

Community and Protective Services Committee

Report

13th Meeting of the Community and Protective Services Committee
September 11, 2018

PRESENT: Councillors M. Cassidy, V. Ridley, B. Armstrong, M. Salih, P. Squire, Mayor M. Brown
ALSO PRESENT: Councillors J. Helmer, T. Park, H. Usher and M. van Holst; A. Anderson, J. Bunn, S. Datars Bere, C. Deforest, L. Hamer, G. Hosiawa, O. Katolyk, L. Livingstone, J.P. McGonigle, D. O'Brien, M. Ribera and B. Westlake-Power

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

2.1 Contract Award - Tender No. T18-83 – Vehicle Hoist for Apparatus Repair Bay - Irregular Result

That, on the recommendation of the Fire Chief, with the concurrence of the Managing Director, Neighbourhood, Children and Fire Services, the following actions be taken with respect to the staff report dated September 11, 2018 related to a Vehicle Hoist for the Fire Station 2 Apparatus Repair Bay:

- a) the bid submitted by Garage Supply Contracting Inc., 325 Line 13 N, Oro-Medonte, Ontario N0L 1T0, at its tendered price of \$190,020.00, (HST extra), BE ACCEPTED; it being noted that this is an Irregular Result under Section 8.10 (b) of the Procurement of Goods and Services Policy;
- b) the financing for this project BE APPROVED as set out in the Sources of Financing Report appended to the above-noted staff report;
- c) the Civic Administration BE AUTHORIZED to undertake all the administrative acts which are necessary in connection with this project;
- d) the approval given herein BE CONDITIONAL upon the Corporation entering into a formal contract with the contractor for the work; and,
- e) the Mayor and the City Clerk BE AUTHORIZED to execute any contract or other documents, if required, to give effect to these recommendations. (2018-F18)

Motion Passed

3. Scheduled Items

3.1 Vehicle for Hire By-law

That the following actions be taken with respect to the Vehicle for Hire By-law:

- a) the Civic Administration BE DIRECTED to report back to the Community and Protective Services Committee (CPSC) with respect to Vehicle for Hire By-law revisions, in the spirit and intent of the related staff report, that include the following:
 - i) Administration/Licensing Fees and Application Process:

- removal of the following fees:
 - vehicle broker affiliation;
 - owner licence transfer;
 - vehicle substitution;
 - driver licence fee for private vehicles for hire; and,
 - administration fee for short term licences (less than 24 months);
 - addition of a new fee for smaller fleets of private vehicles for hire;
 - reduction of the appeal fee;
 - increased per trip fee for private vehicles for hire; and,
 - streamlined application process for private vehicles for hire;
- ii) Fares – deregulation of fares to allow broker flexibility and continuation of minimum fare; it being noted that brokers will be subject to administrative regulations related to fares;
- iii) Age of Vehicles – increased allowable age limit for cabs, limousines and private vehicles for hire, to ten years; it being noted that older vehicles could be subject to additional safety checks by way of an administrative regulation; and,
- iv) Cap on Accessible Cabs – the ratio of accessible cab owner licences be increased, resulting in 10 additional licences to be issued from the Accessible Cab Priority List;
- b) the Civic Administration BE DIRECTED to report back to the CPSC with respect to:
- i) potential incentives, including, but not limited to, potential incentives and/or grants for converting and/or operating accessible vehicles and fare incentives; it being noted that this report should address the feasibility of accommodating incentives retroactively; and,
- ii) the results of further consultation with stakeholders, regarding the cap on cab owner licences and potential economic ramifications to the industry, of the revision to the current cap;

it being noted that the CPSC received the attached presentation from the Chief Municipal Law Enforcement Officer;

it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the attached public participation meeting record made oral submissions regarding this matter. (2018-P09)

Motion Passed

4. Items for Direction

4.1 Parking Permit - Overnight Parking for Health Care Workers

That the Civic Administration BE DIRECTED to work with health care agencies in the City of London to make available parking passes, on a set term length (renewable), based on compassionate grounds where overnight care is being provided; it being noted that a communication dated September 11, 2018, from Councillors M. Cassidy and T. Park, was received with respect to this matter. (2018-T02)

Motion Passed

4.2 Request for Delegation Status - A. Oudshoorn - London Homeless Coalition Update

That the delegation request from A. Oudshoorn, with respect to an update on the London Homeless Coalition, BE APPROVED for the October 10,

2018 meeting of the Community and Protective Services Committee.
(2018-S14)

Motion Passed

5. Deferred Matters/Additional Business

5.1 Deferred Matters List

That the Deferred Matters List for the Community and Protective Services Committee, as at August 31, 2018, BE RECEIVED.

Motion Passed

6. Confidential

6.1 Solicitor - Client Privileged Advice

That the Community and Protective Services Committee convene in closed session with respect to the following matter:

6.1. Solicitor - Client Privileged Advice

A matter pertaining to advice that is subject to solicitor-client privilege, including communications necessary for that purpose, and giving directions or instructions to the solicitors, officers or employees of the municipality in connection with such advice relating to the Vehicle for Hire By-law L.-130-71.

Motion Passed

The Community and Protective Services Committee convened in camera from 4:30 PM to 5:04 PM with respect to the above-noted matter.

7. Adjournment

The meeting adjourned at 10:12 PM.

TO:	CHAIR AND MEMBERS COMMUNITY AND PROTECTIVE SERVICES COMMITTEE SEPTEMBER 11, 2018
FROM:	LORI HAMER FIRE CHIEF LONDON FIRE DEPARTMENT
SUBJECT:	CONTRACT AWARD TENDER NO. T18-83 – VEHICLE HOIST FOR APPARATUS REPAIR BAY IRREGULAR RESULT

RECOMMENDATION

That, on the recommendation of the Fire Chief, with the concurrence of the Managing Director of Neighbourhood, Children and Fire Services, the following actions be taken with respect to the Vehicle Hoist for the Fire Station 2 Apparatus Repair Bay:

- (a) The bid submitted by Garage Supply Contracting Inc., 325 Line 13 N, Oro-Medonte, Ontario N0L 1T0, at its tendered price of \$190,020.00 (HST extra) **BE ACCEPTED**; it being noted that this is an Irregular Result under Section 8.10 (b) of the Procurement of Goods and Services Policy;
- (b) The financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix "A";
- (c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts which are necessary in connection with this project;
- (d) The approval given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the contractor for the work; and,
- (e) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- None.

BACKGROUND

PURPOSE

The purpose of this report is to seek Council approval to enter into a formal contract with Garage Supply Contracting Inc. for the construction of a new vehicle hoist for the apparatus repair bay at Fire Station 2 as per Section 8.10 (b) of the City of London's Procurement of Goods and Services Policy.

CONTEXT

The City released Tender T18-83 on June 27th, 2018 for the construction of a new vehicle hoist for the apparatus repair bay at Fire Station 2. Six (6) companies viewed and downloaded the tender. At the tender close date on July 25th, 2018, only one bid was received by Garage Supply Contracting Inc.

After consultation with the Manager of Purchasing and Supply and the Managing Director, Neighbourhood, Children and Fire Services, the decision was made to open the sole bid as per Section 19.4 of the City of London's Procurement of Goods and Services Policy. It is recommended that the contract be awarded to Garage Supply Contracting Inc. as an irregular

result in accordance with Section 8.10 (b) of the Procurement of Goods and Services Policy. The bid submitted by Garage Supply Contracting Inc. is slightly over the pre-tender estimate of \$175,000; resulting in a shortfall of \$15,020 (excluding HST).

FINANCIAL IMPACT

In 2009, a capital budget of \$175,000 (PD1033 – Apparatus Hoist) was established to install a vehicle hoist for the apparatus repair bay at Fire Station 2. As described above, the current shortfall on this project is \$15,020 (excluding HST). LFD able to source the remaining required funds from existing approved capital budgets, as identified in the Source of Financing in Appendix 'A'.

There will be additional operating costs associated with the installation of the vehicle hoist. This cost will result in an annual operating cost of approximately \$500.00 for Fire Services. These costs are attributed to a combination of utilities, required maintenance and certification for the new vehicle hoist. This cost will be absorbed in the current annual LFD operating budget with no request for additional operating funding as a result of this report.

CONCLUSION

It is recommended that the contact be awarded to Garage Supply Contracting Inc. at its tendered price of \$190,020.00 (HST extra) as an irregular result in accordance with 8.10 (b) of the Procurement of Goods and Services Policy.

Acknowledgments

This report was prepared by Arundhati Mohile, Manager II – Finance and Planning, Fire Services with the assistance from Daryl Diegel, C.Tech., Supervisor – Facilities.

REVIEWED BY:	RECOMMENDED BY:
TIM WELLHAUSER, C.I.M. DIVISION MANAGER - FACILITIES	LORI HAMER FIRE CHIEF
REVIEWED AND CONCURRED BY:	REVIEWED AND CONCURRED BY:
IAN COLLINS DIRECTOR, FINANCIAL SERVICES	LYNNE LIVINGSTONE, MANAGING DIRECTOR NEIGHBOURHOOD, CHILDREN & FIRE SERVICES

Appendix A – Sources of Financing
Appendix B – Summary of Bids

- C. J. Freeman
- A. Mohile
- D. Diegel
- J. Wilson

APPENDIX 'A'

Chair and Members
Community and Protective Services Committee

#18147
September 11, 2018
(Award Contract)

**RE: T18-83 - Vehicle Hoist for Apparatus Repair Bay
(Subledger FLT18008)
Capital Project PP1033 - Apparatus Hoist
Garage Supply Contracting Inc. - \$190,020.00 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project cannot be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendation of the Fire Chief, with the concurrence of the Managing Director of Neighbourhood, Children and Fire Services, the detailed source of financing for this project is:

<u>ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Additional Financing</u>	<u>Revised Budget</u>	<u>This Submission</u>
Construction	\$55,000	\$138,365	\$193,365	\$193,365
Vehicles & Equipment	120,000	(120,000)	0	
NET ESTIMATED EXPENDITURES	<u>\$175,000</u>	<u>\$18,365</u>	<u>\$193,365</u>	<u>\$193,365</u> 1)

SOURCE OF FINANCING:

Drawdown from Vehicles & Equipment Fire R.F.	175,000		175,000	175,000
Transfer from:				
PP1123-15 - Replace Firefighter Equipment - Drawdown from Vehicles & Equipment Fire R.F.	2)	11,117	11,117	11,117
PP112316 - Replace Firefighter Equipment - Drawdown from Vehicles & Equipment Fire R.F.	2)	7,248	7,248	7,248
TOTAL FINANCING		<u>\$175,000</u>	<u>\$18,365</u>	<u>\$193,365</u>

Financial Note:

1) Contract Price	\$190,020
Add: HST @13%	24,703
Total Contract Price Including Taxes	<u>214,723</u>
Less: HST Rebate	21,358
Net Contract Price	<u>\$193,365</u>

2) The additional \$18,365 requirement for this project is available as a transfer of drawdowns from Vehicles & Equipment Fire. R.F. from capital projects PP1123-15 - Replace Firefighter Equipment and PP112316 - Replace Firefighter Equipment.

3) There will be additional operating costs associated with the installation of the vehicle hoist of approximately \$500 to Fire Services.

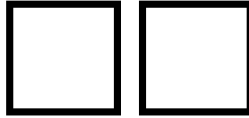
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Jason Davies
Manager of Financial Planning & Policy

Appendix "B"

T18-83 – Vehicle Hoist for Apparatus Repair Bay Irregular Result

	Garage Supply Contracting Inc.
	325 Line 13 N Oro-Medonte ON, L0L 1T0
Sub- Total - Contract Price	\$190,020.00
HST	\$24,702.60
Total Contract Price	\$214,722.60



TO:	CHAIR AND MEMBERS COMMUNITY AND PROTECTIVE SERVICES COMMITTEE PUBLIC PARTICIPATION MEETING ON SEPTEMBER 11, 2018
FROM:	G. KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	VEHICLE FOR HIRE BY-LAW

RECOMMENDATION

That, on the recommendation of the Managing Director, Development & Compliance Services and Chief Building Official, the following actions be taken with respect to the Vehicle for Hire By-law:

- (a) That the report on the vehicle for hire by-law **BE RECEIVED**, and
- (b) That Civic Administration **BE DIRECTED** to report back with an amended by-law subject to the comments received at the Public Participation Meeting.

PREVIOUS REPORTS

Vehicle for Hire By-law - Six Month Statistics - CPSC January 23, 2018
 Vehicle for Hire By-law - One Year Review - CPSC May 1, 2018
 Vehicle for Hire By-law - Industry Consultation - CPSC July 16, 2018

BACKGROUND

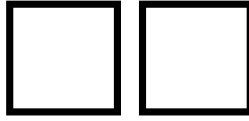
Municipal Council, at its meeting held on July 24, 2018 resolved:

That the following actions be taken with respect to the staff report dated July 16, 2018 with respect to the Vehicle for Hire By-law:

A public participation meeting **BE HELD** at a future meeting of the Community and Protective Services Committee with respect to the Vehicle for Hire By-law in order to receive public comments on proposed administrative changes considered in the above-noted report, including:

- administration and licensing fees;
- application process;
- fares, including the ability for brokers to set fares, posting of fares, etc.;
- vehicle requirements, including age of vehicles; and,
- removal of cap on accessible & regular plates.

Civic Administration previously meet with stakeholders involved in the vehicle for hire industry including general brokers, transportation network companies, drivers and plate owners to discuss these issues. Recognizing the difficulty some drivers have in attending City Hall for meetings, staff initiated “ block talks” where staff attended various taxi stands to discuss issues impacting drivers. A report summarizing the key topics discussed was presented at the July 16, 2018 CPSC meeting. This report summarizes the previous industry discussions and provides commentary on submitted changes to the by-law for PPM discussion purposes.



Administration / Licensing Fees and Application Process

Drivers, brokers and owners all had comments on the administration process and current licensing fee structure. There are some fees, such as vehicle-broker affiliation fee, which are viewed as unnecessary. This process could be streamlined by placing the onus on the brokers to manage their fleet and allowing the regulator to perform audits. Uber expressed concerns about the driver licensing fee given the business model of having the vast majority of their drivers driving part time.

Draft Amendment for PPM: A number of fees have been removed from the by-law including: vehicle broker affiliation, owner licence transfer, vehicle substitution, priority list and driver licence fee for private vehicles for hire. A new fee for smaller fleets of private vehicles for hire was introduced. The appeal fee was reduced to align with other licensing appeal fees. The administration fee for short term licences (less than 24 months) was also deleted since the short term licence renewals program (every 4 months) is proposed to be discontinued. The per trip fee for private vehicles for hire was increased to offset the deletion of certain fees. The fee structure covers the costs of administration, enforcement and prosecutions. The proposed fee structure will also cover the cost of one additional customer service representative to assist with licensing administration.

The application process is proposed to be streamlined for private vehicles for hire. The transportation network company will keep a registry of approved drivers and will submit the list to the municipality on a weekly basis. Civic Administration will have the authority to audit the registry for compliance purposes. This model is consistent with many municipalities where there is a large number of drivers operating mainly on a part time basis. In London, there are approximately 4,000 private vehicle for hire drivers licensed by the City.

Fares

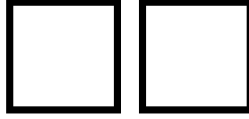
The discussion about fares focused on the issue of competition. While some brokers feel that fare regulations are necessary for consistency within the fleet (each driver within the fleet charges the same), others feel that if a broker or driver wishes to offer a discount or charge by a zone rate, they should have that option. From a consumer protection perspective, as long as the passenger accepts a ride based on the actual or estimated fare, there really is no role for the regulator. For hailed rides offered by cabs, some brokers would prefer a zone model of fares. Clients note their displeasure when drivers stop on amber lights (due to red light cameras) and the meter continues to tabulate the fare. Some brokers have suggested distance fares only (no related time calculation). Uber did not have any issue with the fare structure as their app takes into account supply and demand variables and surge pricing which is transparent to the customer.

Draft Amendment for PPM: in order to allow for competition amongst brokers, fares have been deregulated. Brokers will be required to submit the fare amounts along with any discounts or promotions to the Licence Manager for information purposes only. The enforcement call centre does not receive many complaints about fares from traveling customers; most complaints come from brokers complaining about other brokers offering discounts which currently contravene the by-law.

