

## **COMMITTEE OF THE WHOLE – SEPTEMBER 13, 2011**

### **GENERAL LICENSING BY-LAW REVIEW**

(Deferred)

Council, at its meeting of June 7, 2011, adopted the following (Item 19, Report No. 30):

That consideration of this matter be deferred to provide an opportunity for further consultation and that a report be brought back at the conclusion of that process; and

That the following communications be received:

- C4 Commissioner of Legal and Administrative Services and City Solicitor, dated June 6, 2011;
- C5 Mr. Frank Zoghi, York Regional Collision Center, 71 Villarboit Crescent, Unit 2, Concord, L4K 4C7, dated June 2, 2011;
- C7 Mr. Harvey Dennis, Ontario Auto Body Association, 26 Hallow Crescent, Toronto, M9W 2V9, dated June 6, 2011;
- C9 Ms. Maria Imperiale, Imperial Legal Services Inc., 7835 Highway 50, Suite 2A, Woodbridge, L4L 1A5, dated June 2, 2011;
- C10 Mr. Frank Zoghi, York Regional Collision Center, dated June 6, 2011;
- C11 Mr. Joe Buntic, Desjardins General Insurance Group, dated June 6, 2011;
- C12 Mr. Rick Pfeiffer, The Economical Insurance Group, 77 City Centre Drive, Suite 400, Mississauga, L5B 1M5, dated June 6, 2011; and
- C13 Information package entitled, "Towing Rate Study 2011", dated June 7, 2011.

Committee of the Whole recommendation of May 31, 2011:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated May 31, 2011, be approved;
- 2) That further information with respect to comments made by Members of Council and deputants be forwarded to the Council meeting of June 7, 2011; and
- 3) That the following deputations be received:
  1. Mr. E. Mark Lockwood, RBC Insurance, 6880 Financial Drive, Tower #1, 3<sup>rd</sup> Floor, Mississauga, L5N 8E8;
  2. Mr. Harvey Dennis, 26 Hallow Crescent, Toronto, M9W 2V9; and
  3. Mr. Kevin Hanit, 72 Queensbridge Drive, Concord, L4K 5T1.

Report of the Commissioner of Legal and Administrative Services & City Solicitor, dated May 31, 2011.

### **Recommendation**

The Commissioner of Legal and Administrative Services & City Solicitor, in consultation with the Director of Budgeting & Financial Planning and Manager of Special Projects, Licensing & Permits recommend:

1. That Licensing By-law 315-2005, as amended, be further amended in accordance with the amendments in this Report.

### **Contribution to Sustainability**

N/A

## Economic Impact

Licensing fees are determined based on the costs, both direct and indirect, of administering and enforcing the Licensing By-law, and will result in additional revenue.

## Communications Plan

Public notice for the proposed amendments to the Licensing By-law 315-2005, as amended, has been provided in accordance with Notice By-law 394-2002, as amended.

## Purpose

The purpose of this Report is to recommend amendments to the Licensing By-law 315-2005, as amended.

## Background - Analysis and Options

Licensing By-law 315-2005, as amended, (hereinafter referred to as the "Licensing By-law") regulates many businesses in the City. Such regulation enables the City to protect the health and safety of its citizens, to promote consumer protection, and to abate the nuisances that some businesses create. Given this vital role, Staff periodically review the Licensing By-law to address emerging issues, as well as to update and streamline current provisions. The last such review was conducted in October 2008. Since that time, Staff have identified further areas in which the Licensing By-law can be improved.

- ***Tow Truck Provisions***

- a) *Capping of Tow Truck Fees*

Tow truck services are provided to consumers in vulnerable and stressful circumstances, usually as a result of a road accident or being stranded after a vehicle breakdown. These circumstances put consumers at the mercy of the tow truck operator with respect to fees that are charged. Accordingly, consumer protection is especially important in this context. In the past, the Licensing By-law addressed this issue by capping certain rates that a tow truck operator could charge. For example, a tow truck operator can only charge a maximum of \$250 for towing services from a collision, a maximum of \$100 for an off-road recovery, and a maximum of \$2 per kilometer of travel time outside City limits. However, Staff have begun to receive complaints from the public and the insurance industry regarding the fees charged for non-regulated areas, such as non-collision tows, overnight storage fees, wait times at collision centres, and the use of tow truck related equipment. In some cases, Staff have seen towing inflated invoices totaling over \$3000, notwithstanding the \$250 collision rate.

