

AGENDA



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, MARCH 25, 2013 - 9:30 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: Stephanie Smith, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181
Stephanie.Smith@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 November 13, 2012.

RECOMMEND APPROVAL2. Taxi Plate Issuance

Corporate report dated March 4, 2013 from the Commissioner of Transportation and Works with respect to taxi plate issuance.

RECOMMENDATION

That the Public Vehicle Advisory Committee provide direction to staff regarding how it wishes to address the issuance of taxicab plates, including both regular and accessible.

DIRECTION REQUIRED3. Amendments to the Public Vehicle Licensing By-law 420-04 , as amended, for the Licensing of Taxi Drivers

Corporate report dated March 4, 2013 from the Commissioner of Transportation and Works with respect to Amendments to the Public Vehicle Licensing By-law 420-04 , as amended, for the Licensing of Taxi Drivers.

RECOMMENDATION

1. That the report from the Commissioner, Transportation and Works, dated March 4, 2013 titled Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi Drivers, be received.

2. That staff incorporate comments received from the Public Vehicle Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the licensing of taxi drivers.

RECOMMEND APPROVAL

4. Recommended Changes to the Public Vehicle Licensing By-law- 420-04, as amended, for the Requirement to Provide Original Insurance Certificate

Corporate report dated March 4, 2013 from the Commissioner of Transportation and Works with respect to Recommended Changes to the Public Vehicle Licensing By-law- 420-04, as amended, for the Requirement to Provide Original Insurance Certificate.

RECOMMENDATION

1. That a by-law be enacted to amend Section 29 of the Public Vehicle Licensing By-law 420-04, as amended, to include the requirement for an original copy of the insurance certificate to be filed with the Vehicle Licensing Section or an option to permit the insurance broker or insurance company to file an electronic insurance certificate with the Vehicle Licensing Section by secure e-mail.
2. That Section 29 of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced with the following:

Every licensed owner shall file an original insurance certificate or policy with the Licence Manager at least five (5) days prior to the expiry date of the current insurance policy or renewal. The insurance certificate will be delivered by hand, delivered by mail, or filed as an electronic document by the insurance broker or insurance company via secure e-mail.

RECOMMEND APPROVAL

5. Taxi Insurance

Emails dated March 11, 2013 from Al Cormier with respect to taxi insurance.

6. Hotel Shuttles Operating as Unlicensed Taxis

Fax dated February 20, 2013 from Gurvel Singh, Broker Representative with respect to hotel shuttles operating as unlicensed taxis.

7. Age of Taxis Vehicles

E-mail Dated January 22, 2013 from Harsimar Sethi with respect to age of taxis vehicles.

8. Taxi Stands at BRT Stations

Email dated January 30, 2013 from Peter D. Pellier with respect to taxi stands at BRT stations and memo dated March 15, 2013 from Geoff Wright, Director, Transportation Project Office & Business Services with respect to Mississauga BRT Project – Taxi Stands.

9. Action List - 2012

Action List of the meeting held on November 13, 2012 provided to the Committee to update on the status of initiatives raised at prior meetings.

RECOMMEND RECEIPTOTHER BUSINESS

DATE OF NEXT MEETING – 9:30 a.m., Monday, April 22, 2013, Council Chambers

ADJOURNMENT

Minutes



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, NOVEMBER 13, 2012 – 9:38 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**)
Baljit Singh Pandori (Elected at Large)
Gurvel Singh (Taxicab Brokerages)
Harsimar Singh Sethi (City Area Taxicab Drivers)
Paramvir Singh Nijjar (City Area Taxicab Owners)
Craig McCutcheon (Limousine Owners)
Nabil A. Nassar (Citizen Member)
Paramvir Singh Nijjar (City Area Taxicab Owners)

Members Absent:

Councillor Ron Starr, Ward 6 (Vice Chair)
Al Cormier (Citizen Member)
Craig McCutcheon (Limousine Owners)

Staff Present:

Mickey Frost, Director, Enforcement
Darryl Bell, Manager, Mobile Licensing Enforcement

Contact: Stephanie Smith, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181
Stephanie.smith@mississauga.ca

CALL TO ORDER – 9:36 a.m.

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST - NIL

PRESENTATIONS/DEPUTATIONS

MATTERS CONSIDERED

1. Minutes of Previous Meeting(s)

Minutes of the Public Vehicle Advisory Committee meeting held September 11, 2012.

Approved (N. Nasser)

2. Optional Run-Flat Free Tire System

Corporate report dated November 2, 2012 from the Commissioner of Transportation and Works with respect to an Amendment to the Public Vehicle Licensing By-law 420-04, as amended, to include an Optional Run-Flat Free Tire System.

Mr. Daryl Bell, Manager, Mobile Licensing Enforcement addressed members of the Public Vehicle Advisory Committee (PVAC) regarding an optional run-flat free tire system. He indicated that the concern came from the limousine industry. He advised that newly manufactured cars such as the Mercedes Benz are not manufactured with a flat tire system and this recommendation will give drivers an alternative for an optional run-flat free tire system.

Karan Punian, Executive Director Airport Taxi's, addressed PVAC and spoke to the issue of optional run-flat free tire system. Mr. Bell advised Mr. Punian that the current system is not being taken away, it is being amended to include the option to have the run-flat free tire system.

RECOMMENDATION

PVAC-0012-2012

1. That a by-law be enacted to amend the following schedules of the Public Vehicle Licensing By-law 420-04, as amended, to include optional run-flat free tire systems as an alternative to the traditional spare tire and jack required in all vehicles.
2. That Schedule 3, Section 14(9) of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced as follows:

Schedule 3, section 14

(9) is equipped with an extra tire, wheel and jack ready for use for that vehicle or be equipped with a run-flat free tire system.

3. That Schedule 4, Section 14(9) of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced as follows:

Schedule 4, section 14

(9) is equipped with an extra tire, wheel and jack ready for use for that Vehicle or be equipped with a run-flat free tire system.

4. That Schedule 6, Section 8(9) of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced as follows:

Schedule 6, section 8

(9) is equipped with an extra tire, wheel and jack ready for use for that Vehicle or be equipped with a run-flat free tire system.

5. That Schedule 7, Section 7(1)(j) of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced as follows:

Schedule 7, section 7

(1)(j) is equipped with an extra tire, wheel and jack ready for use for that Vehicle or be equipped with a run-flat free tire system.

6. That Schedule 8, Section 41(1)(i) of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced as follows:

Schedule 8, section 41

(1)(i) is equipped with an extra tire, wheel and jack ready for use for that Vehicle or be equipped with a run-flat free tire system.

Received (N. Nasser)

3. iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs

Corporate report dated November 2, 2012 from the Commissioner of Transportation and Works with respect to the iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs

Mr. Daryl Bell, Manager, Mobile Licensing Enforcement spoke to the matter and indicated that the bylaw currently covers the "hailo" application as a brokerage. He addressed that other municipalities are going with the same guidelines as the City of Mississauga.

RECOMMENDATION

PVAC-0013-2012

That the Corporate Report from the Commissioner, Transportation and Works Department, dated November 2, 2012 and titled "iPhone/Android Cellular Telephone Application "Hailo" for Taxicabs" be received for information.