Vehicle Requirements - Cameras

Under the current regulations, cameras are required in cabs and limousines. Cameras are not required in private vehicles for hire. The rationale for the distinction in the regulation is that cabs/limousines perform street hails while this form of service request is prohibited for private vehicles for hire.

There are divergent industry positions on the requirement for cameras. Those who support the mandatory requirement are concerned with the high price of the cameras as well as the time required for photo downloads (i.e. the car is out of service during this time). Those who support cameras but do not agree with a mandatory regulation, would prefer the cameras to be a voluntary requirement based on the business plans of the broker. Currently the regulation only permits rear facing (within the vehicle) downloads by enforcement personnel (MLEO, LPS) for investigation purposes. Brokers would like to also undertake downloads to investigate customer service issues. As with many technologies, the cost of off-the-shelf dash cameras has been greatly



reduced and are very affordable. It is not surprising that many licensed private vehicles for hire have dash cams even though there is no regulatory requirement.

A recent decision of the Court of Appeal for Ontario (*J. (T.) v. Lakovic 2017 ONCA 446*), regarding vicarious liability of a taxi broker for sexual assault allegedly committed by one of its drivers, mentioned the use of cameras in the decision. Specifically, Counsel for the taxi broker provided the opinion that a camera would not deter a driver determined to assault a passenger as they could disconnect the camera, cover its lens or commit the assault after the passenger exited the vehicle.

Draft Amendment for PPM : the requirement for cameras has been removed. Many brokers are concerned with the high price of the cameras and poor maintenance contracts. Brokers are also apprehensive about the length of time vehicles are off duty when camera downloads are requested by enforcement officers. Many of the brokers are also distressed that cameras are not used to investigate petty crimes such as fare fraud. Many private vehicles contain cameras even though they are not required. If vehicles voluntarily have cameras, a notification should be visibly positioned advising the customer of the recording. This can be achieved via administrative regulation.

Age of Vehicles

There are divergent positions on the maximum age limits of vehicles. The current by-law regulation is 8 years. Some brokers would like that limit lowered to ensure that newer vehicles are servicing the community while other brokers concur with the maximum age limit. Uber is requesting that the limit be increased to 10 years only for private vehicles for hire as the vast majority of their drivers only operate part time.

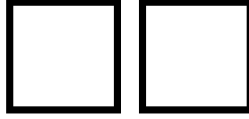
Draft Amendment for PPM : the age limit of private vehicles for hire has been increased to ten years. Older vehicles could be subject to additional safety checks by way of an administrative regulation.

Cap on Cab and Accessible Cab Owner Licences

Prior to the arrival of private vehicles for hire offering transportation services ordered via an app, taxi regulations remained essentially unchanged for decades in most larger North American municipalities. Most cities regulated the number of licenced taxis which created a system where licences were considered a form of commodity transferred between willing buyers and sellers. Vehicle owner licensees who entered the industry early gained the greatest benefit from the private and secondary market of license plate values. These early entrants did not have to pay large sums to attain a plate on the secondary market but still benefited from controlled competition. Many municipalities (including London) created priority or waiting lists where applicants were issued new licences based on population increases. Many existing licensed drivers maintained positions on the priority lists for many years without ever obtaining an owners licence.

The issue of vehicle caps and deregulation has been well documented. A 1993 study of American municipalities which experimented with deregulations (Price Waterhouse, Analysis of Taxicab Deregulation & Re-Regulation, Washington, November 1993) found that overall, in many cities that deregulated, the supply of taxicabs increased, fares increased, service quality declined and there were more trip refusals, lower vehicle quality, and aggressive solicitation of customers resulting from a higher supply of taxicabs. There were only minor improvements in availability. Consequently, most cities which had fully deregulated taxi services reverted to some form of control over market entry.

In an article published in the Transportation Law Journal Vol. 24, Issue 1, pp. 73-120 (1996),(https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2241306) the author notes that the experience with taxicab deregulation was so profoundly unsatisfactory that virtually every city that embraced it has since jettisoned it in favor of resumed economic regulation. The article points out the fact that the main problem consumers face is a lack of good information. Customers looking to purchase a transportation service have little comparative pricing or service information. It is interesting to note that the research on deregulation published in the 1990's occurred well



before smartphone technologies coupled with geographic information systems, allowed for innovations to emerge and for transportation network companies to compete with taxi brokers. In an article published by the Cato Institute (<https://www.cato.org/blog/future-taxi-deregulation-will-not-look-familiar>), the author notes that part of the appeal of ridesharing is that the apps allow users to overcome the knowledge problems highlighted in the earlier studies on deregulation. Customers can see the location of drivers, and transportation network companies can estimate a fare before their ride begins. The author further notes that currently a taxi broker could, unlike a taxi broker in 1996, develop an app that allows for users to be better informed about fares and the availability of taxis.

In 2015, Canada's Competition Bureau recommended a regulatory overhaul of the taxi industry to allow these vehicles and ridesharing services to compete on an even playing field. The whitepaper titled [Modernizing Regulation in the Canadian Taxi Industry](#), addressed issues such as price, availability and wait times, convenience and quality of service. The whitepaper noted that while the taxi industry is regulated at the municipal and provincial levels in Canada, ridesharing services are not, creating an uneven playing field in the industry. To even the playing field, where possible, regulators should relax restrictions on traditional taxis, rather than imposing additional regulations on new entrants in the industry. When new regulations are needed, they should be limited to meeting legitimate policy objectives, like protecting the safety of passengers and drivers.

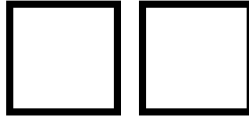
It was also noted that limiting the number of taxis based on concerns about pollution or congestion issues were strongly contested. New technologies which provide real-time data on the vehicle for hire industry may mitigate problems which previously arose in deregulation experiments. Placing an absolute limit on the number of taxis that can operate in an area is the most restrictive approach that regulators can take, with an associated negative impact on competition and its benefits. Regulators should consider alternative "open entry" regulatory options that are less restrictive to competition among taxis and TNCs, that still allow them to achieve policy goals.

Civic Administration has reported on several occasions on the issue of vehicle caps. In a report presented to the Community and Neighbourhood Committee in November 2011, it was noted that taxi plates were being transferred between willing buyers and sellers at a value of \$100,000 to \$120,000. This was anecdotal information provided by some licensed owners. Civic Administration was advised recently (March 2018) that the plate values have dropped to \$20,000. The staff report also noted the following: Taking the lease/transfer fee out of the equation of the operating cost of the taxicab will directly impact the income of the driver and will provide the licence owner greater control on the operating costs of the vehicle. Administration is not aware of any other municipally licensed industry where the licence issued by the City is traded between willing sellers and buyers for a fee. Should Council wish to address the issue of plate leasing and plate transfers with an end goal of implementing a "sunset" clause of transferring all "Class A" Cab licences to "Class B" Cab licences, a consultant with expertise in the vehicle for hire industry should be retained to review best practices, undertake industry consultation sessions and recommend a by-law amendment which would transfer the licence classification. The budget for such a review would be in the area of \$75,000.

At that time, a decision was made to create classes of licences (i.e. non-transferable) to eliminate the artificial costs of plate leasing borne by taxi drivers and subsequently passed onto the traveling customer. No decision was made at that time to hire a consultant to provide independent advice. With the arrival of smart phone apps and private vehicles for hire in Ontario, many municipalities hired consultants to provide advice on this emerging market.

A consultant's report prepared for Ottawa specifically reviewed the issue of caps on plates, amongst other regulatory issues. The report noted that economic impacts are expected with changes in vehicle supply and demand. The report notes that plate values will fall as fleets are expanded to meet demand. The plate holders will experience losses. Many of these will be individuals who bought into the industry at full market price, purchasing plates from other individuals rather than receiving a plate from the City at nominal cost. In particular, there will be taxi drivers who saved for many years to purchase their own plate and commit to the business. These individuals may see their life's savings, and retirement plan, threatened.

https://documents.ottawa.ca/sites/documents.ottawa.ca/files/documents/otlrslr_taxi_economics_en.pdf



The introduction and eventual regulation of private vehicles for hire has disrupted the long-standing supply management practice and secondary market of plate values. Civic Administration takes the position that as the regulator of the vehicle for hire industry based on the municipal purposes of public safety and consumer protection, it cannot be held responsible for the state of private secondary plate values nor the costs of operating a taxi. However, in its role as the regulator, the City can certainly review emerging technologies and business models and determine if existing regulations continue to be necessary and relevant. It is interesting to note that very recently some American municipalities are proposing or have capped the number of private vehicles for hire licences issued.

It is not surprising that different stakeholders have opposing viewpoints on capping cab owner licences. Several drivers have suggested removing the cap as the drivers see this as an unnecessary monthly expense of leasing a plate. Obviously, plate owners (especially recent purchasers) do not want the cap amended or removed as their revenue will be reduced.

For accessible cab limits, the current regulations place a limit on the number of accessible taxi licences based on the number of licensed taxis (one licence for every 18 taxi licences). There are 19 existing accessible cab licences issued. As noted in the May 2018 report, out of the 4.2 M total rides provided, there were 33 K rides provided by accessible cabs. As Civic Administration reported in July 2016, there is some interest in the industry to remove or amend the cap for accessible taxis.

In discussions with the industry, Civic Administration raised the concern about the lack of availability of accessible transportation. The industry recognizes this fact and has expressed concerns about drivers going “off-shift” when they receive accessible calls as standard fares are more profitable. This does not meet the intent of the By-law. Civic Administration has previously consulted with the Accessible Advisory Committee on this matter and previously recommended removal of the cap. Civic Administration also suggested a program of financially assisting the operators of the vehicles due to the high costs of converting vehicles and operating accessible vehicles. City Council at the time did not support any changes to the cap on accessible taxis. Initial discussions with Uber indicated that they are open to collecting a voluntary per trip fee (7 cents in other municipalities) towards a fund to subsidize the accessible vehicle for hire market. Further, there have been a number of inquiries about operating accessible fleets which are currently not possible due to the cap.

Draft Amendment for PPM: for discussion purposes, the draft by-law removes the cap for both cabs and accessible cabs.

CONCLUSION

The Vehicle for Hire By-law is a fluid document open to amendments which maintain the municipal purposes of health and safety and consumer protection, yet recognizing technology and modernization of the on-demand transportation marketplace. Civic Administration previously met with industry stakeholders (reported to CPSC July 16, 2018) to discuss key topics such as enforcement, administration, fees, cap on cabs, accessible cabs, cameras, age of vehicles and fares. The vehicle for hire industry is rapidly evolving; regulations must continue to be modernized to allow the industry to thrive and compete. Similarly, administration processes must continue to be monitored and streamlined.

The attached draft amendment is for discussion purposes. Following the PPM, Civic Administration can report back with a recommended by-law based on the comments received and direction of Council.

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PREPARED BY:	RECOMMENDED BY:
OREST KATOLYK, MLEO (C) CHIEF MUNICIPAL LAW ENFORCEMENT OFFICER	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL

Bill No. 92
2017

By-law No. L.-130-71

A By-law to provide for the licensing, regulating and governing of vehicles for hire, including cabs, accessible cabs, limousines, private vehicles for hire and accessible vehicles for hire, owners and brokers.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 6, Health, safety and well-being of persons; in paragraph 7, Services and things that the municipality is authorized to provide under subsection (1); in paragraph 8, Protection of persons and property; in paragraph 11 Business Licensing;

AND WHEREAS subsection 151(1) of the *Municipal Act, 2001* provides that, without limiting sections 9 and 10 of the Act, a municipality may: provide for a system of licences with respect to a business and may;

- (a) prohibit the carrying on or engaging in the business without a licence;
- (b) refuse to grant a licence or to revoke or suspend a licence;
- (c) impose conditions as a requirement of obtaining, continuing to hold or renewing a licence;
- (d) impose special conditions on a business in a class that have not been imposed on all of the businesses in that class in order to obtain, continue to hold or renew a licence;
- (e) impose conditions, including special conditions, as a requirement of continuing to hold a licence at any time during the term of the licence;
- (f) license, regulate or govern real and personal property used for the business and the persons carrying it on or engaged in it; and,
- (g) require a person, subject to such conditions as the municipality considers appropriate, to pay an administrative penalty if the municipality is satisfied that the person has failed to comply with any part of a system of licences established by the municipality;

AND WHEREAS subsection 151(5) of the *Municipal Act, 2001* provides that subsection 151(1) applies with necessary modifications to a system of licences with respect to any activity, matter or thing for which a by-law may be passed under sections 9, 10 and 11 as if it were a system of licences with respect to a business;

AND WHEREAS subsection 156(1) of the *Municipal Act, 2001* provides that without limiting sections 9, 10 and 11, a local municipality, in a by-law under section 151 with respect to the owners and drivers of taxicabs, may:

- (a) establish the rates or fares to be charged for the conveyance of property or passengers either wholly within the municipality or from any point in the municipality to any point outside the municipality;
- (b) provide for the collection of the rates or fares charged for the conveyance; and
- (c) limit the number of taxicabs or any class of them;

AND WHEREAS the Council for the City of London considers it necessary and desirable for the public to regulate Vehicles for Hire for the purposes of health and safety,

consumer protection and service quality to ensure an efficient Vehicle for Hire service is available to all persons including the travelling public in the City of London and that such Vehicle for Hire service is provided in a manner that provides a safe environment for both passengers and drivers;

AND WHEREAS section 23.2 of the *Municipal Act, 2001* permits a municipality to delegate certain legislative and quasi-judicial powers;

AND WHEREAS Council for the City of London is of the opinion that the delegation of legislative powers under this by-law to the Licensing Manager and the Hearings Officer, including without limitation the power to issue and impose conditions on a licence, prescribe vehicle, operational and reporting standards to be imposed on licensees as being powers of a minor nature having regard to the number of people, the size of geographic area and the time period affected by the exercise of the power in accordance with subsection 23.2(4) of the *Municipal Act, 2001*;

AND WHEREAS subsection 391(1) of the *Municipal Act, 2001* provides that a municipality may impose fees and charges on persons,

- (a) for services or activities provided or done by or on behalf of it;
- (b) for costs payable by it for services or activities provided or done by or on behalf of any other municipality or any local board; and,
- (c) for the use of its property including property under its control;

AND WHEREAS section 444 of the *Municipal Act, 2001* provides that the municipality may make an order requiring the person who contravened the by-law or who caused or permitted the contravention to discontinue the contravening activity, and any person who contravenes such an order is guilty of an offence;

AND WHEREAS it is deemed expedient to pass this by-law;

NOW THEREFORE The Council of The Corporation of the City of London hereby enacts as follows:

DRAFT

VEHICLE FOR HIRE BY-LAW

PART 1	DEFINITIONS
PART 2	PROHIBITIONS
PART 3	APPLICATION OF BY-LAW – EXEMPTIONS
PART 4	ADMINISTRATION OF BY-LAW
PART 5	APPLICATION FOR LICENCES AND RENEWALS
PART 6	ISSUANCE OF LICENCES
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SCHEDULE 1	VEHICLE FOR HIRE DRIVERS
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SCHEDULE 6	FEES

PART 1 DEFINITIONS

1.1 For the purpose of this By-law:

“Accessible Cab” means a Cab that is wheelchair-accessible permitting the loading, transportation and off-loading of a person with a disability confined to a wheelchair, or other similar device, without transfer, and is available for or providing a Conveyance Service, but does not include a Limousine, Private Vehicle for Hire or an Accessible Private Vehicle for Hire;

“Accessible Cab Driver” means a Licensed Cab Driver whose Licence has been endorsed by the Licence Manager to permit them to drive an Accessible Cab;

“Accessible Cab Owner” means a person who holds a Accessible Cab Owner Licence

“Accessible Vehicle” means an Accessible Cab or an Accessible Private Vehicle for Hire or both as the context requires;

“Accessible Private Vehicle for Hire” means a Private Vehicle for Hire that is wheelchair-accessible permitting the loading, transportation and off-loading of a person with a disability confined to a wheelchair, or other similar device, without transfer, and is available for or providing a Conveyance Service, but does not include a Cab, Accessible Cab or a Limousine;

“Accessible Private Vehicle for Hire Driver” means a Licensed Vehicle for Hire Driver whose Licence has been endorsed by the Licence Manager to permit them to drive an Accessible Vehicle for Hire;

“Accessible Private Vehicle for Hire Owner” means a person who holds an Accessible Private Vehicle for Hire Owner Licence and corresponding Owner Plate;

“Applicant” means a person applying for a licence under this By-law;

“Broker” means any person who accepts Orders for or Dispatches a Vehicle for Hire and includes a Transportation Network Company.