Staff met with approximately 30 members of the tow truck industry on May 3, 2011 to discuss the regulation of these areas. While the tow truck industry was not against capping the fees for these non-regulated areas, they voiced concerns regarding the high cost of living and the high costs associated with running a business. In an effort to balance these concerns with the City's duty to protect the consumer, Staff are recommending the regulation of fees in the following areas:

- i. *Non-Collision Tow Truck Fees*

A non-collision tow would be defined as a tow that is provided in any circumstances other than where the towed vehicle is involved in a collision. This would include situations where a vehicle breaks down on the side of the road or where a vehicle is towed from a storage facility. Staff are recommending a maximum \$125 non-collision rate, a maximum of \$60 for the use of dollies (towing apparatus that may be attached to the wheels of towed vehicle to assist with towing), and \$3 per kilometer of travel time outside City limits. This rate is lower than the collision rate

because it is assumed that a tow truck will use dollies with a vehicle involved in a collision whereas this may not be the case with towing a non-collision vehicle. Also, preparing a non-collision vehicle for towing usually takes less time. This rate, however, would not apply to a flatbed tow truck, as flatbed tow trucks can take up to half an hour for hook-up.

*ii. Storage Fees*

Towing services are often provided late at night or on weekends when the hirer's autobody or motor vehicle repair shop is closed. In this case, it will be necessary to store the vehicle elsewhere. Some tow truck companies store the vehicle on their premises, or they bring the vehicle to storage facilities. Staff are recommending that tow truck operators be prohibited from charging, or permitting to be charged by any other person, a storage fee of more than \$60 per day for outside storage of a vehicle and a storage fee of more than \$100 per day for indoor storage of a vehicle. The higher amount for indoor storage reflects the higher costs, such as heating. The City Toronto allows for a maximum storage fee of \$20, the City of Mississauga allows for a maximum storage fee of \$25, and the City of Brampton allows for a maximum storage fee of \$60. The storage fees charged by the tow truck industry have generated the greatest number of complaints from the public.

*iii. Collision Reporting Centre Fees*

Police may require that vehicles involved in a collision be brought to a Collision Reporting Centre so that the police may prepare an accident report. Once a tow truck brings this vehicle to the Collision Reporting Centre, they are not permitted to release the vehicle from the tow truck, and the operator must wait for the police to finish their report. The Licensing By-law allows a tow truck operator to charge for up to one hour of wait time, however, the Licensing By-law allows the tow truck operator to set the rate for this hour. Staff are recommending that this one hour wait time be capped at \$100. On most occasions, this accident process will take less than an hour.

*b) Further Safety Items*

The Licensing By-law mandates that all tow trucks have certain safety-related equipment. These include fire extinguishers, flares, and first aid kits. Staff are recommending that the Licensing By-law be amended to require safety vests, a pry bar of at least 1.5 meters in length, and wheel straps. Tow truck operators continually provide services on or beside a highway. A safety vest will ensure the safety of the tow truck operator as well as passing motorists. Pry bars and wheel straps will further assist tow truck operators in providing towing services safely.

*c) Towing Authorization Form*

Staff are recommending the creation of a Towing Authorization Form to be used by tow operators each time towing services are provided. This form would outline the rights and responsibilities of the hirer, the rates for towing services, the quote for the tow service, a comment section that the hirer could fill out and send back to the Licensing Department, and a section where the hirer would sign to confirm the rate. This form will assist in making towing services in Vaughan more transparent. Such a form has been successfully implemented in the Town of Caledon.