Received (N. Nasser)

4. Accessible Taxi Review

Councillor Iannicca address members of the Public Vehicle Advisory Committee (PVAC) and indicated that he would like to create a sub-committee in the New Year to address the future of accessible taxi's. He indicated the sub-committee would consist of citizen members and non-citizen members.

Mr. Daryl Bell, Manager, Mobile Licensing Enforcement provided a verbal update regarding the accessible taxi review and indicated that a staff report cannot be provided until the Accessible Advisory Committee is consulted as they are a legislated Committee of Council. He indicated that other municipalities are facing the same issue.

Ron Baumer, Resident, spoke to the matter and stated that there has been no improvement surrounding accessible taxi's in the City of Mississauga. He addressed issues surrounding demographics and that the population has changed in the City. Councillor Iannicca stated that this matter has been around for a while and in the past the industry stated that the demand for accessible taxi's was not there.

Nabil Nasser, Citizen Member, spoke to the matter and indicated there are many complications surrounding the issue and supporting the idea of creating a sub-committee to study the issues.

Mark Sexsmith, Resident, spoke to the matter and indicated equality needs to be provided to all residents in the City of Mississauga.

RECOMMENDATION

PVAC-0014-2012

That the Public Vehicle Advisory Committee (PVAC) form an Accessible Taxi Review Sub-Committee.

Received (N. Nassar)

5. E-mail Dated October 18, 2012 With Respect to the Proposed 2013 Public Vehicle Advisory Committee Meeting Dates

Members of the Public Vehicle Advisory Committee (PVAC) reviewed the proposed 2013 Public Vehicle Advisory Committee meeting dates.

RECOMMENDATION

PVAC-0015-2012

That the e-mail dated October 18, 2012 from Stephanie Smith, Legislative Coordinator with respect to the proposed 2013 Public Vehicle Advisory Committee meeting dates be approved.

Approved N.Nassar

6. Action List – 2012

Members of the Public Vehicle Advisory Committee (PVAC) reviewed the action list as presented and recommended that the forming of an accessible taxi sub-committee to be added.

RECOMMENDATION

PVAC-0016-2012

That the action list from the meeting held on September 11, 2012 be received for information.

Approved N.Nassar

INFORMATION ITEMSRECOMMENDATION

PVAC-0017-2012

That the following information items be received for information:

- (a) E-mail dated November 4, 2012 from Mark Sexsmith and Ron Baumer with respect to 100% Accessible Taxi's.
- (b) E-mail dated September 30, 2012 from Peter Pellier with respect to Accessible Taxi Review.
- (c) E-mail dated October 18, 2012 from Peter D. Pellier with respect to Accessible Taxi Service.
- (d) Letter from AJ Champion with respect to Accessible Taxis in Mississauga.
- (e) E-mail dated October 31, 2012 from Shirley Champion regarding Accessible Taxis in Mississauga.
- (f) E-mail dated October 30, 2012 from Todd Ellis regarding Accessible Taxis in Mississauga.
- (g) E-mail dated October 30, 2012 from Glenn Barnes regarding Accessible Taxis in Mississauga.
- (h) E-mail dated October 30, 2012 from Marian Bethel regarding Wheelchair Accessible Service.
- (i) E-mail dated October 30, 2012 from Roy Brack regarding Accessible Taxis in Mississauga.
- (j) E-mail dated October 30, 2012 from Ed Aquila regarding Accessible Taxis in Mississauga.
- (k) Fax dated October 30, 2012 from Melanie Taddeo regarding Accessible Taxis in Mississauga.
- (l) Fax dated October 30, 2012 from Shihab Sakib regarding Accessible Taxis in Mississauga.
- (m) Fax dated October 30, 2012 from Michael at CLC regarding Accessible Taxis in Mississauga.

- (n) Fax dated October 30, 2012 from Karen Beebe regarding Accessible Taxis in Mississauga.
- 7.2 E-mail dated September 26, 2012 from Mark Sexmith with respect to Insurance Documentation Filing
- 7.3 E-mail dated October 4, 2012 from Karam S. Punian with respect to Tariff Decals on Airport Taxicab Windows.
- 7.4 E-mail dated October 24, 2012 from Al Cormier with respect to Future Mobility Requirements.

Received (N. Nasser)

OTHER BUSINESS

Harsimer Sethi addressed the issue of a letter being received from the City of Mississauga with respect to changes related to submitting insurance documents. He indicated that the letter addressed supplying an original insurance document in person rather than the current process of insurance companies faxing an insurance certificate.

Daryl Bell indicated that the requirement to supply an original copy to staff is a result of insurance certificates being altered. He indicated that you have the option to mail in an original copy.

Nabil Nasser spoke to the matter and indicated that the City should look into having a secure electronic method of receiving documentations.

Gurvel Singh spoke to the matter and noted that changing the practice will remove drivers from the road and will create additional expenses.

Baljit Singh spoke to the matter and raised the issue that any bylaw changes need to go through the Committee before being amended. Daryl Bell advised that the issue of submitting insurance certificates is not in the by-law and staff are advising to submit the certificate when renewing your license.

Karam Punian, Executive Director, Airport Taxi's, spoke to the matter and stated that requiring an original insurance certificate will waste the time of taxi drivers and felt that the whole industry is being punished. Mr. Punian also raised the issue to the amended industry training courses. He inquired why drivers still have to register for the old program and not being offered the new program.

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Nassem Aub (sp), Manager of Operations, Kragen Insurance, addressed PVAC and indicated her insurance company insures many drivers and feels that a safe electronic system needs to be implemented so drivers can email insurance certificates safely. She advised that other municipalities introduced electronic documentation submitting and would be happy to help staff to create a safe system.

RECOMMENDATION

PVAC-0018-2012

That staff report back with respect to Change to Insurance Requirements to the February 2013 Public Vehicle Advisory Committee meeting for further consideration and that the current method of filing insurance documentation be left as status quo prior to the letter being sent out on October 1, 2012.

Received (N. Nasser)

Committee members inquired about the status of the new driver training program being implemented. Staff indicated that because the program had to be rewritten and will be implemented in the New Year. The new prices will also take effect in the New Year.

Committee members spoke to the priority list for drivers and inquired if this issue will be discussed. Daryl Bell indicated that the issue will be discussed in the New Year.

ADJOURNMENT – 10:42 (N. Nasser)

DATE OF NEXT MEETING – Tuesday, February 25, 2013



Corporate Report

Clerk's Files

Originator's
Files

Public Vehicle Advisory Committee

MAR 25 2013

DATE: March 4, 2013

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: March 25, 2013

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

SUBJECT: Taxi Plate Issuance

RECOMMENDATION: That the Public Vehicle Advisory Committee provide direction to staff regarding how it wishes to address the issuance of taxicab plates, including both regular and accessible.

**REPORT
HIGHLIGHTS:**

- This report provides a history of the outstanding items related to taxicab plate issuance, outlines the legislative framework for accessible taxis and seeks direction from the Public Vehicle Advisory Committee (PVAC) on how it wishes to address the issuance of taxicab plates, both regular and accessible.

BACKGROUND: Staff from Mobile Licensing Enforcement reviewed the City's economic climate as it affects the taxi industry through the use of a model for plate issuance. This model was first developed through the PVAC in 1998 and is undertaken every two years (in even numbered years).