“Brokerage” means the business of a Broker and shall be deemed to include the premises where the business is carried on;

“Cab” means a motor vehicle that is available for or providing a Conveyance Service, but does not include a Limousine, Private Vehicle for Hire or an Accessible Private Vehicle for Hire;

“Cab Driver” means a person who holds a Cab Driver Licence;

“Cab Owner” means a person who holds a Cab Owner Licence;

“Cab Meter” means an independent self-contained measuring device approved by the Licence Manager and used in a Cab or Accessible Cab to calculate, amongst other things, the rate payable for a Trip;

“Cab Stand” means the area set aside and designated by the City to be used by a Cab or an Accessible Cab while it is waiting for or picking up goods or Passengers;

“City” means The Corporation of the City of London;

“City Clerk” means the City Clerk of The Corporation of the City of London or a person delegated by them for the purpose of this By-law.

“City Plated Vehicle” means a Cab, Accessible Cab, Limousine that has an Owner Plate;

“Conveyance Service” means conveying one or more persons in exchange for a fee or other consideration;

“Council” means the Municipal Council of The Corporation of the City of London;

“Dispatch” means the sending of a Vehicle for Hire to a location for the purpose of offering or providing transportation to a Passenger, and includes but is not limited to:

- (i) receiving telephone or radio calls from prospective Passengers and directing a person operating a Vehicle for Hire to attend at the Passenger’s requested location;

- (ii) offering or operating any part of a mobile application or other electronic service that receives requests for transportation services from prospective Passengers and connects such requests to a person operating a Vehicle for Hire; or
- (iii) any other action that results in a Passenger and Vehicle for Hire being in the same place at the same time for the purpose of providing the Passenger with Vehicle for Hire services, regardless of whether the Vehicle for Hire services are actually provided to the Passenger.

“Driver” means the individual who has care and control of a Cab, Accessible Cab, Limousine, Private Vehicle for Hire or Accessible Private Vehicle;

“Enforcement Officer” means a Municipal Law Enforcement Officer appointed by the Council or a police officer with the London Police Services;

“Fare” means the amount charged to a Passenger for transportation provided in a Vehicle for Hire;

“Fleet” means one or more City Plated Vehicles being Dispatched by a Broker;

“General Broker” means a Broker that Dispatches Cabs, Accessible Cabs or Limousines;

“Hearings Officer” means a Hearings Officer appointed under the City’s Hearings Officer By-law A.-6653-121 as amended;

“Licence” means a licence issued under this By-law;

“Licensed” means licensed under this By-law;

“Licence Manager” means the Chief Municipal Law Enforcement Officer of the City and includes their delegates;

“Licensee” means any person licensed under this By-law;

“Limousine” means Limousine (Executive), Limousine (Stretch), or Limousine (Classic);

“Limousine Driver” means a person who holds a Limousine Driver Licence;

“Limousine (Classic)” means a motor vehicle for which an historic permit has been issued under the *Highway Traffic Act* that is available for or providing a Conveyance Service, but does not include a Cab, Accessible Cab, Limousine (Executive), Limousine (Stretch), Private Vehicle for Hire or Accessible Private Vehicle for Hire;

“Limousine (Executive)” means a luxury motor vehicle of a wheelbase size smaller than a stretch limousine manufactured to carry up to ten (10) passengers, excluding the driver, and approved by the Licence Manager;

“Limousine (Stretch)” means a luxury-class motor vehicle manufactured or modified with an extended wheel-base with a seating capacity for not more than 10 individuals that is available for or providing a Conveyance Service, but does not include a Cab, Accessible Cab, Limousine (Executive), Limousine (Classic), Private Vehicle for Hire or Accessible Private Vehicle for Hire;

“Limousine Owner” means a person who holds a Limousine (Executive), Limousine (Stretch) or Limousine (Classic) Owner Licence and corresponding Owner Plate;

“Limousine Stand” means the area set aside and designated by the City to be used by a Limousine while it is waiting for or picking up goods or Passengers;

“Low Emission Vehicle” means a motor vehicle that is a hybrid vehicle or a vehicle powered by electricity;

“Municipality” means the land within the geographic limit of the City of London;

“Operate” means to drive a Cab, Accessible Cab, Limousine, Private Vehicle for Hire or Accessible Private Vehicle for Hire while it is available for or providing a Conveyance Service and operating shall have the corresponding meaning;

“Order” means a request for a motor vehicle to provide a Conveyance Service;

“Owner” means the person who holds a Cab Owner Licence, Accessible Cab Owner Licence, or a Limousine Owner Licence.

“Owner Plate” means vehicle licence identification issued to the Owner under this By-law corresponding to their Owner Licence;

“Passenger” means any individual, not including the Driver, seated in a Cab, Accessible Cab, Limousine, Private Vehicle for Hire or Accessible Private Vehicle for Hire and includes a person engaging or attempting to engage a Cab, Accessible Cab, Limousine, Private Vehicle for Hire or Accessible Private Vehicle for Hire to provide a Conveyance Service;

“Plated” means to have the Owner Plate affixed to the Vehicle for Hire for which it was issued;

“Police Record Check” means a criminal information report that is a result of a search of the local police records where the applicant resides and the national databases maintained by the Canadian Police Information Centre; or alternatively, a third party police record check with a grading of Pass, Fail or Concern.

“Private Vehicle for Hire” means a motor vehicle that is available for or providing a conveyance service but does not include a Cab, Accessible Cab or Limousine;

“Private Vehicle for Hire Driver” means a person who is Registered with a Transportation Network Company Broker;

“Registered” means a person who has been screened and accepted by Licensed Transportation Network Company to provide transportation services.

“Safety Standards Certificate” means a safety standards certificate issued under the *Highway Traffic Act*;

“Transportation Network Company” means a person that Dispatches only by offering or operating any part of a mobile application or other electronic service that receives requests for transportation services from prospective passengers and connects such requests to a person operating a Vehicle for Hire;

“Transportation Network Company Broker” means a Broker that registers Private Vehicle for Hire Drivers and; dispatches Private Vehicles for Hire or Accessible Private Vehicles for Hire;

“Trip” means each journey in a Vehicle for Hire commencing when a passenger enters the vehicle, continuing for the period that the vehicle is occupied, and ending when all passengers exit the vehicle;

“Vehicle for Hire” means a motor vehicle that is conveying or available for conveying one or more persons in exchange for a fee or other consideration and includes without limitation a Cab, Accessible Cab, Limousine, Private Vehicle for Hire and Accessible Private Vehicle for Hire;

“Vehicle for Hire Driver” means a person who holds a Cab, Accessible Cab or Limousine, Driver Licence.

PART 2 PROHIBITIONS

2.1 No person shall:

- (a) own or Operate a Vehicle for Hire without being licensed under this By-law;
- (b) Dispatch a Vehicle for Hire without being licensed under this By-law;
- (c) own or Operate a Vehicle for Hire without a valid Owner Plate affixed to the Vehicle for Hire;
- (d) Operate a Vehicle for Hire while their licence issued under this By-law is under suspension;
- (e) act as a Broker while their licence issued under this By-law is under suspension;

- (f) advertise the use of a Vehicle for Hire without an Owner or a Broker licence issued under this By-law; or
- (g) publish or cause to be published any representation that they are licensed under this By-law or hold themselves out as being licensed under this By-law if they are not.

PART 3 APPLICATION OF BY-LAW EXEMPTIONS

3.1 This By-law shall not apply to:

- (a) a motor vehicle with a seating capacity of 11 or more individuals, including the driver;
- (b) an ambulance or funeral hearse;
- (c) a school bus as defined under the *Highway Traffic Act* that is licensed under the *Public Vehicles Act* while it conveys students to and from school as defined under the *Highway Traffic Act*;
- (d) a bus operated under the *Public Vehicles Act* by the London Transit Commission;
- (e) the London Community Transportation Brokerage;
- (f) any person the London Transit Commission or the London Community Transportation Brokerage enters into an agreement with for the conveyance of senior citizens or persons with disabilities;
- (g) a motor vehicle used by not for profit organizations registered in the Province of Ontario for the purposes of transporting senior citizens or persons with disabilities; designated driver services for which a designated driver drives the customer in the customer's vehicle to at least one destination; or
- (h) courtesy vehicles in association with motor vehicle repair shops where a customer is driven to a predetermined destination.

PART 4 ADMINISTRATION OF BY-LAW

4.1 The administration of this By-law is assigned to the Licence Manager who shall generally perform all of the administrative functions conferred upon them by this By-law and without limitation may:

- (a) receive and process all applications for all licences and renewals of licences under this By-law;
- (b) issue licences in accordance with the provisions of this By-law;
- (c) impose terms and conditions on licences in accordance with this By-law;
- (d) perform audits of Licensees; and
- (e) refuse to issue or renew a licence or revoke or suspend a licence in accordance with this By-law.

PART 5 APPLICATION FOR LICENCES AND RENEWALS

5.1 Every application for a licence and renewal licence shall be made to the Licence Manager on the forms provided by the Licence Manager. Without limitation, every application for a licence or a renewal shall include the following information:

- (a) the name, date of birth, municipal address, telephone number and email address of each Applicant;

- (b) if the Applicant is a partnership, the name, address and telephone number of each partner;
- (c) if the Applicant is a corporation, the address of its head office, the name, address and telephone number of each director and officer;
- (d) a sworn statement by the Applicant certifying the accuracy, truthfulness and completeness of the application;
- (e) if the Applicant is a partnership, a sworn statement by each partner certifying the accuracy, truthfulness and completeness of the application; and,
- (f) if the Applicant is a corporation, a sworn statement by an officer of the corporation duly authorized for that purpose certifying the accuracy, truthfulness and completeness of the application.

5.2 Every person applying for a licence or a renewal of a licence shall provide in full at the time the application is submitted all of the information requested on the application form as well as:

- (a) payment of the prescribed fee as set out in Schedule "5" of this By-law;
- (b) if the Applicant or Licensee is a corporation, a copy of the incorporating documentation, a copy of the last initial notice or notice of change which has been filed with the provincial or federal government and a Certificate of Status issued by the Ministry of Government and Consumer Services dated no later than thirty (30) days prior to the date of the application;
- (c) if the Applicant or Licensee is a partnership, details of each partner's interest in the partnership; and,
- (d) any other documentation or information as may be required in any other part of this By-law, including any Schedule to this By-law, or by the Licence Manager.

5.3 The Licence Manager may require affidavits in support of an application for or a renewal of a licence.

5.4 Every application may be subject to investigations by and comments or recommendations from the municipal, provincial or federal departments or agencies as the Licence Manager deems necessary including but not limited to:

- (a) the London Police Services;
- (b) the Chief Municipal Law Enforcement Officer of the City;
- (c) the Ministry of Transportation.

PART 6 ISSUANCE OF LICENCES

6.1 Every licence shall be electronic or in the form and manner as provided by the Licence Manager and shall, without limitation, include on its face:

- (a) the licence number;
- (b) the name of each Licensee; and
- (c) the date the licence was issued and the date it expires.

- 6.2 Every licence that is issued for the first time, and every renewal thereof, is subject to the following conditions of obtaining, continuing to hold and renewing a licence all of which shall be performed and observed by the Applicant or the Licensee:
- (a) the Applicant or Licensee shall pay the prescribed fee as set out in Schedule “5” of this By-law;
 - (b) the Applicant or Licensee shall pay all fees and fines owed by the Applicant or Licensee to the City; and
 - (c) the Applicant or Licensee shall meet all of the requirements of this By-law.
- 6.3 A licence issued under this By-law shall be valid only for the period of time for which it was issued. A licence issued under this By-law may be renewed provided the Applicant meets all of the requirements of this By-law. An application for a renewal shall be delivered to the Licence Manager on or before the expiry date of the licence being renewed.
- 6.4 A Vehicle for Hire Driver Licence may be issued for a term of 12 or 24 months with the term commencing on the day it is issued and ending on the day set out on the face of the Licence.
- 6.5 All Cab Owner, Accessible Cab Owner and Limousine Owner Licences and Broker Licences shall expire on October 31st each year.
- 6.6 The issuance of a licence or renewal thereof under this By-law is not intended and shall not be construed as permission or consent by the City for the Licensee to contravene or fail to observe or comply with any law of Canada, Ontario or any By-law of the City.
- 6.7 Every Licence, at all times, is owned by and is the property of the City and is valid only in respect of the person named therein.
- 6.8 No person shall sell, purchase, mortgage, charge, assign, pledge, transfer, seize, distraint or otherwise deal with a Licence, including any right title or interest therein, issued under this By-law.
- 6.9 All Fees and inspection fees paid under this By-law are non-refundable.
- 6.0 The following classes of Licences may be issued under this By-law in accordance with the provisions of this By-law and the corresponding Schedules and every Applicant and Licensee shall comply with all of the provisions of this By-law and the corresponding Schedules:
- a) Drivers – Schedule “1”
 - b) Owners – Schedule “2”
 - c) General Broker – Schedule “3”
 - d) Transportation Network Company Broker – Schedule “4”

PART 7 NOTIFICATION OF CHANGE OF INFORMATION

- 7.1 When a Licensee changes their name, address, employer or any other information relating to their Licence, the Licensee shall notify the Licence Manager within 5 days after such change and if necessary, as determined by the Licence Manager, the Licence shall be returned immediately to the Licence Manager for amendment.
- 7.2 When the Licensee is a corporation and there is any change in the following information given on the application namely: the names and addresses of officers or directors, the location of the corporate head office, change of ownership of shares, the Licensee shall report the change to the Licence Manager within 5 days of the change and if necessary

as determined by the Licence Manager, the Licence shall be returned immediately to the Licence Manager for amendment.

