public Vehicle Licensing By-law, Ice Cream Truck Vendor By-law, Vehicle Licensing By-law

DEPARTMENT: Transportation & Works
 DIVISION: Enforcement Division
 SECTION: Mobile Licensing Enforcement

Item	By-law	Existing	Municipal Benchmark	2012 Proposed Fee	2011 Fee	% Change	2012 Proposed Fee	2011 Fee	% Change
New Brokerage Licence (Airport Municipal Transportation Vehicle, Airport Public Transportation Vehicle, Limousine and Taxicab)	Public Vehicle Licensing By-law, 0420-2004	Existing	Municipal Benchmark	\$405	\$455	\$50	12.3%	\$50	12.3%
Renewal Brokerage Licence (Airport Municipal Transportation Vehicle, Airport Public Transportation Vehicle, Limousine and Taxicab)	Public Vehicle Licensing By-law, 0420-2004	Existing	Municipal Benchmark	\$375	\$425	\$50	13.3%	\$50	13.3%
New Limousine Owner Licence	Public Vehicle Licensing By-law, 0420-2004	Existing	Municipal Benchmark	\$365	\$415	\$50	13.7%	\$50	13.7%
Renewal Limousine Owner Licence	Public Vehicle Licensing By-law, 0420-2004	Existing	Municipal Benchmark	\$299	\$349	\$50	16.7%	\$50	16.7%
New Ice Cream Truck Owner Licence	Ice Cream Truck Vendors By-law, 0523-2004	Existing	Municipal Benchmark	\$304	\$354	\$50	16.4%	\$50	16.4%
Renewal Ice Cream Truck Owner Licence	Ice Cream Truck Vendors By-law, 0523-2004	Existing	Municipal Benchmark	\$296	\$346	\$50	16.9%	\$50	16.9%
New Refreshment Vehicle Owner Licence	Vehicle Licensing By-law, 0520-2004	Existing	Municipal Benchmark	\$201	\$251	\$50	24.9%	\$50	24.9%
Renewal Refreshment Vehicle Owner Licence	Vehicle Licensing By-law, 0520-2004	Existing	Municipal Benchmark	\$193	\$243	\$50	25.9%	\$50	25.9%
English Language Test	Public Vehicle Licensing By-law, 0420-2004	New	Cost recovery		\$20.00	\$0	100.0%	\$0	100.0%
Re-inspection Fee	Public Vehicle Licensing By-law, 0420-2004	New	Cost Recovery		\$50.00	\$0	100.0%	\$0	100.0%
Total									

DEC 13 2011



RECOMENDATION BC-0031-2011

approved by Budget Committee at its meeting on November 16, 2011
and adopted by the Council of The Corporation of the City of Mississauga
at its meeting on November 23, 2011 (Resolution Number 0268-2011)

BC-0031-2011

1. That a by-law be enacted to amend the Fee Schedule of the Public Vehicle Licensing By-law 420-04, as amended, increasing the fees, effective January 1, 2012, for Owner licences by the amounts provided in Appendix 1 attached to the Corporate Report dated October 19, 2011 from the Commissioner of Transportation and Works entitled "Benchmark Review of License Fees – Mobile Licensing Enforcement";
2. That a by-law be enacted to amend the Fee Schedule of the Ice Cream Truck Vendors By-Law 523-04, as amended, increasing the fees, effective January 1, 2012, for Owner licences by the amounts provided in Appendix 1 attached to the Corporate Report dated October 19, 2011 from the Commissioner of Transportation and Works entitled "Benchmark Review of License Fees – Mobile Licensing Enforcement"; and
3. That a by-law be enacted to amend the Fee Schedule of the Vehicle Licensing By-law 520-04, as amended, increasing the fees, effective January 1, 2012, for Owner licences by the amounts provided in Appendix 1 attached to the Corporate Report dated October 19, 2011 from the Commissioner of Transportation and Works entitled "Benchmark Review of License Fees – Mobile Licensing Enforcement."