The taxicab plate issuance model measures five different criteria based on weighted values considered by industry stakeholders and Council to have an impact on the health of the taxi industry.

The five criteria are:

1. Trips Dispatched by Brokerages
2. Increase in the Business Industry
3. Population related Factors
4. Information pertaining to Drivers/Operators
5. Licence Value

PRESENT STATUS:

As part of the research in response to the request at the PVAC meeting of November 13, 2012, staff discovered the following:

In keeping with the two year review schedule for plate issuance, a report dated November 18, 2010 from the Commissioner, Transportation and Works, was tabled at the December 14, 2010 meeting of the PVAC (Appendix 1) and recommended:

“That in accordance with the results of the Public Vehicle Licensing By-law, Plate Issuance Calculation Formula, the limit on the number of Taxicab Owner Licences in Schedule 8, section 15(1) of the Public Vehicle Licensing By-law 420-04, as amended, remain at six hundred and thirty-five (635).”

The report was deferred to the next meeting of the PVAC in view of the transition period and the impending appointments of the PVAC members for the new term of Council.

At the next meeting of the PVAC on June 14, 2011, (the following recommendation was approved (PVAC-0005-2011):

“That a working group of the Public Vehicle Advisory Committee, consisting of Councillor Nando Iannicca, Councillor Ron Starr, Mr. Karam, Singh Punian and staff from the Economic Development Office, be formed to deal with issues relating to taxicab plate issuance matters”.

This recommendation was approved by General Committee at its meeting of June 29, 2011 (GC-0474-2011) and was subsequently adopted by Council at its meeting of July 6, 2011 (0191-2011).

The recommendation to form a working group was never acted upon.

Further, the PVAC also needs to consider the issuance of accessible taxi plates. At its meeting of November 19, 2012 the Accessible Advisory Committee (AAC) approved the following recommendation, which was approved by General Committee on December 5, 2012 (AAC-0028-2012) and subsequently adopted by Council on December 12, 2012 (GC-0864-2012):

- “ 1. *That the deputation by Daryl Bell, Manager, Mobile Licensing Enforcement, with respect to the number of on-demand accessible taxicabs in Mississauga, be received; and*
2. *That the matter be referred to the Accessibility Advisory Committee's Accessible Transportation Subcommittee to conduct further research; and*
3. *That the Accessible Transportation Subcommittee work together with Mr. Bell to reach a best practice recommendation; and*
4. *That the Accessible Transportation Subcommittee work together with Ann Lehman-Allison, Public Affairs Specialist to create a strategy to raise public awareness with respect to the process for reporting taxicab concerns; and*
6. *That the Accessible Transportation Subcommittee report back to the Accessibility Advisory Committee.”*

In addition to considering the AAC recommendations noted above, the PVAC also needs to consider the issuance of accessible taxi plates.

The legislative framework for the provision of accessible taxis is provided in the *Accessibility for Ontarians with Disabilities Act (AODA)* S.O. 2005 and Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA. The relevant sections of these documents are outlined below:

Accessibility for Ontarians with Disabilities Act (AODA) S.O. 2005 states the following:

“Part 1 Interpretation, Purpose

1. *Recognizing the history of discrimination against persons with disabilities in Ontario, the purpose of this Act is to benefit all Ontarians by,*
 - (a) *Developing, implementing and enforcing accessibility standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises on or before January 1, 2025; and"*

Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA indicates the following:

"Duties of municipalities, accessible taxicabs

79. (1) *Every municipality shall consult with its municipal accessibility advisory committee, where one has been established in accordance with subsection 29 (1) or (2) of the Act, the public and persons with disabilities to determine the proportion of on-demand accessible taxicabs required in the community.*
- (2) *Every municipality shall identify progress made toward meeting the need for on-demand accessible taxicabs, including any steps that will be taken to meet the need, in its accessibility plan required under Part 1.*
- (3) *Municipalities shall meet the requirements of this section by January 1, 2013.*
- (4) *In this section, "accessible taxicab" means an accessible taxicab as defined in section 1 Regulation 629 of the Revised Regulations of Ontario, 1990 (Vehicles for the Transportation of Physically Disabled Persons) made under the Highway Traffic Act."*

Staff from the Enforcement Division consulted with the Accessibility Co-ordinator and staff from Legal Services on the legislative framework noted above and provide the following:

- The City of Mississauga is required to achieve accessibility for Ontarians with disabilities by ensuring that on or before 2025 an accessible taxicab is provided when a request for an accessible taxicab is made by a member of the public.
- The City of Mississauga is required to consult with its Accessibility Advisory Committee (AAC) to determine the proportion of on-demand accessible taxicabs required in the community to ensure that when a member of the public requests an accessible taxicab one is provided.
- On an annual basis the City of Mississauga compiles an accessibility plan and identifies the progress it has made in meeting the need for on-demand taxicabs. To date, the accessibility plan has identified the number of accessible taxicabs licensed in Mississauga as well as confirming that the consultative process with the AAC has begun and is ongoing.
- The City of Mississauga is meeting the requirements of Section 79(3) of Ontario Regulation 191/11, Integrated Accessibility Standards.
- Staff will report to the PVAC and the AAC to ensure that the legislative requirements are met, including that the AAC is consulted by the PVAC in the determination of the proportion of on-demand accessible taxicabs required in the community to ensure that on or before 2025 an accessible taxicab is provided when a request for an accessible taxicab is made by a customer.

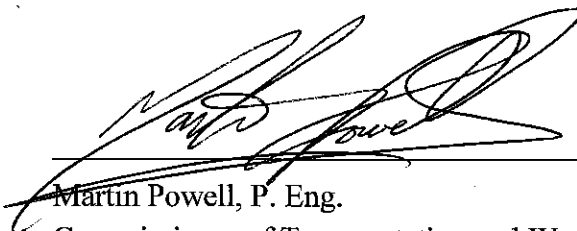
COMMENTS:

In keeping with the schedule of review for plate issuance every two years, a review was to be conducted in 2012. However, the 2010 report was not approved by the PVAC and the recommendation to strike a working group was not acted upon. In addition, the issuance of accessible taxicab plates also needs to be considered by the PVAC. As a result, it is recommended that the PVAC provide direction to staff regarding how it wishes to address the issuance of taxicab plates, including both regular and accessible.

FINANCIAL IMPACT: There is no financial impact to the City at this time.

CONCLUSION: The requirement to complete a 2012 plate issuance review cannot be completed by staff until the PVAC provides direction to staff on how it wishes to address the issuance of taxicab plates, both regular and accessible, in light of outstanding matters.

ATTACHMENTS: Appendix 1: Corporate Report from the Commissioner of Transportation and Works, dated November 18, 2010 and titled Taxicab Plate Issuance Report 2010

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement



Corporate Report

Clerk's Files

Originator's
Files

DATE: November 18, 2010

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: December 14, 2010

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

SUBJECT: Taxicab Plate Issuance Report 2010

RECOMMENDATION: That in accordance with the results of the Public Vehicle Licensing By-law, Plate Issuance Calculation Formula, the limit on the number of Taxicab Owner Licences in Schedule 8, section 15 (1) of the Public Vehicle Licensing By-law 420-04, as amended, remain at six hundred and thirty-five (635).