PART 8 POWERS OF LICENCE MANAGER

- 8.1 The power and authority to refuse to issue or renew a licence, to cancel, revoke or suspend a licence, to impose terms and conditions, including special conditions, on a licence, or to exempt any person from all or part of this By-law are delegated to the Licence Manager.
- 8.2 The Licence Manager shall issue a licence or renew a licence where the requirements or conditions of this By-law have been met.
- 8.3 The Licence Manager may refuse to issue, refuse to renew or revoke or suspend a licence or impose a term or condition on a licence on the following grounds:
- (a) the conduct of the Applicant or Licensee, or any partner, officer, director, employee or agent of the Applicant or Licensee, affords reasonable cause to believe that the Applicant or Licensee will not carry on their business in accordance with the law or with honesty or integrity;
 - (b) an Applicant or Licensee is carrying on activities that are in contravention of this By-law;
 - (c) there are reasonable grounds to believe that an application or other documents provided to the Licence Manager by or on behalf of the Applicant or a Licensee contains a false statement;
 - (d) any information contained in the original application form or any other information provided to the Licence Manager, has ceased to be accurate and the Licensee has not provided up-to-date accurate information to the Licence Manager to allow the Licence Manager to conclude that the Licence should continue;
 - (e) an Applicant or Licensee does not meet, at any time, one or more of the requirements of this By-law or any conditions imposed on a Licence;
 - (f) the Applicant or Licensee is not in compliance with any federal, provincial law or City By-law, including this By-law;
 - (g) the Applicant or Licensee or any partner, officer or director has been convicted of an offence, for which a pardon has not been granted, pursuant to any one or more of Parts V (Sexual Offences), VIII (Offences Against the Person and Reputation) or IX (Offences Against Property) of the *Criminal Code of Canada*, R.S.C. 1985 c. C-46, as amended or any other criminal convictions in the preceding five (5) years;
 - (h) the Applicant or Licensee or any partner, officer or director has been convicted of an indictable offence under any Statue of Canada, including but not limited to the *Criminal Code of Canada*, the *Narcotic Control Act*, the *Food and Drug Act*, and the *Controlled Drug and Substances Act* during the preceding five (5) years;
 - (i) the Applicant or Licensee has been convicted of any other criminal offence for which, in the opinion of the Licence Manager, it would not be in the interest of public safety to issue a licence;
 - (j) the Applicant or Licensee is currently under a prohibition order issued in any court within Canada that prohibits the operation of a motor vehicle;
 - (k) the Applicant or Licensee does not have a valid "G" Ontario Driver's Licence or equivalent or their driver's licence is under suspension; or

- (l) the Applicant or Licensee has accumulated 9 or more demerit points within a three year period.
- 8.4 Notwithstanding any other provision of this By-law, the Licence Manager may impose terms and conditions on any licence at issuance, renewal or any time during the term of the licence, including special conditions, as are necessary in the opinion of the Licence Manager to give effect to this By-law.
- 8.5 Where the Licence Manager is of the opinion that:
- (a) an application for a licence or renewal of a licence should be refused;
 - (b) a reinstatement should not be made;
 - (c) a licence should be revoked;
 - (d) a licence should be suspended; or,
 - (e) a term or condition of a licence should be imposed
- the Licence Manager shall make that decision.
- 8.6 Where the Licence Manager has made a decision under section 13.5 of this By-law the Licence Manager's written notice of that decision shall be given to the Applicant or the Licensee by regular mail to the last known address of that person and shall be deemed to have been given on the 3rd day after it is mailed. Service on a corporation can be effected by regular mail to the address of the corporation's registered head office.
- 8.7 The written notice to be given under section 13.6 of this By-law shall:
- (a) set out the grounds for the decision;
 - (b) give reasonable particulars of the grounds;
 - (c) be signed by the Licence Manager; and,
 - (d) state that the Applicant or Licensee is entitled to a hearing by the Hearings Officer if the Applicant or Licensee files with the City Clerk a notice of appeal in writing and the appeal fee as set out in this By-law within ten (10) business days after the notice in section 13.6 of this By-law is given. The notice of appeal must comply with the requirements as set out in Schedule 1 of the City's Hearings Officer By-law A-6653-121 as amended.
- 8.8 Where no appeal is filed within the required time period, the decision of the Licence Manager shall be final.
- 8.9 Despite section 13.7 of this By-law, where a Licence is voluntarily surrendered by the Licensee for revocation, the Licence Manager may revoke the Licence without notice to the Licensee.
- 8.10 In addition to any other power, duty or function prescribed by this By-law, the Licence Manager may make regulations under this By-law including:
- (a) prescribing the form of any information required to be provided to the Licence Manager under this By-law;
 - (b) prescribing the format and content of any forms or other documents required under this By-law;
 - (c) prescribing standards for Vehicles for Hire including without limitation to:
 - (i) classes of vehicles that may be used as Limousines (Executive);
 - (ii) standards related to the condition of Vehicles for Hire;

- (iii) colours and or markings for Vehicles for Hire, including without limitation to roof or top lights;
 - (iv) standards related to advertising on the exterior or interior of Vehicles for Hire;
 - (v) standards for Cab Meters;
- (d) prescribing operational standards for Vehicles for Hire Drivers including without limitation to:
- (i) standards for the display of Fares and Licences;
 - (ii) customer service standards;
 - (iii) driver training standards;
- (e) prescribing standards for the form and content of records required to be kept, maintained and released to the Licence Manager by Brokers under Schedule 3 of this By-law.

8.11 The City Clerk shall maintain a record of all regulations prescribed by the Licence Manager under this By-law. The record of all regulations shall be available for public inspection at the office of the Licence Manager and the office of the City Clerk during normal business hours.

PART 9 HEARINGS BEFORE THE HEARINGS OFFICER

- 9.1 The power and authority to conduct hearings of appeals under this By-law are hereby delegated to the Hearings Officer.
- 9.2 The provisions of the City's Hearings Officer By-law A-6653-121 as amended apply to all hearings conducted by the Hearings Officer under this By-law.
- 9.3 The Hearings Officer may uphold or vary the decision of the Licence Manager or make any decision that the Licence Manager was entitled to make in the first instance.
- 9.4 The decision of the Hearings Officer is final.

PART 10 INSPECTIONS

- 10.1 Every Owner or Driver shall submit or cause to be submitted their City Plated Vehicle for inspection when required to do so by the Licence Manager or an Enforcement Officer to a place designated by the Licence Manager or an Enforcement Officer:
- (a) forthwith if the vehicle is in the presence of the Licence Manager, an Enforcement Officer or an Ontario Ministry of Transportation Inspector and the vehicle is in Operation; or
 - (b) within 24 hours of receipt of the request, at a time set by the Licence Manager or an Enforcement Officer, if the vehicle is not in the presence of the Licence Manager, an Enforcement Officer or an Ontario Ministry of Transportation Inspector.
- 10.2 Every Owner or Driver shall, upon the request of the Licence Manager or an Enforcement Officer during an inspection, produce all relevant licences, permits, invoices, vouchers, appointment books or like documents and the Licence Manager or an Enforcement Officer may remove any of these documents for photocopying provided that the Owner or Driver is given a receipt and the documents are returned to them within 48 hours.
- 10.3 Notification of an inspection or an order made under section 15 of this By-law shall be served on an Owner:
- (a) personally;

- (b) by email to the last known address of the Owner, whether actually received or not;
- (c) personally on the Driver Operating the City Plated Vehicle;
- (d) by leaving a copy with an individual at a Brokerage associated with the Owner; or
- (e) by facsimile or email to the last known facsimile number or email address of a Broker associated with the Owner.

10.4 An Enforcement Officer may require a Driver or an Owner to submit or cause to be submitted their City Plated Vehicle for a random inspection, including an inspection by a designated mechanic or a designated representative of the manufacturer of the Cab Meter, at a time and place specified by the Enforcement Officer to ensure that the provisions of this By-law are being complied with.

10.5 When the Licence Manager or an Enforcement Officer believes on reasonable grounds that a City Plated Vehicle is being Operated such that it is a danger to the health or safety of the public, or does not comply with any requirement of this By-law or any regulation as prescribed by the Licence Manager either may:

- (a) remove the Owner Plate;
- (b) order the Driver to have the vehicle towed to a place of repair or other private property at the Driver's or the Owner's expense;
- (c) order the Owner not to Operate or permit the Operation of the vehicle until the danger is remedied, the vehicle has been inspected by the Licence Manager or an Enforcement Officer and, in the case of a Cab or Accessible Cab, the Cab Meter has been resealed; or
- (d) order the Owner to file with the Licence Manager a Safety Standards Certificate after the date of the order.

10.6 An Owner whose Vehicle for Hire is deemed unsafe or dangerous due to mechanical defects, may be required to attend before the Licence Manager to determine whether or not their Licence should be suspended, revoked or have conditions imposed on it.

10.7 For the purpose of section 15.6, mechanical defect includes, but is not limited to, mechanical defects directly or indirectly related to any part or parts of the vehicle involving or affecting:

- (a) its brakes or braking system;
- (b) its steering system;
- (c) its suspension system;
- (d) its under body;
- (e) its exhaust system;
- (f) the condition of its tires;
- (g) its lighting;
- (h) its glass;
- (i) its seat belt operation;
- (j) its wheelchair restraints, if applicable;
- (k) its heating system; or
- (l) the condition of the vehicle's body.

10.8 When the vehicle has been in an accident, the Owner shall:

- (a) immediately remove the vehicle from service; and
- (b) notify the Licence Manager of the collision; and
- (c) notify the Licence Manager of the details of the vehicle's repairs.

10.9 Once the repairs to the vehicle have been effected, the Owner or Driver shall provide the Enforcement Officer with a current Safety Standards Certificate and the Enforcement Officer shall inspect the Vehicle for Hire.

10.10 When the Licence Manager or an Enforcement Officer believes on reasonable grounds that a City Plated Vehicle does not comply with the requirements of this By-law, they may order the Owner to bring it into compliance, and the order shall:

- (a) state the Owner Plate number of the vehicle;
- (b) give reasonable particulars of any repairs to be made;
- (c) indicate the time for compliance with the order;
- (d) give notice that if the order is not complied with the Owner Licence may be suspended; and
- (e) require that the Owner Plate be returned to the Licence Manager immediately.

PART 11 FARES

11.1 A schedule of fares including any discounts or promotions shall be submitted by the Broker to the Licence Manager.

PART 12 LICENCE AND OTHER FEES

12.1 The annual Licence fees and all other fees to be paid to the City under this By-law shall be as listed in Schedule "5" of this By-law.

PART 13 PENALTY

13.1 Any person who contravenes any provision of this By-law, including any Schedule attached hereto, is guilty of an offence.

13.2 A director or officer of a corporation who knowingly concurs in the contravention of any provision of this By-law, including any Schedule attached hereto, is guilty of an offence.

13.3 A person convicted under this By-law is liable to a maximum fine of \$25,000.00 upon a first conviction and a maximum fine of \$50,000.00 for any subsequent conviction.

13.4 Despite section 18.3 where the person convicted is a corporation, the corporation is liable to a maximum fine of \$50,000.00 upon a first conviction and a maximum fine of \$100,000.00 for any subsequent conviction.

13.5 If this By-law is contravened and a conviction entered, in addition to any other remedy and to any penalty imposed by this By-law, the court in which the conviction has been entered and any court of competent jurisdiction thereafter may make an order,

- (a) prohibiting the continuation or repetition of the offence by the person convicted; and,
- (b) requiring the person convicted to correct the contravention in the manner and within the period that the court considers appropriate.

PART 14 GENERAL

- 14.1 If any provision or part of this By-law is declared by any court or tribunal of competent jurisdiction to be illegal or inoperative, in whole or in part, or inoperative in particular circumstances, the balance of the By-law, or its application in other circumstances, shall not be affected and shall continue to be in full force and effect.
- 14.2 If there is a conflict between a provision of this By-law and a provision of any other City By-law, then the more restrictive provision shall apply.
- 14.3 Unless otherwise stated, the requirements of the Schedules to this By-law shall be in addition to all other requirements of this By-law.

PART 15 MISCELLANEOUS

- 15.1 Any Licence that was issued under the provisions of By-law L.-129-51 and any amendments thereto and that is valid on February 28, 2017 shall be deemed to have been issued under this By-law and will be valid until such Licence is revoked or until it expires as shown on the face of the Licence or if not shown on the face of the Licence, on October 31, 2017.
- 15.2 By-law L.-129-51 and any amendments thereto are hereby repealed.
- 15.3 This By-law may be referred to as the "Vehicle for Hire By-law".
- 15.4 This By-law shall come into force and effect on (date)

PASSED in Open Council on (date)

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – Second Reading –
Third Reading –

SCHEDULE 1 – VEHICLE FOR HIRE DRIVERS

LICENCE APPLICATIONS, DRIVER'S DUTIES, DRIVER'S PROHIBITIONS

1.0 LICENCE APPLICATIONS

- 1.1 Every Applicant for a Vehicle for Hire Driver Licence or a renewal thereof, or alternatively, a Broker acting on the behalf of the Applicant shall:
- a) submit to the Licence Manager a complete application form for such Licence;
 - b) submit to the Licence Manager documentation showing proof of Canadian Citizenship, Landed Immigrant Status, or a Work Permit to work as a driver issued by the Government of Canada;
 - c) submit to the Licence Manager a valid Class G driver's licence issued by the Province of Ontario which is in good standing according to the records of the Ministry of Transportation;
 - d) submit to the Licence Manager proof that they are at least 18 years of age;
 - e) submit to the Licence Manager a Police Record Check dated no later than 60 days prior to the application for a Licence;
 - f) submit to the Licence Manager a Ministry of Transportation driver's abstract dated no later than 60 days prior to the application for a Licence;

Accessible Vehicle for Hire Driver

- 1.2 In addition to the requirements of Section 1.1 of this Schedule, every Applicant for an Accessible Vehicle for Hire Driver Licence in the first instance shall satisfactorily complete a sensitivity course approved by the Licence Manager pertaining to the transportation of persons with disabilities.

2.0 DRIVER'S DUTIES

- 2.1 Every Vehicle for Hire Driver shall:
- a) carry their driver's licence issued under the *Highway Traffic Act*, and their Licence while operating a Vehicle for Hire;
 - b) comply with all operational standards for Vehicles for Hire Drivers as prescribed by the Licence Manager under this By-law;
 - c) report immediately to the Licence Manager if they are charged or convicted with any offence under the *Criminal Code of Canada*, the *Narcotic Control Act*, the *Food and Drugs Act*, the *Controlled Drugs and Substances Act* or the *Highway Traffic Act*;
 - d) report immediately to the Licence Manager if their driver's licence issued under the *Highway Traffic Act* is cancelled, suspended or revoked or if their driver's licence has expired, and surrender immediately their Licence to the Licence Manager;
 - e) unless their Vehicle for Hire has been previously engaged, provide a Conveyance Service to any person, irrespective of the requested destination, refusing only if the Driver is concerned for their personal safety;
 - f) make available the number of the Owner Plate and the name of the Fleet that the Vehicle for Hire belongs to in an accessible format to Passengers who are persons with disabilities.

Accessible Vehicle for Hire Driver

- 2.2 In addition to all of the requirements set out in section 2.1 of this Schedule, every Accessible Vehicle for Hire Driver shall:
- a) ensure that all wheelchairs being transported within the Accessible Vehicle are securely fastened so as to prevent them from moving when the Accessible Vehicle is in motion;
 - b) ensure that the Accessible Vehicle:
 - (i) is equipped with an extra tire, wheel and jack ready for use for that Accessible Vehicle;
 - (ii) is equipped with wheelchair tie downs;
 - (iii) is in compliance with the Canadian Standards Association's Standard D409-M84 and all other applicable federal and provincial legislation including without limitation to O. Reg 1990 629 under the *Highway Traffic Act*;
 - (iv) is equipped with a first aid kit;
 - (v) is equipped with a dry chemical fire extinguisher having an effective total rating of at least 4-Bc and weighing 2.27 kilograms; and
 - (vi) is equipped with operable air-conditioning and heating;
 - c) give priority for Conveyance Services for persons with disabilities over persons without disabilities.

Cab and Accessible Cab Drivers

- 2.3 In addition to all of the requirements set out in section 2.1 of this Schedule, every Cab or or Accessible Cab Driver shall, where a Passenger is paying a Fare as calculated by a Cab Meter, engage the Cab Meter at the start of the Trip and keep it running throughout the Trip; noting that the driver has discretion to disengage the Cab Meter during periods of traffic disruption.

3.0 DRIVER'S PROHIBITIONS

- 3.1 No Vehicle for Hire Driver shall:

- a) smoke inside a Vehicle for Hire;
- b) operate a Vehicle for Hire whose owner is not licensed under this By-law;
- c) Operate a Vehicle for Hire without the number of the Owner Plate and the name of the Fleet it belongs to displayed on the rear bumper of the Vehicle for Hire in accordance with subsection 2.6 (c) and 2.7 (i) of Schedule "2" of this By-law;
- d) Operate a Vehicle for Hire when the Driver has been on duty for more than 14 hours within a 24 hour period, without first taking 10 hours off duty. Within the 14 hour on duty period, a maximum of 12 hours may be consecutive on duty time;
- e) Operate a Vehicle for Hire that does not comply with the operational standards as set out in the regulations as prescribed by the Licence Manager.
- f) Operate a Vehicle for Hire without insurance as required under subsection 1.2 (d) of Schedule "2" of this By-law;
- g) Operate a Cab or Accessible Cab when the Cab Meter has not been adjusted in accordance with the fares in Schedule "4" of this By-law;

- 3.2 No Private Vehicle for Hire Driver or Accessible Private Vehicle for Hire Driver shall provide a Conveyance Service without such service being arranged through a mobile application or other electronic service that receives requests for transportation services from passengers and connects such requests to a person operating a Vehicle for Hire.
- 3.3 No Private Vehicle for Hire Driver or Accessible Private Vehicle for Hire Driver shall accept payment of a Fare other than through a mobile payment application or other electronic service that receives requests for transportation services from passengers and connects such requests to a person operating a Vehicle for Hire.
- 3.4 No Private Vehicle for Hire Driver or Accessible Private Vehicle for Hire Driver shall provide a Conveyance Service without the request for such service being Dispatched by a Licensed Transportation Network Company Broker.

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SCHEDULE 2 – VEHICLE FOR HIRE OWNERS

CAB, Accessible Cab
LIMOUSINE (EXECUTIVE, CLASSIC & STRETCH)

LICENCE APPLICATIONS, VEHICLE REQUIREMENTS, OWNER DUTIES, OWNER PROHIBITIONS

1.0 LICENCE APPLICATIONS

- 1.1 A person who is the owner of more than one Vehicle for Hire shall take out a separate Licence and Owner Plate for each vehicle.
- 1.2 Every Applicant, or alternatively, a Broker acting on the behalf of the Applicant shall:
- a) if the Applicant is an individual, attend at the office of the Licence Manager in person and complete a written application for such Licence, or alternatively, submit an application electronically;
 - b) if the Applicant is partnership, have a partner attend at the office of the Licence Manager in person and complete a written application for such Licence, or alternatively, submit an application electronically;
 - c) if the Applicant is a corporation, have an officer or director of the corporation having signing authority attend at the office of the Licence Manager in person and complete a written application for such Licence, or alternatively, submit an application electronically;
 - d) file with the Licence Manager:
 - i. proof that the vehicle to be Plated has a current motor vehicle permit that is in good standing issued under the *Highway Traffic Act* and is either registered in their name or leased by them;
 - ii. proof of insurance in respect of the vehicle to be Plated indemnifying and protecting the Owner and the public, including Passengers, in the amount of \$2,000,000.00, which insurance shall be satisfactory to the Licence Manager who shall be notified in writing at least 60 days prior to the date of its cancellation or expiry;
 - iii. a Safety Standards Certificate issued within the previous 60 days with respect to the vehicle to be Plated; and
 - e) submit for inspection and approval by the Licence Manager the vehicle that is to be Plated that meets all of the requirements of this Schedule and all standards for Vehicles for Hire prescribed by the Licence Manager under this By-law, if requested by the Licence Manager.

2.0 VEHICLE REQUIREMENTS

- 2.1 Every Owner shall ensure that their Vehicle for Hire:
- a) has a seating capacity of not more than 10 individuals;
 - b) meets all standards for Vehicles for Hire prescribed by the Licence Manager under this By-law.
- 2.2 For the purpose of this By-law the age of any motor vehicle shall be determined by counting the model year as year zero.
- 2.3 No motor vehicle more than 8 (eight) years old may be Plated as a Vehicle for Hire under this By-law.

- 2.3 No Private Vehicle for Hire more than 10 (ten) years old may be registered with a Transportation Network Company.
- 2.4 No Low Emission Vehicle more than nine (9) years old may be plated as a Vehicle for Hire under this By-law. No motor vehicle more than nine (9) years old may be plated as an Accessible Vehicle for Hire under this By-law.
- 2.5 Sections 2.2 and 2.3 do not apply to a Limousine (Classic).

Cab Owners

- 2.6 In addition to all of the requirements set out in section 2.1 of this Schedule, every Cab Owner shall ensure that their Cab has:
- a) the Owner Plate issued for the Cab securely affixed to its right rear trunk;
 - b) a fully-operational Cab Meter for registering distance travelled, waiting time, and computing Fares;
 - c) has displayed on the rear bumper of the Vehicle for Hire the number of the Owner Plate issued for the Vehicle for Hire and the name of the Fleet it belongs to in text that is high colour-contrasted with its background in order to assist with visual recognition, has the appearance of solid characters and is consistently shaped, coloured and positioned with other vehicles in the Fleet;

Accessible Cab Owners

- 2.7 In addition to all of the requirements set out in section 2.1 of this Schedule, every Accessible Cab Owner shall ensure that their Accessible Cab:
- a) has the Owner Plate issued for the Accessible Cab securely affixed to its right rear trunk;
 - b) has a fully-operational Cab Meter for registering distance travelled, waiting time, and computing Fares;
 - c) is equipped with an extra tire, wheel and jack ready for use for that Accessible Cab;
 - d) is equipped with wheelchair tie downs;
 - e) is equipped with a first aid kit;
 - f) is equipped with a dry chemical fire extinguisher having an effective total rating of at least 4-B c and weighing 2.27 kilograms;
 - g) is equipped with operable air-conditioning and heating;
 - h) is in compliance with the Canadian Standards Association's Standard D409-M84 and all other federal and provincial legislation including without limitation to O. Reg 1990 629 under the *Highway Traffic Act*; and
 - i) has displayed on the rear bumper of the Vehicle for Hire the number of the Owner Plate issued for the Vehicle for Hire and the name of the Fleet it belongs to in text that is high colour-contrasted with its background in order to assist with visual recognition, has the appearance of solid characters and is consistently shaped, coloured and positioned with other vehicles in the Fleet:

Limousine Owners

- 2.8 In addition to all the requirements set out in section 2.1 of this Schedule, every Limousine Owner shall ensure that their Limousine has the Owner Plate issued for the Limousine securely affixed to its right rear trunk.

OWNER'S DUTIES

3.1 Every Owner shall:

- a) keep at all times in their Vehicle for Hire, the original or a photocopy of the original of each of the following documents:
 - i) the current Vehicle for Hire Owner Licence;
 - ii) a current Ministry of Transportation passenger motor vehicle permit issued for their Vehicle for Hire;
 - iii) valid certificate of insurance for the Vehicle for Hire obtained in accordance with the requirements of this By-law.
- b) repair all of their Vehicle for Hire's mechanical defects immediately when reported by a Driver, the Licence Manager or an Enforcement Officer;
- c) submit their Vehicle for Hire for a safety inspection annually by a motor vehicle inspection mechanic at a motor vehicle inspection station as defined by the *Highway Traffic Act* and at other times as requested to do so by the Licence Manager or an Enforcement Officer;
- d) maintain insurance on their Vehicle for Hire as required under subsection 1.2(d) of this Schedule;
- e) file with the Licence Manager at least 5 days prior to the expiry date of any current insurance policy an insurance renewal policy or certificate of insurance;
- f) ensure that their Vehicle for Hire complies with all regulations as prescribed by the Licence Manager under this By-law; and
- g) ensure that every Driver or lessee or every other person involved in the operation of the Vehicle for Hire complies with all of the requirements of this By-law.

OWNER'S PROHIBITIONS

4.1 No Owner shall:

- a) Operate or permit their Vehicle for Hire to be Operated without an Owner Plate;
- b) permit any person to Operate their Vehicle for Hire without that person being Licensed as a Vehicle for Hire Driver under this By-law;
- c) permit their Owner Plate to be used with respect to any other vehicle other than the vehicle for which the Owner Plate was issued;
- d) require or permit a Driver to Operate the Owner's Vehicle for Hire when the Driver has been on duty for more than 14 hours within a 24 hour period without first taking 10 hours off duty. Within the 14 hour on duty period, a maximum of 12 hours may be consecutive on duty time;
- e) Operate or permit their Vehicle for Hire to be Operated with mechanical defects;
- f) Operate or permit their Vehicle for Hire to be Operated in affiliation with a Broker who is not licensed under this By-law;
- g) Operate or permit their Vehicle for Hire to be Operated without insurance as required under subsection 1.2(d) of this Schedule;

- h) Operate or permit their Vehicle for Hire to be Operated when it is not in compliance with any regulation as prescribed by the Licence Manager under this By-law;
- i) Operate or permit a Vehicle for Hire that does not comply with the operational standards as set out in the regulations as prescribed by the Licence Manager.

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SCHEDULE 3 – GENERAL BROKER

LICENCE APPLICATIONS, BROKER'S DUTIES, BROKER'S PROHIBITIONS

1.0 LICENCE APPLICATIONS AND RENEWALS

1.1 Every Applicant for a Broker Licence shall:

- a) if the Applicant is an individual, complete a written application for such Licence;
- b) if the Applicant is a partnership, have a partner complete a written application for such Licence;
- c) if the Applicant is a corporation, have an officer or director of the corporation having signing authority complete a written application for such Licence; and
- d) file with Licence Manager proof that the Applicant has a system for receiving Orders and Dispatching Vehicles for Hire.

2.0 BROKER'S DUTIES

2.1 Every Broker shall:

- a) keep a record of all Vehicles for Hire associated with the Broker including: the make, model and VIN for each vehicle, the Owner's name and contact information, and a copy of the Owner's Licence;
- b) ensure that every Driver or Owner in association with the Broker complies with all provisions of this By-law, including being Licensed;
- c) maintain an accurate record for at least 6 months, of all Orders for each Vehicle for Hire including the following information:
 - (i) the Owner Licence number;
 - (ii) the Driver's name and Driver Licence number;
 - (iii) the date and time of Dispatch;
 - (iv) the address to which the vehicle is Dispatched;
 - (v) the time of arrival at pick up for all Trips;
 - (vi) the time of arrival at the destination for all Trips;
 - (vii) the fare charged for all Trips; and
 - (viii) geographic routing of all Trips taken for a period of at least 30 days;
- d) comply with all regulations for the form and content of records as prescribed by the Licence Manager under this By-law;
- e) make available to the Licence Manager the records or information required in (f) above within two business days of a written request;
- f) carry on the Brokerage 24 hours a day, 7 days of the week for each week during the term of the Broker Licence;
- g) upon request, inform a passenger of the anticipated length of time for a vehicle to arrive at the pick-up location;

- h) notify the Licence Manager on a weekly basis of any deletions or additions of a Vehicle for Hire to the Fleet;
- i) when Dispatching Accessible Cabs:
 - (i) give priority for Conveyance Services for persons with disabilities over persons without disabilities; and
 - (ii) record the number of Trips each Accessible Cab has made for persons with disabilities and persons without disabilities;
- j) ensure that each Vehicle for Hire that it Dispatches is equipped with a fully functioning global positioning system that is approved by the Licence Manager.

3.0 BROKER'S PROHIBITIONS

3.1 No Licensed Broker shall:

- a) Dispatch any Driver who is not Licensed;
- b) Dispatch any person who is operating a Vehicle for Hire whose owner is not Licensed;
- c) charge or receive payment for a Trip through a mobile payment application or other electronic service that receives requests for transportation services from Passengers and connects such requests to a person operating a Vehicle for Hire without:
 - (i) communicating to the Passenger clearly and transparently prior to the start of the Trip the full amount to be charged to the Passenger; and
 - (ii) receiving from the Passenger acceptance of the full amount to be charged for the Trip prior to the start of the Trip;
- d) Dispatch a Vehicle for Hire that does not comply with the operational standards as set out in the regulations as prescribed by the Licence Manager.

SCHEDULE 4 – TRANSPORTATION NETWORK COMPANY BROKER

LICENCE APPLICATIONS, BROKER'S DUTIES, BROKER'S PROHIBITIONS

1.0 LICENCE APPLICATIONS AND RENEWALS

1.1 Every Applicant for a Broker Licence shall:

- e) if the Applicant is an individual, complete a written application for such Licence;
- f) if the Applicant is a partnership, have a partner complete a written application for such Licence;
- g) if the Applicant is a corporation, have an officer or director of the corporation having signing authority complete a written application for such Licence; and
- h) file with Licence Manager proof that the Applicant has a system for receiving Orders and Dispatching Vehicles for Hire.

2.0 BROKER'S DUTIES

2.1 Every Broker shall:

- a) keep a record of all Private Vehicle for Hire Drivers registered with the Broker;
- b) ensure that all Private Vehicle for Hire Drivers submit to the Transportation Network Company the following:
 - i) a valid Class G drivers licence issued by the Province of Ontario
 - ii) proof that they are at least 18 years of age;
 - iii) a police record check dated no older than 60 days prior to registration; and
 - iv) a Ministry of Transportation abstract dated no older than 60 days prior to registration;
- c) ensure that all submissions be reviewed by the Transportation Network Company before the driver is registered in accordance with Part 8, Section 8.3;
- d) keep a record of all Private Vehicles for Hire registered with the Broker including: the make, model and VIN for each vehicle, the vehicle owner's name and contact information, and a copy of the vehicle owner's Licence;
- e) ensure that every Driver in association with the Broker complies with all provisions of this By-law, including being Licensed;
- f) maintain an accurate record for at least 6 months, of all Orders for each Vehicle for Hire including the following information:
 - (i) the Owner Licence number;
 - (ii) the Driver's name and Driver Licence number;
 - (iii) the date and time of Dispatch;
 - (iv) the address to which the vehicle is Dispatched;
 - (v) the time of arrival at pick up for all Trips;
 - (vi) the time of arrival at the destination for all Trips;
 - (vii) the fare charged for all Trips; and

- (viii) geographic routing of all Trips taken for a period of at least 30 days;
- g) make available to the Licence Manager the records or information required in (f) above within two business day of a written request;
- h) carry on the Brokerage 24 hours a day, 7 days of the week for each week during the term of the Broker Licence;
- i) upon request, inform a passenger of the anticipated length of time for a vehicle to arrive at the pick-up location;
- j) notify the Licence Manager on a weekly basis of any addition to or deletion of a Vehicle for Hire Driver from the Fleet;
- k) when Dispatching Accessible Private Vehicles for Hire:
 - (i) give priority for Conveyance Services for persons with disabilities over persons without disabilities; and
 - (ii) record the number of Trips each Accessible Private Vehicle for Hire has made for persons with disabilities and persons without disabilities;
 - (iii) ensure that each registered driver complies with Schedule 1 Section 1.2 and that each vehicle is in compliance with Schedule 2 Section 2.7.
- l) ensure that each Vehicle for Hire that it Dispatches is equipped with a fully functioning global positioning system that is approved by the Licence Manager.

2.2 In addition to all the requirements in section 2.1 of this By-law, every Transportation Network Company shall remit to the City the per trip fee referenced in Schedule "5" on a monthly basis, such remittance shall be made to the City by the 15th of the month following the month to which the remittance relates, and upon request shall provide the Licence Manager with record establishing the basis of the calculation of the said per trip charges.

3.0 BROKER'S PROHIBITIONS

3.1 No Licensed Broker shall:

- a) Dispatch any Driver who is not registered with the Transportation Network Company;
- b) charge or receive payment for a Trip through a mobile payment application or other electronic service that receives requests for transportation services from Passengers and connects such requests to a person operating a Vehicle for Hire without:
 - (i) communicating to the Passenger clearly and transparently prior to the start of the Trip the full amount to be charged to the Passenger; and
 - (ii) receiving from the Passenger acceptance of the full amount to be charged for the Trip prior to the start of the Trip;
- c) Dispatch a Private Vehicle for Hire that does not comply with the operational standards as set out in the regulations as prescribed by the Licence Manager.