BACKGROUND: The Mobile Licensing Enforcement Section reviews the City's economic climate as it affects the taxicab industry through the use of a model for plate issuance. This model was first developed through the Public Vehicle Advisory Committee (PVAC) in 1998. This review is undertaken every two (2) years in even-numbered years.

The Taxicab Plate Issuance Model measures five (5) different criteria based on weighted values considered by industry stakeholders and Council to have an impact on the health of the taxicab industry.

The five (5) criteria are:

1. Trips Dispatched by Brokerages
2. Increase in the Business Industry
3. Population Related Factors
4. Information Pertaining to Drivers/Operators
5. Licence Value

Detailed criteria information can be found in this report and in Appendices 1 to 5.

Mobile Licensing Enforcement staff has conducted the necessary research for the Taxicab Plate Issuance Model for 2010 since the last formal review in 2008. The information gathered has been applied to the Model (Appendix 6) based on stipulated weight given to each criterion to produce an estimate of the growth within the industry. This figure is then used to calculate any recommended adjustment to the number of Taxicab Owner Licences (Appendix 7).

COMMENTS:

2009 was a very bad year for the economy and the poor economy had an effect on the taxicab industry. Despite the poor economy staff did not have any owners returning the licences for inactivity.

The adjusted results indicate that the limit on the number of Taxicab Owner Licences in Schedule 8, section 15(1) of the Public Vehicle Licensing By-law 420-04, as amended, should be decreased from six hundred and thirty five (635) to six hundred and nine (609). As the licences will not be voluntarily handed back to the City, staff recommend that the negative value identified in the formula result in no issuance of additional Taxicab Owner Licenses at this time.

Highlights of the findings in each of the five (5) criteria as set out in Schedule 13 to the By-law are explained below:

1. Dispatched Trips by Brokerage

Most taxicabs operating within the City do so through an arrangement with a brokerage which provides dispatched services to each taxicab. As a result, this criterion is considered to be the largest single source of revenue generation and is also applied to assess the relative health of the taxicab industry.

Dispatched runs totalled 1,906,516 for 2009 compared to 2,556,754 for 2007 which represents a decrease of 25.43 %. The total number of dispatched runs is provided to staff by each brokerage in the City.

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2. Increase in the Business Sector Industry

This criterion attempts to measure the demand for taxicab services by measuring the activity in a number of sectors in the City including: number of hotel rooms, hotel occupancy, licensed establishments, office space occupancy, theatre screens, retail space and GO Transit ridership; all of which are active areas of business for the taxicab industry.

The collection of this information for measuring purpose has proven difficult over the years. The sources have been changing and so have the way the numbers are collected over the years between the reports. This report proved to be difficult again to gather the numbers for a number of factors in the business sector. The City's Economic Development Office publishes a report yearly "Economic Indicators – Mississauga" (Appendix 8) the report consists of a number of indicators that can be used in the plate issuance report and a scan of previous reports shows that indicators are consistent and will permit staff a single source for a number of factors measured in the issuance formula. It is the belief of staff that the Economic Indicators – Mississauga report should be used as a reference for the plate issuance reports moving forward.

In 2008, members of the industry raised concerns that the data for the number of hotel rooms was inaccurate. The source of this information was the Greater Toronto Hotel Association who reported on the information obtained from their membership. In this year's review staff used information obtained from the Planning and Building Department of the City that inventoried all hotels/motels and provided this list to staff. Staff also called the hotels to obtain the number of rooms they had in order to come up with a baseline for 2009 and then subtract the rooms that were added between 2007 and 2009 to create a number for 2007.

The "Economic Indicators – Mississauga" report was again used to obtain data for the Office Space Occupancy Rates on Appendix 2, Item C, for the report. This factor, in previous years, was a square footage number that was obtained from a realty service. As the

factor measures business health and the source for Occupancy Square Footage has changed, this vacancy rate is considered a better indicator of the economy.

Item G on Appendix 2, GO Transit Ridership (Daily Average) now includes the Lisgar Station ridership numbers.

This criterion revealed a 6.80% increase over the two year period under review.

3. Population Related Factors

General population is measured as well as specified segments which are considered to be of particular significance to the taxicab industry, including recipients of social assistance, the town home/apartment population and the number of senior citizens within the City.

Population Related Factors (Appendix 3) have been based on the most recent published results of the Statistics Canada Census 2006 and the 2006 City of Mississauga's Population and Growth Forecast.

Population related factors had an overall increase of 8.70%.

4. Information on Drivers/Operators

This portion of the Issuance Model attempts to measure three factors:

- the daily income of the Driver/Operator;
- the operating costs for the Driver/Operator; and
- the approximate number currently operating as taxicab drivers per licensed taxicab within the City based Industry (Appendix 4, Information on Drivers/Operators).

Income of Drivers

Driver trip sheets were collected by Mobile Licensing

Enforcement staff from a broad area across the City. The information was then used to calculate the average cost of a trip per day. These figures were then multiplied against the average number of daily trips. The sample indicated that the average daily income for a driver in 2009 was \$125.15, a decrease from \$179.91 in 2007. Therefore, the total average income per day has decreased 30.44% since the last review.

Operating Expenditures

The operating expenditures factor is based upon a calculation of a number of related variables including: the cost of the vehicle (based on a 2009 Mercury Grand Marquis), car insurance, lease fees, brokerage dues, taxicab licence renewal fees, maintenance and repairs, fuel (the average cost of gasoline and propane), and miscellaneous costs. Staff contacted industry members and local garages to calculate operating expenditures and found a decrease in operating expenses of 4.07 %. Increases in operating expenditures are costs incurred by the driver and are indicated as a negative factor within the formula a decrease in costs is reflected in a positive percentage.

Number of Drivers

This information is obtained from lists provided by the brokerages which operate within the City. The number of drivers to taxis is a ratio that indicates the health of the industry. A lower ratio indicates a drop in business due to lack of business to support more drivers on a taxi. The ratio for 2009 went down to 1.17 per taxi; a decrease of 21.9% from the 2007 ratio. This has continued into 2010. There has been a drop of 47% for new taxi driver applicants to date.

The overall average for this criterion is (-16.09%).

5. Market Value of Licences

Unlike most licences issued by the City of Mississauga, Taxicab Owner Licences are issued under a closed system but are

transferable. As a result, these licences have a monetary value which fluctuates depending on market conditions. Mobile Licensing Enforcement staff tracks the reported purchase price for these licences when sold. The model takes this value into account when determining the relative health of the taxicab industry. The average reported sale price decreased by 5.65% since 2007.

Lease fees are accessed from the same sample of plates that were used for the 2007 calculation and are based on the rates provided by the owner upon each lease renewal. In 2007, the average lease fee was \$850.00 per month. In 2009, it was approximately \$759.00 per month. This represents a decrease of 10.73%. Overall, the average group total for the Market Value of Licences decreased by 8.19%.

FINANCIAL IMPACT: There will be no financial impact as the recommendation is for no licence issuance.