3.2 No Licensed Transportation Network Company Broker shall Dispatch a Cab, Accessible Cab or Limousine.

SCHEDULE 5 - FEES

5.1 Licence fees identified in this By-law are non-refundable.

5.2 Each fee listed below shall be charged by the City in each particular instance.

CATEGORY	FEE PLUS APPLICABLE TAXES
Driver Licence	\$60/year
- Cab, Accessible Cab, Limousine	\$120/every 2 years
Owner Licence	\$750 per year
- Cab, Limousine & Accessible Cab	
General Broker Licence	\$400 per year
Transportation Network Company	
1-50 vehicles	\$1000 plus \$0.25 c per trip
51-100 vehicles	\$5 000 plus \$0.25c per Trip
101-500 vehicles	\$10 000 plus \$0.25c per Trip
501-1000 vehicles	\$15 000 plus \$0.25c per Trip
1000 plus vehicles	\$50 000 plus \$0.25c per Trip
Replacement of Owner Plate or Driver Licence Replacement	\$35
Request for Appeal of Decision of Licence Manager	\$100

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Vehicle for Hire By-law Public Participation Meeting



September 11, 2018



Council Direction

- administration and licensing fees
- application process
- fares (including the ability for brokers to set fares)
- posting of fares
- vehicle requirements (including age of vehicles)
- removal of cap on accessible and regular plates



Communications with industry

- “On the ground” conversations with drivers
- Notified brokers via email
- Notified licensees by mail
- Notified customers at counter
- Multiple newspaper advertisements
- Posted draft by-law mid August on web



Proposed Fees to be Deleted

- Vehicle-broker affiliation
- Owner licence transfer
- Vehicle substitution
- Priority list application fee
- Driver licence fee for private vehicles for hire



Proposed Fees to be Amended

- New fee for smaller TNCs: 1 to 50 vehicles
- Private vehicle trip fee increased to \$0.25



Proposed Application Process

- Fees deleted
 - no need for City Hall attendance
- Private vehicles for hire
 - registration / audit process
- Length of licence period



Proposed Fares

- Set by Brokers
- Increased competition, discounts, flexibility
- Responsibility of Broker to advise the municipal regulator



Proposed Vehicle Requirements

- Cameras
 - voluntary (mandatory notification)
- Age of vehicles
 - 10 years for private vehicles



Proposed Cap on Licences

- Remove from all vehicle categories
- Numerous studies:
 - Price Waterhouse
 - Transportation Law Journal
 - Cato Institute
 - Canada Competition Bureau
 - KPMG (Ottawa)
- Technology solved consumer knowledge limitations

Summary

- The Vehicle for Hire By-law:
 - is a fluid document
 - open to amendments
 - focuses on the municipal purposes of health and safety and consumer protection
 - recognizes the advancement of technology and the modernization of the on-demand transportation marketplace
 - regulations must allow the industry to thrive

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 Vehicle for Hire By-law

- P. Moore – providing the attached submission.
- A. Baroudi, Baroudi Law – speaking about the submission appended to the Added Agenda.
- G. Gold, U Need A Cab – speaking about the submission appended to the Added Agenda.
- I. Turnbull – indicating that accessible cabs should be called wheelchair cabs, in his opinion, speaking about a past experience he had trying to order an accessible cab for his wife; noting that he has contacted his Member of Parliament and has spoken to Orest Katolyk; indicating that much of what he wanted to speak to was covered by P. Moore; stating that there is a demographic shift in the population and there is mandated compliance with the Accessibility for Ontarians with Disabilities Act (AODA) in 2025.
- R. Caranci – indicating that he does not want to be here; stating that the industry has not been listened to over the years; noting that he is not present to complain about Uber, they are a fact of life; stating that it is a disgrace the way the industry has been treated and that there it has been proposed to remove the cap on licences; indicating that a number of people in the industry are immigrants trying to make a living; outlining the struggle some have faced to get their businesses up and running; acknowledging that there may be a few people in attendance who do want the cap lifted; outlining his experience with this industry; pointing out the Class A and Class B licences; noting that many companies now have their own apps; noting that cabs are mandated to take cash, debit and credit cards; pointing out that the London Transit Commission is not mandated to operate as much as cabs are; stating that this term of Council has not listened to the industry; pointing out that cab drivers provide a valuable service to the City of London; noting that the industry is not against adding additional accessible plates but that removing the cap is wrong; asking the committee to consider what they will do to the cab industry in London if they make the wrong decision.
- J. Kukurudziak, London Taxi Association – indicating that the proposed by-law should have had a consultant hired to review and present an unbiased report on the industry; pointing out that Council created the transferrable plates, not the cab industry; stating that many people have lived within the framework of the by-law for many years; outlining solutions for the so-called “black market” for plates; describing the plight of some drivers he has worked with who came to Canada from other countries; stating that better service will not result from the proposed changes; indicating that if the proposed by-law is passed, the City will be taken to court.
- B. Howell, 62 Forward Avenue – stating that he believes that the onus of wheelchair accessible cabs should not be on the taxi industry; outlining the way accessible cabs operate throughout the day and how difficult it can be to make money driving them; suggesting that the City should subsidize the accessible cab industry as it and the regular cab industry do not mix; stating that a consultant should be brought in to review the whole industry; speaking about the new transit system being proposed as well as the possibility of more cabs on the road and the traffic problems that will cause; suggesting that people who cannot get a plate could drive for Uber; reiterating the need for a consultant report before a decision is made; outlining changes that need to be made to make the rules fair for cabs and for Uber.
- T. Akanpour, – indicating that he has driven an accessible taxi since 2009; pointing out that he had to pay \$15,000 for a ramp for his taxi and he also has to do more work than other drivers in order to make money; stating that he sometimes has to drive from one end of the City to the other for only \$5, which is his gas money for that trip; suggesting that Uber should be

considered separately from cabs; indicating that there should be a subsidy for installing ramps in accessible cabs.

- K. Mohammed – indicating that he has been self-employed as a driver for eighteen years; outlining issues with Uber drivers flooding the market at night time and nothing is being done; stating that many people in attendance are self-employed and pay taxes; indicating that in the summer there are four months with no business for the taxi industry because London is a college city; stating that most drivers wait for the winter to make money and now Uber is making that more difficult; expressing frustration that it is being suggested that the cap be removed, that it would hurt many self-employed people.
- Tony Ram – indicating that he has been a driver for 33 years; stating that not everyone in the taxi industry received a letter about this meeting, as was suggested earlier; outlining issues with Uber.
- Mr. Alihan – noting that he has been a driver for more than ten years; indicating that was hard to make a living before Uber came and now it is harder; outlining that if the cap is removed on plates, nobody will be able to make money; requesting that a consultant be hired before a decision is made on removing the cap on plates; stating that the city needs to control the fares for cabs in order to prevent unfairness.
- H. Savehilaghi, Yellow London Taxi – expressing sadness about the submission of I. Turnbull; referencing a joint submission from brokers in the City given to Members of Council; outlining his thoughts on accessible cabs; indicating that taxi brokers and drivers are part of the solution for this issue; stating that he would like to see both sides come together and find a solution; indicating that there is an anti-regulation approach taken by Council; expressing frustration that the taxi industry is targeted again and again with new rules and regulations that hurt the industry; stating that he believes the Council has been misled regarding how the taxi industry has been operating; indicating that Uber was allowed to operate for two years illegally and that there were charges against them that were all dropped by the legal department while no charges against taxi drivers have ever been dismissed; stating that this is a double standard.
- I. Omer, 2143 Collingham Drive – indicating that he has been a driver for 25 years and he is currently the president of U Need A Cab; pointing out that there is a misconception among Councillors with respect to the terms taxi drivers and taxi company; stating that brokerages in London are owned by taxi drivers that worked their way up to own; expressing that now these brokerages feel threatened by the proposed removal of caps on cabs which is the opposite direction of a number of other cities; outlining that the owners of the brokerages in London would like to work together to find a solution for the issues with accessible cabs; speaking about the ratio of regular and accessible cabs; requesting that the cap on cabs not be removed; stating that a consultant needs to be hired that is an expert on the taxi industry to write a report on why the industry is the way it is; stating that the industry is being held hostage.
- N. Abbassey, Your Taxi.London – referencing the joint submission from brokers in the City given to Members of Council; stating that he is only asking for a fair and transparent by-law; requesting that the concerns of everyone in attendance be taken seriously; indicating that they have put their trust in the Council when they elected them so they hope that Council makes the right decision which is beneficial for the consumers as well as those working in the industry; outlining that removing the cap on cabs will cause more traffic congestion in the city; requesting that the yearly fee for licences be reduced from \$750 due to the loss of income in the last couple of years; indicating that there should be an increase in the taxi fares; outlining that the taxi industry provides direct phone lines for those who do not have a smart phone; indicating that the industry wants to be part of the solution with respect to wheelchair accessible cabs; stating that, currently, public safety is being neglected.
- D. Abdellah, Checker – indicating that she has been in the industry for 25 years; stating that she is very shocked by the changes proposed; requesting

that a professional consultant be hired to come in and listen to those working in the industry; expressing that those in the industry do not feel that they are being heard and that they need to be involved in the decisions being made; stating that when Checker Limousine started a number of years ago, the taxi industry was very upset but it was done legally, unlike some other companies; expressing a willingness to have meetings with Council and with a consultant to ensure that everyone is heard.

- Z. Hammed - indicating that he has been a taxi driver for more than 10 years, stating that he is a driver, he does not own a plate, outlining that insurance is increasing and that the lease of plates is expensive, expressing that City Hall needs to help out with compensation.
- F. Sagar, 4 Poplar Crescent – requesting that the Committee be fair when deciding on their vote for this issue and think about the families that will be affected; indicating that the industry has been struggling since Uber came to London; outlining how many cars are on the road now and how that affects traffic and pollution; indicating that the demand is not there for more cabs on the road; requesting that those that work in the industry be consulted on this matter.
- Badir, 838 Wildrose Lane - indicating that he has been a taxi driver for ten years; enquiring as to why the taxi licence is \$750 per year but it is not the same for Uber; stating that he understands that the licence fee for taxis helps the City, but it would also help the City if Uber paid for a licence as well; indicating that he feels that the City should continue to control the fares for taxis; stating that he agrees that there are not enough accessible cabs but that should be addressed separately from the cap on regular cabs to avoid hurting business; stating that it is not safe for the community to have more taxis on the road as there are a lot of them already; indicating that the industry has already been hurt by Uber coming and it needs help; reiterating that Uber drivers should also be required to buy a licence and pay \$100 or \$200 per year.
- Martin, 600 Grenfell Drive – stating that all the people present are citizens of Canada and everyone has chosen different ways to make a living, taxi drivers serve the community and so do the Councillors; outlining the ways that technology has changed the industry; indicating that it will be unfortunate if the value of taxi plates decreases, but that is the way of the world; comparing it to the housing market values; expressing frustration that owners of plates pay \$750 a year and then charge drivers \$450 a week to lease the plate; stating that it is very difficult for drivers to make money and they need to be able to have their own plates; noting that owners of plates tell drivers they can drive for Uber if they do not wish to lease plates but owners of plates could also drive for Uber if they are unhappy that their plate has lost value; requesting that the City regulate the lease of taxi plates.
- A. Hammoud – see attached submission.
- H. Woldemicael, Green Taxi – see attached submission; outlining the challenges that face accessible taxi drivers and suggestions to improve this.
- F. Bander – indicating that he is the owner of a plate and an owner and operator of a brokerage; submitting the attached petition, signed by 123 individuals; outlining the challenges faces taxi plate owners; noting that it is difficult to find a solution that works for everyone, drivers and owners; indicating that he runs half of the accessible taxis in the city; stating that he has met with Councillor Cassidy to discuss the challenges facing accessible taxi drivers; outlining incentives for accessible taxi drivers that would help the industry; stating that the taxi model needs to be changed to be more similar to Uber.
- Ali, Yellow London Taxi – indicating that he has worked for Yellow London Taxi for just over two years; outlining that complaints that stem from exceptional circumstances happen because this is not a perfect world; stating that he pays rent to the owner of a plate to drive his taxi; indicating that he has been able to work an acceptable amount of hours and make an acceptable amount of money while still being able to see his family;

stating that when Uber came and was allowed to operate with a different standard than taxis it caused problems; indicating that he now has to put in more hours to reach an acceptable level of living and has less time to spend with his family.

- Mustafa – indicating that he has driven a cab for twenty years; stating that he objects to the unlimited cab licences; indicating that for many years, taxi drivers have worked hard to ensure compliance with the taxi by-law; outlining the challenge to compete against the Uber model and the drastic impacts to their livelihood; stating that the introduction of Uber has reduced the clientele for taxis; stating that while trying to remain competitive with Uber, the proposed by-law introduces new changes that threaten their livelihood again; requesting that the committee reject the proposed by-law.
- S. Malfuadi, 450 Highland Avenue – stating that the Mayor made a statement in the past that this Council will make evidence-based decisions and there is not enough evidence for Council to make that kind of decision on this issue; indicating that the subject of removing the cap on cabs should be sent back to staff to do more consultation with the industry; enquiring as to why the taxi industry is being targeted; requesting that the Committee reconsider this and try to help the taxi industry.
- J. Hassan, 600 Sarnia Road – indicating that he has been driving for 25 years; stating that he does not support the price change; stating that everyone seems to be talking about money in their pockets and as a driver, trying to support his family, he needs a taxi plate; requesting that the Committee think of the drivers, who cannot afford to hire a lawyer to represent them, when making their decision on this matter.
- Driver, U Need A Cab – indicating that he has been a taxi driver for 25 years; stating that he did not receive a letter about the changes to the by-law and the meeting tonight; indicating that the by-law allows plates to be transferred from one person to another and it is not breaking any laws and if that is changed it will be a problem; stating that drivers who have bought plates were thinking long-term to their retirement; noting that taxi drivers have been playing by the rules and just want the industry to be regulated fairly; stating that Uber started operating illegally in the city and now they are recognized and allowed to operate; stating that he has lost his confidence in this Council.
- M. Osmon – stating that most of his talking points have been addressed by other speakers; pointing out that he does have sympathy with the plight of some of the drivers regarding the cost of operation; stating that drivers have lost some revenue but brokers have not; indicating that he hopes that will be addressed; stating that the issue of a plate sitting at City Hall with no driver for three months needs to be addressed; requesting that the plate leasing issue be addressed; stating that for drivers, the cost of \$450 per week is only a fraction of their cost of operation so changing that will not solve the whole problem; stating that he is against removing the cap on cabs but drivers are suffering more than brokers and the by-law needs to be adjusted so it is fair for both groups.
- Ahkmed, 42 Hammond Crescent – stating that he is an owner/operator and started with nothing and worked his way up to buying his own plate; indicating that it costs him \$450 per week to operate his cab and nothing comes free in life.
- Driver – indicating that he has been a driver for thirteen years; stating that the cab industry is dying slowly but the draft by-law will kill it faster; outlining challenges facing drivers.
- C. Shay, Uber Canada, 1209 King Street West, Toronto – speaking about proposed amendments to the ridesharing portion of the proposed by-law; stating that there are a number of registered Uber drivers in London but only a few of them are online at the same time; indicating that Uber is an income supplement for drivers; outlining the proposed changes in the by-law for registration; stating that he is supportive of the tweaks to the application process; indicating that the changes proposed are already in effect in other cities and it has been reported that it is working well; stating

- that he agrees with the proposed change to the age of vehicles; noting that he is in favour of the City recouping the administrative costs of issuing licences; stating that the proposed by-law eliminates some fees but increases the per trip fee and he is concerned that the increase is a little high.
- Mahoumza, Driver – requesting that the Committee think about what the purpose is of deregulating plates; stating that deregulating the plates would have a substantial effect on the financial reality of a number of people, which would have an effect on quality of life; suggesting that if there is evidence to prove that deregulating the plates would benefit the industry, that is fine, but there is no evidence to that effect so he is not in favour of deregulation.
 - J. Shales – indicating that deregulation of the industry is going to lead to a glut of cars on the road and problems for London; stating that a micro experience that people have when they are considering moving to London is riding in a taxi and if there are too many taxis on the road they will be more run down and it will paint a negative picture of London for visitors; suggesting that we think about promoting London's brand; noting that with online retail, the City is losing a large amount of money in retail taxation so we need to focus on bringing people and industry into the city.
 - M. Saline – enquiring as to what happens to a taxi plate if it is off of a vehicle for more than three months; expressing frustration that he needs to find a plate owner and work out an agreement with them to use the plate, but the plates actually belong to the City; suggesting that instead of removing the cap on plates, the City should control the lease of plates so everyone can benefit; outlining the differences between owners of plates and those that lease them and how difficult it is for those that lease to make ends meet.
 - Asafat – indicating that he has been in the taxi industry for 25 years but he had to transfer his plate and now he is on a waiting list for one again; stating that he is not in favour of removing the cap on plates; indicating that it is hard to compete with Uber; suggesting that a member of Council should be from the taxi industry so they could represent the industry.
 - Ahzedine – stating that he has been a driver for 22 years; indicating that he had to borrow money to buy a plate but if he had known it would be free in the future, he would not have done so; suggesting that it is not fair to those who have invested in plates to have the cap removed; outlining the issues on Richmond Street, at night, with respect to taxi drivers fighting with each other over fares; noting that putting more cars on the road will only make that worse.

Penny Moore

3.1

ACCESSIBLE TAXIS

Sep 11 2018
CPS. mtg
Centennial Hall

Accessibility – service delivery model that considers the aging population and meets the needs of the accessible community

Equal access by persons with disabilities, older Ontarians, and families with young children to adequate, dignified public transit services is a right protected under the Ontario Human Rights Code. For many, it is also a necessity – in order to obtain an education, find and keep a job, or use basic public services like health care. Lack of access to transit may also lead to isolation, as visiting friends or participating in the life of the community becomes difficult or impossible.

Accessible transportation promotes independence for people with disabilities, and their ability to take part in employment, education, recreation, and social activities, as well as being able to buy goods and get access to services like health care. Accessible transportation is essential for the inclusion of people with disabilities in our communities and for things people without disabilities daily take for granted.

Unfortunately, equal access to transit services is far from reality for many Ontarians.

AODA (^{their}Accessibility for Ontario Disabilities Act) legislation “requires Ontario to become totally accessible by 2025 for people with disabilities. That Ontario is to be accessible to all persons regardless of disability.

As a quote from Dean, G. Raymond Chang School of Continuing Education, Ryerson University, Toronto

-national accessibility legislation is an act of human rights and inclusion. Nobody wants to live in isolation or feel forgotten by society.

Ld4

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- There are less than 7 years to go before 2025. Yet transportation services are still not fully accessible to people with disabilities. In many respects they fall far short.
- Many people with disabilities live at or below the poverty line. Many cannot afford their own car. Many cannot drive due to their disability. Transportation services, whether public or private, are, for all practical purposes, their "car".
- The taxi industry plays an integral role in the public transportation network, providing a safe, professional, reliable and accessible 24/7 service in a regulated environment.
- Accessible means a passenger vehicle or a bus, other than a school bus, that is designed or modified to be used for the purpose of transporting persons with disabilities
- City of Ottawa

Taxi and Limousine Regulations and Service Review October 1, 2015; Ottawa Population 883,391 taxi permits issued standard 1,001 accessible

187 totals taxi permits issued 1,188 Permits per 1,000 pop 1.34 Accessible Plates as % of Total 16%

1. London had a population of 494,069 as of the 2016 census. If we use this number for the population and compare to Ottawa with 16% the number of accessible taxi permits is

2. London, limited to one for every 18 taxi licenses. This works out to 5.5 % compare to 10% Hamilton and Ottawa

- Our population is aging and with aging there is more persons living with disabilities and mobility issues.

3.1

With London only having 5.5% of the total taxi permits issued to accessible taxis (1 out of 18 permits issued) there is not enough accessible transportation available.

A lot of time there isn't an accessible taxi available or on the road when needed.

Example being in the emergency at night get discharge to go home after the bus and para transit stop running; I have had to wait until the next morning around 7:30 am by the time I get thru the phone when the phone line at para transit opens to get home because I had phoned all the taxi companies in London and none had a driver with an accessible taxi on the road. So, to spend 12 hours unnecessarily in the emergency waiting room because no accessible transportation to get home is unacceptable.

Even Toronto has 10% of their permits issued to accessible taxis.

Persons with disabilities need reliable accessible transportation to contribute to their community whether it be employment, volunteering to make the community a better place, socialized with others which affects their well-being, self-esteem, mental health, the feeling of belonging; contributing to society, economical sustainability in the community.

Persons with disabilities are people too; without reliable accessible transportation such as the accessible taxis; most will be unable to be involved in society and be isolated.

Many persons with disabilities want to be involved in their community; most want to work, go to school just want to belong. But if there are

3.1

not supports in place especially reliable accessible transportation they are unable to participate like everyone else and are let alone on the sidelines making they have low self esteem depression loss of self-worth just and empty feeling. I would like everyone to put themselves in their shoes; it is not a pleasant feeling.

Conclusion: Accessible transit is a complex issue, involving many players. For advances to be made, all players – transit providers, municipalities, senior levels of government, non-governmental organizations, the Ontario Human Rights Commission itself, and persons with disabilities - must rethink their roles and responsibilities, and work together to find solutions. I ask that the policy of the accessible taxis permits be reviewed to increase the availability of the reliability of transportation as our population ages and the need for accessible transportation increases and before the year 2025 When Ontario is to be accessible and barrier free because it is not that far from now and we have a lot to do to get there. Let's move closer to making London more accessible and not wait until last minute 2025 everyone deserves to belong


Thank you



Vehicle for Hire By-law Public Participation Meeting




September 11, 2018




Council Direction

- administration and licensing fees
- application process
- fares (including the ability for brokers to set fares)
- posting of fares
- vehicle requirements (including age of vehicles)
- removal of cap on accessible and regular plates



Communications with industry

- “On the ground” conversations with drivers
- Notified brokers via email
- Notified licensees by mail
- Notified customers at counter
- Multiple newspaper advertisements
- Posted draft by-law mid August on web



Proposed Fees to be Deleted

- Vehicle-broker affiliation
- Owner licence transfer
- Vehicle substitution
- Priority list application fee
- Driver licence fee for private vehicles for hire



Proposed Fees to be Amended

- New fee for smaller TNCs: 1 to 50 vehicles
- Private vehicle trip fee increased to \$0.25



Proposed Application Process

- Fees deleted
 - no need for City Hall attendance
- Private vehicles for hire
 - registration / audit process
- Length of licence period



Proposed Fares

- Set by Brokers
- Increased competition, discounts, flexibility
- Responsibility of Broker to advise the municipal regulator



Proposed Vehicle Requirements

- Cameras
 - voluntary (mandatory notification)
- Age of vehicles
 - 10 years for private vehicles



Proposed Cap on Licences

- Remove from all vehicle categories
- Numerous studies:
 - Price Waterhouse
 - Transportation Law Journal
 - Cato Institute
 - Canada Competition Bureau
 - KPMG (Ottawa)
- Technology solved consumer knowledge limitations



Summary

- The Vehicle for Hire By-law:
 - is a fluid document
 - open to amendments
 - focuses on the municipal purposes of health and safety and consumer protection
 - recognizes the advancement of technology and the modernization of the on-demand transportation marketplace
 - regulations must allow the industry to thrive

Tuesday-Sept-11-2018

Change bylaw

Ladies and Gentlemen, good evening.

To whom it may concern, City Hall of London

My name is Ali Hammoud, 30 years Taxi Driver, City of London, Ontario

To solve the problem of taxi business according to this meeting.

Step 1: Stop issue plates ^{FOR AT} ~~at~~ least 10 years from now, and to issue plates consider all taxies work in this field -taxies-ubar-checker-voyager and change the law to fit all together and should be every 2500 people per one plate.

Step 2: Stop ubar working if you can, (Europe- China-India) they stopped them because the taxi business had a very high expense , every taxi needed 3 thousand dollars every month. *Expense!*

Step 3: Renewal plate fees should only be 150 dollars, not 750 dollars.

Step 4: If you can't control ubar give, give every owner plate 150 thousand dollars to help them for the value of the plate because we invest our own money into our business!!!

Step 5: Age of car or taxi should not be more than 8 Or 9 years old because if there is 1 drivers on the taxi in seven years, the car will have at least 700 thousand km on it, how can that be safe???

Thank you for listening to us.

Sincerely, *by Ali*

2 SAFETIES / YEAR FOR ANY TAXI ON ROAD

*MORE THAN 4 YRS. APRIL & OCTOBER
APRIL & OCT.*

EXPENSE FOR TAXI EVERY DAY IF YOU WORK OR NOT

Insurance → 20

consention office fee 21

Repairs → 25

buy new car 15

every 3 years

car wash, 05

Licens Fees 05

total. 91 + cell phone.

wheelchair

GEEN TAXI: ~~Sedan~~ Taxi Operation

2018: Rides Completed = 14,587 Trips

11,585 Trips - On-Demand [79%]

3,002 Trips – Reservations [21%]

13,439 Trips - Phone Bookings [92%]

1,148 Trips - Mobile App Bookings [8%]

6,896 Trips - Bookings were accepted on the first attempt & arrived within 9.76 minutes.

4,122 Trips - Bookings were accepted on the second-ninth attempt & arrived within 17.23 minutes.

3,569 Trips - Bookings were accepted on the tenth attempt or more & arrived within 22.15 minutes.

4,296 Trips - Were under \$6.00

6,203 Trips - Were under \$10.00

4,088 Trips - Were above \$10.00

Average phone time to answer & enter a booking for sedan taxi is 29 seconds.

Average phone time to answer & enter a booking for wheelchair taxi is 45 seconds.

Average Price of Accessible Van = \$47,500 [Actual Cost (9 Vans) = \$551,054 Includes fees, interest, etc.]

Average Monthly Maintenance Cost Per Van: \$500

Average Fleet Age: 2015

Average Annual Fuel Costs Per Van - \$18,544 | \$1.22 Per Litre | 95,000 KM Per Year | 16 Litres / 100 KM | \$50.81 Per Day

Challenge:

1. Cost to maintain the existing fleet.
2. Funding to replace existing fleet (if necessary: ie. Accident) & increasing the fleet size.

Solution:

1. Allowing brokers to set the fares will allow us to price in a way that will allow us to be profitable. [ie. Minimum \$10 fare.]
2. Help secure funding from government for start-up costs, maintenance costs, and interest-free loans to acquire new vehicles.
3. Increase fees within the taxi industry to help fund some of the costs. [ie. Taxi business license fee increase.]

Prepared By:

Huruy Woldemicael

huruy@myGREEN.taxi



3.1

1. Vehicle Substitution/Replacement/Plate Renewal/Plate Transfer : Can we revisit this fee and see if it can be lowered or completely eliminated?
2. Vehicle age: amend the vehicle age maximum from 8 years to 10 years;
3. Central dispatch for all cab brokers control by the city.
4. Make the camera optional.
5. Release cab owner licenses to currently licensed drivers who have been licensed for more than five years or to the taxi company.
6. Vehicle-Broker Affiliation Charge: Can we revisit this fee and see if it can be lowered or completely eliminated?

Name	Phone Number	Signature
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CONWAY

Litigation/Litige

Colin Baxter
Direct Line: 613.780.2012
Email: cbaxter@conway.pro

Assistant: Sharron Eaton
Direct Line: 613.780.2016
Email: seaton@conway.pro

VIA EMAIL (gkotsifas@london.ca and okatolyk@london.ca)

September 5, 2018

City of London
300 Dufferin Avenue
London, Ontario N6A 4L9

Attention: Orest Katolyk, Chief Municipal Law Enforcement Officer
George Kotsifas, Managing Director, Development & Compliance Services and
Chief Building Official

Dear Sirs:

RE: POTENTIAL AMENDMENTS TO VEHICLE FOR HIRE BY-LAW
OUR MATTER ID: 5284-001

We have been retained by Hasan Savehilaghi and Yellow London Taxi Inc. to investigate potential claims stemming from the operation of Uber in the City of London since September 2015 and the amendment of the Taxicab and Limousine Licensing By-law in April 2017 (now the "Vehicle for Hire By-law").

We understand that, on July 16, 2018, the Community and Protective Services Committee directed Civic Administration to hold one or more public participation meetings to receive comments on potential further amendments to the Vehicle for Hire By-law. These potential amendments include removing the limit on the number of regular and accessible taxi plates. We understand that a public participation meeting has been scheduled for September 11, 2018.

We are writing to provide our initial comments on the proposal to eliminate limits on the numbers of taxi plates. We may request the opportunity to make additional comments, in writing, in person, or at the upcoming public participation meeting.

In our view, the removal of limits on the number of plates gives rise to two legal concerns. We will briefly summarize each of these concerns.

Conway Baxter Wilson LLP/s.r.l.
400 – 411 Roosevelt Avenue, Ottawa ON K2A 3X9
Tel: 613.288.0149 Fax: 613.688.0271
www.conway.pro

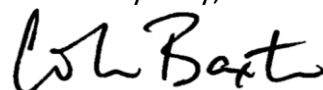
First, removing limits on the number of taxicabs will very likely cause disproportionate harm to minority groups in terms of race, colour, language, and ethnicity, contrary to the City's obligations under section 15 of the *Charter of Rights and Freedoms* and Part I of Ontario's *Human Rights Code*. We understand that minority groups overwhelmingly make up taxi owners and taxi drivers in London. These groups will therefore disproportionately experience the injury caused by an unlimited number of taxis, which will likely include lower driver incomes and the elimination of any remaining value in taxi plates. The *Charter* and the *Human Rights Code* prohibits governments, including municipalities, from enacting measures which cause such disproportionate and unnecessary harm to members of minority groups and which worsen their already vulnerable status in Canadian society. In a certification motion for a class action against the City of Ottawa arising from similar circumstances, the Superior Court has recognized that changes to a by-law which disproportionately harm members of minority groups may violate the *Charter* and the *Human Rights Code* (for the reasons of the Court on this issue, see paragraphs 37 to 48 of the decision in [Metro Taxi Ltd. v. City of Ottawa](#), 2018 ONSC 509).

Based on the staff report dated July 16, 2018 and the reports by City staff leading up to the 2017 amendments to the by-law, it appears that the City of London has carried out no analysis to assess the impact of past or proposed amendments on racialized communities in London. Before amending the by-law further, we expect (and, in our view, the law requires) the City to assess the social and economic impact of the amendments on minority communities, and to take steps to avoid exacerbating the inequality already experienced by those communities. If City staff does not possess the necessary expertise to conduct a social and economic analysis of the changes to the by-law, the City should engage persons who do.

Second, removing plate limits may also constitute a *de facto* taking of the property of taxi plate owners without compensation. Over many years, taxi owners have participated in and contributed to a stable regime for the regulation of the taxi industry. Within this regime, both taxi owners and the City have treated plates as a type of property which belongs to taxi owners and which has a value. The City has acted consistently with the property rights of plate owners by facilitating, in its by-law, the transfer of plates and by charging significant fees for the renewal or transfer of plates. Allowing City staff to issue new plates without limit would effectively eliminate the value of the rights of plate owners acquired over many years. This would be tantamount to revoking the plates. There does not appear to be any authority in the *Municipal Act, 2001* for the City to take such steps without compensation to plate owners.

We respectfully request that the Committee and City Council take these comments into consideration when reviewing potential changes to the Vehicle for Hire By-law. If you have any questions, please do not hesitate to contact me.

Yours very truly,



Colin Baxter

From:

Sent: Thursday, September 06, 2018 6:43 PM

To: Bunn, Jerri-Joanne <jbunn@London.ca>

Subject: RE: Vehicle for Hire By-law

Jerri

I like delegation to speak at this meeting if we need to have.. On the accessible taxis, Otherwise I will be attending

Penny Moore



BAROUDI
LAW

September 7, 2018

VIA Email: CPSC@london.ca

City Clerk's Office

Room 308
300 Dufferin Ave
PO Box 5035
London ON N6A 4L9

Dear City Clerk:

**Re: Proposed Amendments to Vehicle for Hire By-law
Written Submission for Public Participation Meeting September 11, 2018
Our File: 124**

I am the Lawyer for U-Need-A Cab Ltd. My Client has retained my services to review a potential action against the City of London in connection with a proposed amendment to the Vehicle for Hire By-law to remove the limits on the number of regular and accessible taxi plates. This letter is being submitted in advance of the public participation meeting scheduled for September 11, 2018.

Removal of the limits on the number of plates will have devastating effects on the industry, and especially on Class A taxi plate owners. As the City is fully aware, Class A plates are valuable assets. These plates may be sold and transferred to others, as well as passed down through an owner's estate after death. For more than five decades, Class A plates have been recognized as a valuable investment by the City and by owners. In many cases, these assets are an owner's only "nest egg" or source of retirement funds. Removal of the limits on the number of plates will immediately render these plates worthless on the open market. The impacts will be felt by the minority communities, who are overrepresented in the taxi industry.

It is very alarming that the City is moving so quickly on an issue that will have such serious and wide-reaching consequences. Before moving forward with removal of the limit, it is imperative that the City conduct the requisite studies, research, and analysis of impacts that will result. In addition to the impacts on Class A plate owners, there are many other policy and economic arguments for why the limit should remain. Proper regulation in this industry critical, which includes maintenance of the limits on regular and accessible taxi plates. We have reviewed the Report of Mr. Kotsifas and fully agree with the problems he has summarized that can result from deregulation, as well as the losses the owners of the Class A plates will experience.

Should the limits ultimately be removed, the Class A owners must be compensated accordingly. The question of compensation should form part of the City's background review of this matter prior to any decision being made by Council. Stakeholders should be included in that discussion.

There is certainly no urgency to remove the limits. Given the lack of urgency in comparison to the severe consequences that will result if the limits are removed, we expect that the City will take a thorough and considered approach to this matter. Failure to do so could give rise to an Application in the Superior Court of Justice to quash the amending by-law on several grounds, including bad faith.

We ask that the Committee consider these comments. Should any questions arise, please contact the undersigned.

Yours Truly,
BAROUDI LAW

A handwritten signature in black ink, appearing to read 'Analee J.M. Baroudi', with a long horizontal flourish extending to the right.