CONCLUSION: Mobile Licensing Enforcement staff collected and applied the requisite data to the Plate Issuance Model. The ensuing calculations indicate that twenty six (26) fewer Taxicab Owner plates should be in operation. This would decrease the current limit of six hundred and thirty five (635) taxicab owner licences to six hundred and nine (609) taxicab owner licences. This is the first time since the adoption of the formula that a negative value for issuance has been recorded. There are currently no Taxicab Owner Licences not in operation nor were there any plates returned during the 2009 year due to the inability to operate the licence.

Staff recommend that the limit remain at six hundred and thirty five (635). Further, when the review is undertaken in 2012, the current limit of taxicab owner licences be used for the calculations.

ATTACHMENTS:

- Appendix 1: Number of Trips Dispatched by Brokerage
- Appendix 2: Increase in Business Industry
- Appendix 3: Population Related Factors
- Appendix 4: Information on Drivers/Operators
- Appendix 5: Licence Value
- Appendix 6: Weighted Total Net % Change in Criteria Statistics

Appendix 7: Taxi Licence Levels

Appendix 8: Economic Indicators - Mississauga



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared by: James Blisson, Manager, Mobile Licensing Enforcement

2m

Weighting Factor 1:
Number of Trips Dispatched by Brockage

Appendix 1

	2007	2009	% CHANGE
NUMBER OF TRIPS DISPATCHED BY BROKERAGE	2,556,754	1,906,516	-25.43%
GROUP AVERAGE TOTAL			-25.43%

**Weighting Factor 2:
Increase in Business Industry**

Appendix 2

	<u>2007</u>	<u>2009</u>	<u>% Change</u>
A) Hotels			
i) Total Rooms	7,318	7,582	3.81%
ii) Occupancy Rate	69.20%	64.00%	-7.51%
B) Halls			
i) Bingo # of Licensed Events	4,698	4,698	0.00%
ii) # of Banquet Halls	169	207	22.49%
C) Office Space			
Vacancy rate %	8.20%	8.50%	3.66%
D) Theatre Screens			
	49	49	0%
E) Number of Licences			
Nightclubs, Restaurants, Adult Entertainment Parlors			
	1,294	1,176	-9.12%
F) Shopping Centres			
Malls, Plaza's (sq m)	1,599,028	2,352,386	47.11%
G) GO Transit Ridership			
(Daily Average)	36,110	37,780	4.62%
INCREASE IN BUSINESS INDUSTRY			
GROUP TOTAL SUM			61.20%
GROUP TOTAL AVERAGE			6.80%

Weighting Factor 3: Population Related Factors

Appendix 3

	2007	2009	% Change
A) OVERALL POPULATION	709,000	729,000	2.82%
B) SECTORS			
i) Apartments/Townhome Housing Population	270,262	278,931	3.21%
ii) Social Assistance Caseload (Monthly Average for Mississauga)	5,155	6,795	31.61%
iii) Senior Population	68,438	74,419	8.74%
Average of B Sector Values			14.59%
POPULATION RELATED FACTORS GROUP TOTAL AVERAGE			8.70%

* 2006 Census+ 4% undercount

**Weighting Factor 4:
Information on Drivers/Operators**

Appendix 4

	<u>2007</u>	<u>2009</u>	<u>% Change</u>
A) Average Total \$ Per Day	\$ 179.91	\$ 125.15	-30.44%
B) Operating Expenditures Per Year	-\$48,655.97	-\$46,674.47	4.07%
C) Number of Drivers/Taxicab	1.6	1.17	-21.90%

INFORMATION ON DRIVERS/OPERATORS			
GROUP TOTAL AVERAGE			-18.09%

29

**Weighting Factor 5:
Licence Value**

Appendix 5

	<u>2007</u>	<u>2009</u>	<u>% Change</u>
A) Average Sale Price	\$113,574.65	\$107,153.85	-5.65%
B) Average Lease Price	850	759	-10.73%
Group Total/Average			-8.19%

Weighted Total Net % Change in Criteria Statistics Appendix 6

CRITERIA STATISTICS (Results 1 to 5)	CRITERIA % CHANGE	WEIGHTING FACTORS	CALCULATION (WEIGHTED %CHANGE)
1. Number of Trips Dispatched by Brokerage	-25.43%	17.2	-4.37%
2. Increase in Business Industry	6.80%	11.1	0.75%
3. Population Related Factors	8.70%	30.4	2.65%
4. Information on Drivers/Operators	-16.09%	11.8	-1.90%
5. Licence Value	-8.19%	29.5	-2.42%
Total Net % Change in Criteria Statistics			5.29%

Taxi Licence Levels

Appendix 7

	2006	2008	2010
Total Number of Taxi Licences	592	623	635
Airport Permitted Taxis	152	152	152
City Based Taxis	440	471	483
Net % Change in Criteria Statistics	6.99%	2.65%	-5.29%
Number of City Based Taxi Licences	31	12	26
Total Limit of Taxi Licences	623	636	609

mississauga

ontario canada

Economic Indicators – Mississauga

Gross Domestic Product (GDP) (\$billions)	2009		
Real GDP (2002 Prices) ¹	\$38.53		
Nominal GDP (Market Prices) ¹	\$34.88		
Toronto CMA	2007	2008	2009
Consumer Price Index (2002 = 100) ²	110.5	113.1	113.6
Toronto CMA	July 2008	July 2009	July 2010
Employment Rate ³	64.2%	61.5%	62.1%
Unemployment Rate ³	7.0%	10.0%	9.2%
Ontario Minimum Wage ⁴			\$10.25/hour
Employment Land Prices	2008	2009	2010
General Employment ⁵	\$800,000 - \$825,000	\$700,000 - \$750,000	\$700,000 - \$750,000
Prestige Employment ⁵	\$825,000 - \$850,000	\$740,000 - \$780,000	\$740,000 - \$780,000
High Exposure ⁵	\$1,150,000 - \$1,225,000	\$800,000 - \$850,000	\$800,000 - \$850,000
Construction Activity (\$000s) ⁶	2008	2009	Jan - July 2010
Total ⁶	\$1,127,194	\$840,508	\$305,485
Industrial ⁶	\$145,836	\$81,993	\$21,737
Commercial ⁶	\$329,839	\$81,243	\$61,060
Other ⁶	\$651,719	\$477,272	\$222,688
Vacant Employment Land ⁷	2,657 acres	2,613 acres	2,520 acres
Square Footage Added ⁸	2008	2009	Jan - July 2010
Industrial ⁸	1,321,099	635,705	-
Office ⁸	1,840,657	83,939	138,515
Retail ⁸	565,543	187,815	36,544
Hotel ⁸	102,917	-	-
Hotel Suites/Units/Rooms added ⁸	152	-	-
Vacancy Rates	3 rd Q 2009	4 th Q 2009	2 nd Q 2010
Industrial ⁹	7.7%	7.8%	7.4%
Office ⁹	8.9%	9.6%	12.1%
Net Lease Rates	2008	4 th Q 2009	2 nd Q 2010
Industrial (over 10,000 sq. ft.) ⁵	\$4.50 - \$7.00	\$4.00 - \$7.00	\$4.00 - \$6.25
Office ⁹	\$12.58 - \$16.77	\$13.00 - \$16.60	\$12.91 - \$17.00
Number of Businesses	Year End 2008	Mid-Year 2009	Year End 2009
Total Businesses ¹⁰	54,802	53,623	54,407

MISSISSAUGA

Ontario Canada

Tax Rates	2010		
Industrial ¹¹	2.749791%		
Commercial ¹¹	2.384381%		
Residential ¹¹	0.982115%		
Multi-Residential ¹¹	1.559282%		
Demographics	2007	2008	2008
Population ¹²	707,000	728,000	734,000
Employment ¹²	416,300	427,165	422,590
Participating Resident Labour Force ¹²	392,160	401,050	405,255
Labour Force Imported ¹²	49,800	55,000	58,240
Projected Growth	June 2010	June 2011	June 2011
Population Growth ¹³	734,000	738,000	812,000
Employment ¹³	453,600	454,000	519,000
Total Number of Housing Units	2008	2009	
Detached & Semi-Detached Units ¹⁴	124,200	124,780	
Row Units ¹⁴	34,700	35,120	
Apartment Units ¹⁴	69,300	69,830	
Housing Resale Activity - Price	4 th Q 2009	2 nd Q 2010	
Executive Detached Two-Storey ¹⁵	\$447,000	\$454,000	
Standard Townhouse ¹⁵	\$285,000	\$281,000	
Standard Condominium Apartment ¹⁵	\$220,000	\$254,000	
Income	2001	2008	
Average Income ¹⁶	\$34,843	\$37,945	
Median Income ¹⁶	\$27,467	\$27,788	
Average household Income ¹⁶	\$80,442	\$88,162	
Median household Income ¹⁶	\$67,767	\$71,393	

1-Source: Statistics Canada, Canadian Economic Observer; City of Mississauga, Economic Development Office analysis

2-Source: Statistics Canada

3-Source: Statistics Canada, Labour Force Survey, seasonally adjusted (3 month moving average)

4-Source: Government of Ontario, Employment Standards, March 31, 2010

5-Source: Industrial Realty Corporation - Jan 2008; Industrial Land Prices include development charges

6-Source: City of Mississauga, Economic Development Office, New Industrial & Commercial Building Permit Reports

7-Source: City of Mississauga, Planning and Building Department, 2010 Employment Land Inventory

8-Source: CB Richard Ellis, 1st Quarter, 2010

9-Source: Cushman & Wakefield LePage, Toronto Office Space Market, 1st Quarter 2010

10-Source: Statistics Canada, Canadian Business Patterns Data as reported as of December of the respective year.

11-Source: City of Mississauga, Tax Department

12-Source: City of Mississauga, Planning and Building Department, Employment Profile (numbers have been rounded; excludes home based business employment); Employed Labour Force is defined as the resident labour force employed in Mississauga.

13-Source: 2008 City of Mississauga's Population and Employment Growth Forecast

14-Source: City of Mississauga, Planning and Building Department, Residential Development Profile, November 2006

15-Source: Royal LePage, Survey of Canadian House Prices, 4th Quarter 2009

16-Source: Statistics Canada, Census 2006 data (Reporting on year 2005)

* Note: This # does not represent all new permits issued and may exclude those that are not within the Economic Development Office's mandate. Refer to Building Permit Reports for comprehensive listings of permits issued.



Corporate Report

Clerk's Files

Originator's
Files

Public Vehicle Advisory Committee
MAR 25 2013

DATE: March 4, 2013

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: March 25, 2013

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

SUBJECT: **Amendments to the Public Vehicle Licensing By-law 420-04 , as amended, for the Licensing of Taxi Drivers**

- RECOMMENDATION:**
1. That the report from the Commissioner, Transportation and Works, dated March 4, 2013 titled Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi Drivers, be received.
 2. That staff incorporate comments received from the Public Vehicle Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the licensing of taxi drivers.

BACKGROUND: Staff have conducted a review of a number of Mississauga taxi driver licences. The review has resulted in a number of conditions being placed on taxi driver licences under the authority of the existing by-law.

In staff's opinion, the licensing requirements for taxi drivers needs to be amended to effectively protect the consumer and the public.

COMMENTS:

Currently the Public Vehicle Licensing By-law 420-04, as amended, does not specify criteria for granting a licence to taxi drivers who have a criminal record and/or demerit points and as such leaves the decision open to interpretation. The driver abstract is currently reviewed by the Licence Manager, when a taxi driver reaches seven demerit points. The present requirements of the by-law when used in concert with these practices do not effectively protect the consumer and the public.

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

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

The recommended licensing requirements for taxi drivers would apply immediately for all new applicants. A one year phase in period commencing on the date of Council's approval of the revised by-law would be applied for existing licensed taxi drivers.

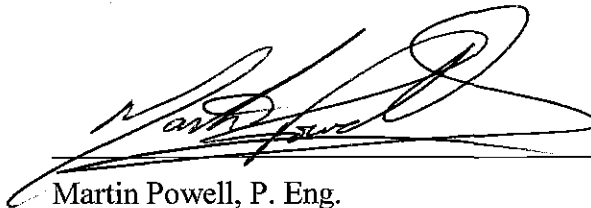
The by-law must provide clear direction for the issuance or refusal of the taxi driver's licence.

Similar licensing requirements are being recommended for the Tow Truck Licensing By-law 521-04, as amended, for the licensing of tow truck drivers.

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

CONCLUSION: Provisions contained in the Public Vehicle Licensing By-law 420-04, as amended, do not provide adequate assurances to the public that taxi drivers operating in Mississauga will drive and act in a manner which assures public safety and consumer protection. As a result, staff recommend that the by-law be amended as outlined in this report, to better protect the consumer and the public in light of the duty of care the City is required to provide.

ATTACHMENTS: Appendix 1: Criminal Code Convictions Not Acceptable



Martin Powell, P. Eng.

Commissioner, Transportation and Works Department

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement

Criminal Code Convictions Not Acceptable

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

Appendix 1

Criminal Code Convictions Not Acceptable

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



Corporate Report

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Public Vehicle Advisory Committee

MAR 25 2013

DATE: March 4, 2013

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: March 25, 2013

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

SUBJECT: **Recommended Changes to the Public Vehicle Licensing By-law-420-04, as amended, for the Requirement to Provide Original Insurance Certificate**

RECOMMENDATION: 1. That a by-law be enacted to amend Section 29 of the Public Vehicle Licensing By-law 420-04, as amended, to include the requirement for an original copy of the insurance certificate to be filed with the Vehicle Licensing Section or an option to permit the insurance broker or insurance company to file an electronic insurance certificate with the Vehicle Licensing Section by secure e-mail.

2. That Section 29 of the Public Vehicle Licensing By-law 420-04, as amended, be repealed and replaced with the following:

Every licensed owner shall file an original insurance certificate or policy with the Licence Manager at least five (5) days prior to the expiry date of the current insurance policy or renewal. The insurance certificate will be delivered by hand, delivered by mail, or filed as an electronic document by the insurance broker or insurance company via secure e-mail.

4a

BACKGROUND:

Concerns were raised in 2012 regarding individuals altering and falsifying insurance certificates. Staff reviewed the practices and determined that the options to supply the certificates of insurance varied and numerous copies were appearing through mail and via facsimile. At times the same insurance certificate had been faxed numerous times and staff had difficulty deciphering the documents. Members of the insurance industry had indicated that concerns were raised about altered insurance certificates and that these matters were under investigation.