Analee J.M. Baroudi

SEPT 7/2018

①

TO

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE
VEHICLE FOR HIRE BY-LAW.

THANK YOU FOR THE OPPORTUNITY TO SUBMIT MY THOUGHTS.

- ① ADMINISTRATION AND LICENSING FEES - NO ISSUES, JOB WELL DONE
- ② APPLICATION PROCESS - NO ISSUES, JOB WELL DONE
- ③ FARES - FARES SHOULD BE STANDARD ACROSS THE INDUSTRY. HOWEVER CERTAIN PERIODS OF REDUCTION SHOULD BE EXPLORED (EG. TUESDAY EVENING REDUCTION TO CO-INCIDE WITH REDUCTION OF PRICES AT CINEMAS, WITH THE IDEA OF HOPEFULLY INCREASING BUSINESS FOR TAXIS AND LOCAL BUSINESS.
- ④ POSTING FARES - GOOD IDEA BUT UNIFORMITY ACROSS THE INDUSTRY.
- ⑤ VEHICLE REQUIREMENTS - MAINTAIN CAMERAS. THEY ARE VITAL TO DRIVER'S SECURITY. I CAN NOT OVEREMPHASIZE THIS POINT. THE INVESTMENT HAS BEEN MADE. TRANSFERRING CAMERA FROM VEHICLE TO VEHICLE UPON CHANGE OF VEHICLE IS NOT EXPENSIVE. OUR EXPENSE HAS BEEN REDUCED SINCE INTRODUCTION OF THE TABLET SYSTEM. (RADIO, COMPUTER, METER HAVE BEEN ELIMINATED) THEREFORE THE EXPENSE GREATLY REDUCED

(2)

AGE OF VEHICLES - THE PRESENT SYSTEM IS GOOD HOWEVER THERE SHOULD BE MILEAGE CONSIDERATIONS. VEHICLES ON ROAD FOR MORE THAN 4 YEARS AS TAXI CABS SHOULD BE CERTIFIED 2 TIMES PER YEAR (EG. APRIL AND OCTOBER).

REMOVAL OF CAP ON ACCESSIBLE AND REGULAR RATES

- ① WE KNOW THAT THE ACCESSIBLE COMMUNITY NEEDS SUPPORT, I HAVE IN THE PAST ADVOCATED FOR A WEBSITE WHERE OPERATORS OF VANS WOULD HAVE ADVANCE NOTICE SO THEY CAN POSITION THEMSELVES IN ORDER TO PROVIDE A TIMELY SERVICE.
 - ② THE REMOVAL OF CAP ON REGULAR RATES WOULD HAVE A DEVASTATING EFFECT ON THE INDUSTRY. WITH THE ADDITION OF UNREGULATED NUMBER OF UBER CARS EON INCOME IS DRAMATICALLY REDUCED WHILE EXPENSES (INSURANCE, DISPATCH FEES, REPAIRS, GASOLINE HAVE REMAINED CONSTANT AND SOME HAVE INCREASED) (I.E GASOLINE)
- THANK YOU YOURSELF



300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

London
CANADA

Tuesday September 11, 2018

Members of the Community and Protective Services Committee

Re: Parking Permit – Overnight Parking for Health Care Workers

It has come to our attention that community health care workers, including nurses for the Victorian Order of Nurses and other agencies, receive parking tickets while working in the community delivering home care to cancer patients, palliative care patients and many others. Sometimes, in these situations, the only available parking is on-street. Given that most of the patients receiving this care are elderly, and many are without internet services, we would like the city to find a way to exempt these health care workers from the requirement for overnight parking permits.

We request that the following recommendation be supported:

“The Civic Administration BE DIRECTED to report back with respect to the feasibility of an exemption from the overnight parking restrictions for health care workers delivering health care in our community.”

Respectfully Submitted,

Maureen Cassidy
Councillor, Ward 5

Tanya Park
Councillor, Ward 13

Good afternoon,

The London Homeless Coalition exists to advise, shape, and coordinate community responses to homelessness and related needs in the London area. We have recently updated our 5 priorities for the London community in relation to homelessness. We would like to request delegation status for the October 10th meeting of the Community and Protective Services Committee so that we can share these priorities with the committee. We hope that this will support the efforts of the City of London in solving homelessness together.

Thank you for your consideration,

DEFERRED MATTERS

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

as of August 31, 2018

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
1.	<p><u>Radio System Upgrade OneVoice 2.0</u> The Civic Administration BE REQUESTED to undertake a review, with a report at a future meeting of the Community and Protective Services Committee, on the platform, system and needs of each user of the communications system to determine the most cost effective and reliable system for communication for each of the services, recognizing and addressing the need for interoperability between the services, as well the need for a level of stability and insulation against the rapid changes in software requirements; it being noted this review should also develop the appropriate process or methodology for on-going management of the system, including organizational design and budget development; and it being further noted that the Civic Administration should seek input from experts in the area.</p>	November 17, 2015		D. O'Brien	Estimated report back – March/April 2018
2.	<p><u>Request for Naming of Vimy Ridge Park</u> That the following actions be taken with respect to the request for naming of Vimy Ridge Park: a) the Civic Administration BE REQUESTED to complete appropriate stakeholder consultation and report back to the Community and Protective Services Committee (CPSC), as soon as possible, with respect to a location that would be adequate and a suitable Vimy Ridge commemorative location, including the necessary budget; b) the request to name a parcel of land located adjacent to the Charlie Fox Overpass at Hale Street and Trafalgar Street, "Vimy Ridge Park" BE REFERRED to a future meeting of the CPSC when the above-noted information is available related to this matter; and, c) the Civic Administration BE DIRECTED to make the necessary arrangements for the land located adjacent to the Charlie Fox Overpass at Hale Street and Trafalgar Street to be designated as the temporary "Vimy Ridge Park" until such time as the actions outlined in a) and b) have been completed and a permanent "Vimy Ridge Park" has been established.</p>	February 22, 2017		J.M. Fleming	Estimated report back – Q2, 2018

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
3.	<p><u>Business Licensing By-law Review – New and Revised Regulations</u> That the following actions be taken with respect to the Business Licensing By-law Review:</p> <p>b) the City Clerk BE DIRECTED to update the web page that appeared on the City’s previous website, for inclusion on the current website, that sets out the process for members of the public to seek delegation status at a Standing Committee meeting, including information as to what to expect at the meeting;</p> <p>c) the Civic Administration BE DIRECTED report back with a public engagement protocol for consulting with individuals, outside of a formal public participation meeting process, who identify as vulnerable members of the population, be they sex trade workers, street level and at-risk individuals, individuals with lived experience with drugs, alcohol and gambling, adult entertainers or others that would protect and respect the individuals’ privacy; and</p> <p>d) the Civic Administration BE DIRECTED to consult with workers (current and/or former) in the adult live entertainment and body rub parlour industry on changes to provisions in the Business Licensing By-law relating to these types of businesses that would enhance worker safety and minimize harm to workers, consistent with provincial and federal legislation.</p>	December 12, 2017		G. Kotsifas M. Hayward C. Saunders O. Katolyk	Estimated report back, 2018
4.	<p><u>Proposed Public Nuisance By-law Amendment to Address Odour</u> That the matter of a proposed Public Nuisance By-law amendment to address odour BE REFERRED back to the Civic Administration for further review and consideration.</p> <p>The original clause reads as below:</p> <p>That, on the recommendation of the Managing Director, Development and Compliance Services and Chief Building Official the following actions be taken with respect to the staff report dated February 21, 2018, related to a proposed Public Nuisance By-law amendment to address odour:</p>	February 21, 2018	TBD	G. Kotsifas O. Katolyk	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>a) the above-noted staff report and draft Public Nuisance By-law amendment, to address nuisance odours related to Anaerobic Digestion Facilities, Composting Facilities and Rendering Plants, BE RECEIVED and BE REFERRED to a public participation meeting to be held by the Community and Protective Services Committee on April 4, 2018, for the purpose of seeking public input on the draft by-law;</p> <p>b) municipal enforcement activities BE ENHANCED through the hiring of one additional Municipal Law Enforcement Officer on a two-year, temporary basis with the budget not to exceed a maximum of \$90,000 per year with the source of funding to be from the Sanitary Landfill Site Reserve Fund; it being noted that this amount and source of funding was previously approved by Council for enhanced Provincial compliance activities, however further dialogue has resulted in complementary compliance and enforcement activities that are maintained within each level of government's legal responsibilities to avoid duplication; and,</p> <p>c) the Managing Director, Development and Compliance Services and Chief Building Official BE DIRECTED to report back to the Community and Protective Services Committee after one year of administration and enforcement of the Public Nuisance By-law regulations pertaining to odour upon enactment;</p>				
5.	<p><u>2nd Report of the Diversity, Inclusion and Anti-Oppression Advisory Committee</u> That the following actions be taken with respect to the 2nd Report of the Diversity, Inclusion and Anti-Oppression Advisory Committee (DIAAC), from its meeting held on January 18, 2018:</p> <p>a) the City Clerk BE REQUESTED to review and consider new, additional resources for the Advisory Committee, Board and Commission membership recruitment in order to augment the diversity of applications</p>	February 21, 2018	TBD	C. Saunders	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	for vacant positions, specifically focusing on diverse, young women and report back to the Community and Protective Services Committee with respect to this matter; it being noted that the DIAAC received the attached presentation from K. Koltun, Government and External Relations Office, with respect to the Diverse Voices for Change Initiative and the related committee census information; and,				
6.	<u>Salvation Army Commissioning</u> That the communication dated February 26, 2018, from B. Miller, with respect to a request to install a bronze plaque in Victoria Park to acknowledge and thank the Salvation Army for over 130 years of service in the City of London, BE REFERRED to the Civic Administration for consideration and a report back to the Community and Protective Services Committee as to what options are currently in place to facilitate the recognition or a new type of recognition.	March 20, 2018	TBD	S. Stafford	
7.	<u>Community Gardens and the Mayor's New Year's Honour List Award for Accessibility</u> b) the Civic Administration BE REQUESTED to review past Advisory Committee reports to ensure that items are included on Standing Committee deferred lists, as appropriate; d) the Civic Administration BE REQUESTED to report back at a future meeting of the Community and Protective Services Committee with respect to modifications to the Community Gardens program, specifically with respect to accessibility.	April 4, 2018	2018	C. Saunders L. Livingstone	
8.	<u>4th Report of the Diversity, Inclusion and Anti-Oppression Advisory Committee</u> a) i) the Civic Administration BE REQUESTED to provide the Diversity, Inclusion and Anti-Oppression Advisory Committee with a list of policies being reviewed under the Gender and Equity Lens; c) the City Clerk BE REQUESTED to undertake a review of the potential provision of child minding for Advisory Committees and to report back to the appropriate standing committee	April 4, 2018	2018	B. Coxhead C. Saunders	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
9.	<p><u>Short Term Accomodations</u> That, on the recommendation of the Managing Director, Development and Compliance Services and Chief Building Official, the following actions be taken with respect to Short Term Accommodations:</p> <p>b) the Civic Administration BE DIRECTED to report back to the Community and Protective Services Committee (CPSC) with respect to the potential administration of transient tax on short term rentals; and,</p> <p>c) the Civic Administration BE REQUESTED to report back to the CPSC with respect to an update on the status of short term rentals in London, in approximately one year;</p>	May 1, 2018	2018	G. Kotsifas O. Katolyk	
10.	<p><u>Vehicle for Hire By-law - One Year Review</u> That the following actions be taken with respect to a one-year review of the Vehicle for Hire By-law:</p> <p>a) the report on ridership statistics for the initial full year of the Vehicle For Hire By-law being in force and effect (April 2017 – March 2018) BE RECEIVED; it being noted that the total ridership has increased with the introduction of private vehicles for hire as a transportation option;</p> <p>b) the Civic Administration BE DIRECTED to:</p> <p>i) consult with the vehicle for hire industry in an effort to draft amendments to the Vehicle For Hire By-law;</p> <p>ii) report back at a future meeting of the Community and Protective Services Committee (CPSC) with the results of the consultation; and,</p> <p>iii) investigate and report back to the CPSC with respect to ways that conversion costs for accessible vehicles may be mitigated;</p> <p>c) that the requests for delegation status from N. Abbasey, F. Bander and B. Howell BE REFERRED to the above-noted consultation with the Civic Administration; it being noted that a public participation meeting, with respect to this matter, will be held at a later date.</p>	May 1, 2018	TBD	G. Kotsifas O. Katolyk	
11.	<p><u>5th Report of the Animal Welfare Advisory Committee</u> That the following actions be taken with respect to the 5th Report of the Animal Welfare Advisory Committee, from its meeting held on May 3, 2018:</p>	May 29, 2018	TBD	G. Kotsifas O. Katolyk	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	<p>b) the attached proposed amendments to the Animal Control By-law PH-3, drafted by the AWAC, BE REFERRED to the Managing Director, Development and Compliance Services for review and a report back to the Community and Protective Services Committee;</p>				
12.	<p><u>Naloxone Kits at City-owned AED Machines</u> That the following actions be taken with respect to incorporation of Naloxone Kits at Automated External Defibrillator (AED) machine locations in the City of London:</p> <p>a) the delegation and attached presentation from T. Nault and R. Barnfield of the Schulich Political Advocacy Committee BE RECEIVED, with thanks, with respect to the above-noted matter; and,</p> <p>b) the Civic Administration BE DIRECTED to report back by the Fall of 2018, with a proposed implementation plan and associated costs related to:</p> <p>i) installation of two naloxone kits at every Automated External Defibrillator (AED) location in City-owned and operated facilities;</p> <p>ii) training of staff with respect to the naloxone kits;</p> <p>iii) placement of appropriate signage at the locations;</p> <p>iv) outreach with community partners for the provision of the collection of data related to the usage of the kits; and,</p> <p>v) undertaking the necessary arrangements and the holding of public "town hall" meetings to inform and educate regarding the proposed initiative;</p> <p>it being noted that a communication from Councillor P. Squire was received, with respect to this matter.</p>	May 29, 2018	Fall 2018	M. Hayward S. Stafford A.L. Barbon S. Datars Bere	
13.	<p><u>Parks & Recreation By-law PR-2 Amendments – Feeding of Wildlife in Parks and Other Administrative Revisions</u> That, on the recommendation of the Managing Director, Parks and Recreation, the following actions be taken with respect to the Parks and Recreation Area By-law PR-2:</p> <p>b) the attached communication from Councillor P. Hubert BE REFERRED to the Civic Administration for</p>	May 29, 2018	TBD	S. Stafford	

File No.	Subject	Request Date	Requested/Expected Reply Date	Person Responsible	Status
	review and a report back to the appropriate standing committee on the matter;				
14.	<p><u>Neighbourhood Equipment Access</u> That the Civic Administration BE REQUESTED to review the Neighbourhood Event Equipment Lending Program and report back to the Community and Protective Services Committee with respect to adding church groups to the list of organizations available to request use of City of London equipment to host community events and implementing a prioritization system for applicants.</p>	July 16, 2018	TBD	L. Livingstone	
15.	<p><u>7th Report of the Accessibility Advisory Committee</u> That the following actions be taken with respect to the 7th Report of the Accessibility Advisory Committee from its meeting held on July 26, 2018: a) the motion from the Policy Sub-Committee report, from the meeting held on July 10, 2018, with respect to Municipal Council being requested to fully endorse the Outdoor Event Guide, in its entirety, and require that all events held on city-owned land be required to implement all points BE REFERRED to the Civic Administration for review and a report back to the Community and Protective Services Committee in enough time for possible implementation prior to the next events season;</p>	August 14, 2018	TBD	J.P. McGonigle	
16.	<p><u>Mayor's Meeting With the Accessibility Advisory Committee – Update</u> That the following actions be taken with respect to the correspondence from Mayor M. Brown regarding his meeting on June 28, 2018 with members of the Accessibility Advisory Committee: b) the remainder of the above-noted correspondence BE REFERRED to the Civic Administration in order to report back to the Community and Protective Services Committee as soon as possible related to the request(s), including, but not limited to, potential timelines and resource implications.</p>	August 14, 2018	TBD	L. Livingstone S. Datars Bere C. Saunders G. Kotsifas J. Fleming S. Stafford M. Hayward B. Card M. Daley K. Scherr B. Coxhead A.L. Barbon	