Due to the concerns raised, the Licence Manager required that all insurance certificates for all industries were to be an original document thereby alleviating the chance of alterations or fraud. A letter was sent on October 1, 2012 to all taxicab plate owners and brokerages notifying them of the changes in the policy. At the Public Vehicle Advisory Committee (PVAC) meeting of November 13, 2012 staff were requested to reverse the policy and return to the previous standard where staff would accept facsimile copies until a report was brought to the PVAC. The PVAC requested that staff review secure electronic copies as an alternative option.

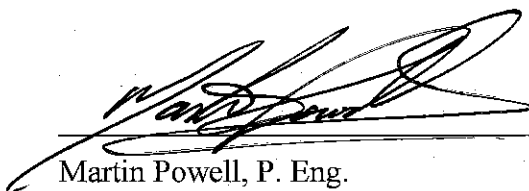
COMMENTS:

Careful consideration has been given to ensure that the City of Mississauga's interests are protected while giving the taxicab plate owners and brokerages options. The requirement to have an original insurance certificate ensures that there have been no alterations to the document. As a secondary option the City of Mississauga is prepared to accept the filing of an electronic insurance certificate by a secure e-mail from the insurance broker/agent.

FINANCIAL IMPACT: N/A

CONCLUSION:

An original insurance certificate must be supplied at least five days prior to the expiry of the existing policy/certificate. The original certificate can be supplied either in person or by mail service. As an alternative, the insurance agent/broker may send an electronic insurance certificate by secure e-mail.

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement

Stephanie Smith

From: Al Cormier <~~alcormier2@sympatico.ca~~>
Sent: 2013/03/11 10:45 AM
To: Stephanie Smith
Subject: FW: Taxi insurance

Categories: Public Vehicle

See below for the next PVAC agenda. There is another file I am also sending on the same subject.

Al Cormier
~~Suite 1201 - 8500 Montevideo Road~~
Mississauga, ON Canada L5N 3T6
~~Tel: 905-896-9170~~
~~Cell: 416-670-9242~~
~~Fax: 905-896-9201~~
Email: ~~alcormier2@sympatico.ca~~

From: CHRISTINE SEXSMITH [~~mailto:marksexsmith@rogers.com~~]
Sent: March 7, 2013 7:28 PM
To: ~~alcormier2@sympatico.ca~~
Cc: Peter Pellier; Nando Iannicca
Subject: Taxi insurance

Hi Al: I've been reading your correspondence with Peter P re insurance. There are three solutions to the current and long standing problems of taxi insurance.

1> Public insurance, which is not likely to happen any time soon. Contrary to popular opinion, it works because EVERY DRIVER is insured (in Saskatchewan for instance where I used to live) to drive any car. Because every driver is insured for public liability (unlike Ontario), the cost of insurance is spread over the group of drivers who are actually using the insurance. If your personal driving record is dismal, your rate goes up, and you may not chose to have a driver's license. Those drivers (of any type of vehicle) who maintain a good record receive regular (low) rates. ANY OWNER of a vehicle may obtain additional insurance for damage or theft for their vehicle as they choose.

2 Ontario could pass legislation requiring all drivers to have personal liability insurance for the operation of any motor vehicle. While not public insurance, this would give approximately the same results as #1 above because everyone would pay, rather than just the vehicle owner. The current system of issuing insurance by private companies would continue, and they would have the added bonus (incentive??) in that the number of policies would increase considerably, and the high risk individuals might not decide to have a driver's license.

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3 Ontario could look into the fact that the only current insurer of taxis, Economical Insurance, will not extend policy underwriting to any Insurance Broker in the GTA except the one at the airport, which has a monopoly, and charges accordingly.

Choice #1 is not going to happen any time soon because the vested interests won't have anything to do with it. Choice #2 could be a winner politically, as it would cost the government nothing, and show the public and the insurance industry that it is proactive. Choice #3 is a window dresser politically, but at least it might give the insurance industry the impression that the heat is on, and that the insurance industry could avoid further governmental incursions into their backyard.

Mark Sexsmith

Mark Sexsmith

Stephanie Smith

From: Al Cormier <~~alcormier2@sympatico.ca~~>
Sent: 2013/03/11 10:46 AM
To: Stephanie Smith
Subject: FW: Here's the article

Categories: Public Vehicle

Here is the other file for the PVAC agenda.

Al Cormier
~~Suite 1201 - 8500 Montevideo Road~~
~~Mississauga, ON Canada L4V 1T6~~
~~Tel: 905-658-8845~~
~~Cell: 416-870-0242~~
~~Fax: 905-658-8844~~
 Email: ~~alcormier2@sympatico.ca~~

From: Peter Pellier [~~mailto:peter.d.pellier@sympatico.ca~~]
Sent: March 6, 2013 10:29 AM
To: ~~ronnieb@rogers.com~~; ~~marksexsmith@rogers.com~~; ~~nando.iannicca@mississauga.ca~~; ~~ron.starr@mississauga.ca~~; ~~alcormier2@sympatico.ca~~; ~~craig@rosedalelivery.com~~; ~~daryl.bell@mississauga.ca~~; ~~mickey.frost@mississauga.ca~~
Subject: FW: Here's the article

GENTLEMEN:

Given B.C., Saskatchewan, Manitoba and Quebec offer publicly-run auto insurance programmes, with lower premiums, on average, isn't this an option worth considering for Ontario? The situation facing commercial operators, particularly cabs and limos, is outrageous, notwithstanding issues relating to fraudulent claims.

PETER

> Subject: Here's the article
 > To: ~~peter.d.pellier@sympatico.ca~~
 > From: ~~allan.prior@vmobile-blackberry.com~~
 > Date: Tue, 5 Mar 2013 21:56:04 +0000
 >
 >
 > Peter,
 >
 > I hope that something will happen here. The article follows.
 >
 >
 > Allan
 >
 >
 > CIP Society Advantage Daily - the news in brief for 3/4/2013
 >
 >
 > IBC surveys carriers on market for taxi insurance in Ontario
 >

5c

- > A decision by a major underwriter to stop offering commercial auto insurance to some taxi drivers in Ontario, and concern from cabbies about rising premiums, has prompted the Insurance Bureau of Canada to discuss the matter with the Financial Services Commission of Ontario and to survey carriers.
- >
- >
- >
- > Ontario Finance Minister Charles Sousa is also promising to look into it.
- >
- > Published reports indicate Arch Insurance Group Inc. of New York City notified the Taxi and Limousine Drivers Association it would no longer renew coverage after Jan. 1.
- >
- > "We've heard that there's a challenge in terms of availability," said Pete Karageorgos, IBC's manager of consumer and industry relations for Ontario. "IBC has had some discussions with FSCO on the issue and we will continue to have discussions to try and understand what is at the core of this."
- >
- > In the Ontario legislature last week, Paul Miller, the New Democratic Party MPP for Hamilton East-Stoney Creek, expressed concern some Hamilton cabbies' rates have jumped from \$5,000 to \$18,000 a year. Miller asked Sousa during Question Period at Queen's Park if Sousa would direct FSCO to launch an investigation.
- >
- > "My impression is it's not something that's exclusive to Hamilton; it's probably right across the urban centres of Ontario," Sousa said. "There are issues, and I have spoken to a number of limousine and taxi companies. They recognize the input costs are at times prohibitive I am looking into it and ... I will commit to delving into your particular issue specifically."
- >
- > Karageorgos said IBC has started a survey of carriers "to see what market exists" for providing commercial auto coverage to taxi operators.
- >
- > "It's unfortunate that there has been an exit of a large underwriter of taxis in the market which has caused a further squeeze of availability, but it's indicative, I think, of the fact that auto insurance, whether it's commercial or private passenger, is still facing cost pressures," he said.
- >
- > Karageorgos added he read one article quoting a source as saying the rate increases are not surprising because taxis are on the road in many cases almost 24 hours a day, some drivers have abstracts which "may not be as good as the general population" and, according to the article, there are more bodily injury claims due in part to collisions involving pedestrians and cyclists.
- >
- > "There seem to be a lot of cost pressures based on that report," Karageorgos said. "How valid it is, there's some work that needs to be done to get a good handle on the situation."
- >
- > Karageorgos suggested a shortage of insurance carriers coverage taxis is a public policy concern.
- >
- > "You don't want any cabs out there operating without insurance and obviously in terms of affordability for some of these folks, it really is challenging," he said.
- >
- >
- > Sent from my BlackBerry® powered by Virgin Mobile.

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Public Vehicle Advisory Committee

MAR 25 2013

February 20, 2013

City of Mississauga
300 City Centre Drive
Mississauga, Ont., L5B 3C1

Attention: Chairman Nando Iannicca, PVAC

Re: Hotel Shuttles

Dear Sir:

Members of the taxi industry are drawing my attention increasingly to the problem of hotel shuttles operating as unlicensed taxis.

The hotel shuttles are licensed by the GTAA to provide transportation for their guests to and from P.I.A. This service is "free" only to the extent that the price is not up front, but included in the room rate. These shuttles impact both the P.I.A. taxis and the regular City taxis in that there are fewer taxi fares back and forth to P.I.A.; however, in fairness, the hotels originally set up these services to circumvent the problem that the P.I.A. drivers eschewed the short turn fares for the long haul fares, and the substandard service given to these short turn passengers reflected the drivers' attitudes towards these fares. Additionally, the City taxis could not service the P.I.A. short turn business because of the prohibitive pickup charges imposed by the GTAA.

The current problem, however, is that these shuttle services have expanded into providing "local" shuttle service for their clients. While these services are technically "free", tipping and/or fees usually runs these "fares" up into the taxi charge range. This is where the taxi industry becomes concerned that these shuttles are in fact unmetered taxis. (Virtually every hotel uses taxi chits with local taxi companies for backup service when their shuttles are overloaded or down for service.)

We would like to see the City institute licensing for these vehicles. We feel that they should be operating on the same level playing field as other for hire vehicle services, with licensing for vehicles and drivers, insurance and safety regulation, and an enforceable legal framework that protects the traveling public.

We would like to see the same passenger counts that taxi companies supply the City with in order that passenger load variances can be used to calculate taxi plate issuances.

I am requesting a full staff report on this subject.

Yours truly, 

Gurvel Singh, PVAC Broker Representative

MAR 25 2013

Stephanie Smith

From: Harsimar Sethi <hssethi43@gmail.com>
Sent: 2013/01/22 2:10 PM
To: Stephanie Smith
Subject: Another Item for Agenda
Categories: Public Vehicle

Hi Stephanie,

How are you. I, as elected member of PVAC is writing on behalf of Mississauga drivers.

At present, the age of car for driving taxi as approved by City is 7 years irrespective of the number of drivers driving it. It is requested that taxis driven by only one driver should get an extension of one year since their mileage is low and they are better maintained.as compared to those driven by multiple drivers.

It is therefore requested to add this item to the agenda for forthcoming meeting in February.

Thank you,

Harsimar Singh Sethi
Elected Member(PVAC)

MAR 25 2013

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Stephanie Smith

To: Mickey Frost
Subject: RE: BRT TAXI STANDS

From: Peter Pellier [<mailto:peter.d.pellier@sympatico.ca>]

Sent: 2013/01/30 6:05 AM

To: Ishtiaque Tunio; Andrea McLeod; Nando Iannicca; Ron Starr; Hazel McCallion; ; Daryl Bell; Mickey Frost

Subject: BRT TAXI STANDS

ISHTIAQUE:

As a longstanding member of Mississauga's taxi industry, it is inconceivable to me why the City would not install taxi stands at each and every BRT station. Every transportation terminal/station throughout the GTA is equipped with a cab stand for obvious reasons. That Mississauga elects not to do so runs demonstrates an appalling absence of foresight, not to mention consideration for the travelling public.

PETER D. PELLIER

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Memorandum



To: Peter Pellier (via email)

Subject: Mississauga BRT Project – Taxi Stands

From: Geoff Wright, P.Eng., MBA
Director, Transportation Project Office & Business Services

Date: March 15, 2013

Mr. Pellier,

This memo is in response to your email to Ishtiaque Tunio at the City of Mississauga dated January 30, 2013 regarding provisions for taxis at the Mississauga BRT Stations.

There are a total of 12 BRT Stations that will be utilized once the entire system is operational in Mississauga:

- Winston Churchill Station
- Erin Mills Station
- City Centre Station
- Central Parkway Station
- Cawthra Station
- Tomken Station
- Dixie Station
- Tahoe Station
- Etobicoke Creek Station
- Spectrum Station
- Orbitor Station
- Renforth Gateway Station

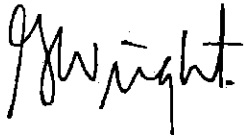
Seven of these stations include provisions to accommodate taxis as part of their off street passenger drop-off and pick-up areas – with the exception of the existing City Centre Transit Terminal which currently has a taxi stand.

In the remaining five stations (Tahoe, Etobicoke Creek, Spectrum, Orbitor and Renforth) the station design and land use did not allow for a separate, off-street passenger drop-off and pick-up area. We are currently assessing how these stations can accommodate this function on-street near the stations.

Once our investigation is complete, we will provide you with separate correspondence on how taxis can be accommodated at the five stations.

Should you have any questions, or require additional information at this time, please feel free to contact the undersigned or Ishtiaque Tunio at 905-615-3200 x3165.

Sincerely,



Geoff Wright, P.Eng., MBA
Director, Transportation Projects & Business Services
Transportation and Works Department
City of Mississauga
905 615 3200 ext. 4940

copy:	Ishtiaque Tunio, P.Eng.	City of Mississauga
	Andy Harvey, P.Eng.	City of Mississauga
	Stephanie Smith	Legislative Coordinator, PVAC

Public Vehicle Advisory Committee Action List- November 5, 2012

Issue	Last Discussed on	Who	Status
Accessible plates	September 11, 2012	Enforcement Office	In progress
One owner and one driver from the airport be included on PVAC	June 25, 2012	Enforcement Office	In progress
Term of plate leases coincide with vehicle year limit	September 11, 2012	Enforcement Office	Completed
Mobile taxi application	September 11, 2012	Enforcement Office	In progress
Airport taxi's – Stickers on windshields	September 11, 2012	Enforcement Office	Completed
Advance payment in evenings	September 11, 2012	Enforcement Office	Completed

Public Vehicle Advisory Committee
MAR 25 2013