• ***Delegation of the License Committee function***

The common law requires that a licensee be given an opportunity to be heard whenever their license is revoked or suspended by the Chief Licensing Officer. This right to be heard manifests itself as an appeal in front of the License Committee, which is comprised of the five local ward councilors. The hearing is akin to a court process: evidence is entered, witnesses are examined and cross-examined, and legal submissions are made. The License Committee is required to uphold, vary, or rescind the decision of the Chief Licensing Officer at the conclusion of this

process. In this respect, the members of the Licensing Committee are acting as quasi-judicial officers, rather than as members of Council.

The Licensing By-law requires that a hearing be held within 30 days of the Chief Licensing Officer's decision. Given the Committee and Council meeting schedules of the members of License Committee, it is sometimes difficult to obtain quorum within the 30 day requirement. Furthermore, it may be difficult to reconcile role of councilor with that of judicial officer, as the decisions of the License Committee in their judicial capacity affect the rights of their constituents. Accordingly, Staff are recommending that the License Committee function be delegated to a Hearings Officer. Should Council adopt this recommendation, the City will retain an independent qualified Hearings Officer on a per diem basis to hear these appeals. A similar Hearings Officer position was established to hear appeals under the City's Administration Penalty system.

- ***Mobile Sign Licensing***

Currently, the Licensing By-law provides that every person who leases or rents mobile signs shall ensure that all permits under City By-laws are obtained prior to the placement of the mobile sign. The reality of the mobile sign industry is such that the mobile sign companies obtain permits for the mobile signs, rather than the person renting or leasing the mobile sign. Therefore, Staff are recommending that the Licensing By-law be amended to require that mobile sign companies ensure that the appropriate permits are taken out, thus shifting the responsibility to the appropriate party. Mobile Sign companies that do not have permits for their mobile signs will be issued administrative penalty notices rather than being charged under the *Provincial Offences Act*.

- ***Licensing Fees***

The licensing fees for the various classes of businesses are found in Schedule "B" of the Licensing By-law. These fees were updated during the last general licensing review in October 2008, and are set to expire. Staff are recommending that Council adopt the licensing fees for the years 2011-2012 as shown in Attachment #1. These fees were computed in relation to the Consumer Price Index and with the assistance of the Finance Department.

- ***Adoption of a Threshold Policy***

The grounds that the Chief Licensing Officer must consider in deciding to refuse, revoke, or suspend a license are found at section 6.1 of the Licensing By-law. These include whether the conduct of the applicant affords reasonable grounds to believe that issuing a license would be contrary to the public interest, that the applicant will carry on their business within the law, or that issuing the license would endanger the health and safety of the public. To assist with these determinations, the Licensing By-law requires that certain business license applicants, such as applicants for Taxicabs, Tow Trucks, or Driving School licenses, submit a police clearance letter as part of their application. The police clearance letter discloses any criminal convictions of the applicant.

To facilitate this process, Staff developed an internal threshold policy (Attachment "2"). This threshold policy classifies the various criminal offences based on their severity. The more serious the criminal conviction, the greater period of time in which an applicant is precluded from receiving a business license from the City. Staff are recommending that Council adopt this threshold policy substantially in the form attached as part of the Licensing By-law. This will help to promote consistency, predictability, and coherence in the administration of business licenses, in addition to providing direction to the Licensing Committee in their decision process. The City of Toronto, City of Mississauga, and the City of Brampton have also adopted similar policies as part of their respective licensing by-laws.

- ***Snow Removal Services***

On March 8, 2011, Council directed Staff to review the issue of residential snow removal services to assess the utility and viability of requiring a municipal license to operate such a service in the City. Pursuant to section 151 of the *Municipal Act, 2001*, the City can provide for a system of licenses for a "business". Snow Removal would be considered a "business". The main purpose of regulating this business would be to protect the consumer from unscrupulous snow plow operators who collect money without providing a service. In theory, regulation would enable to track snow removal businesses and to screen operators. These regulations, however, would only capture those law bidding operators who submit to the licensing process. Unscrupulous operators do not obtain appropriate municipal licenses. The seasonal nature of the snow removal business would also make it difficult for Enforcement Services to enforce any licensing regime against these individuals. Accordingly, regulation of snow removal services would likely have minimal impact on consumer protection. Furthermore, regulation of the snow removal business may invite demand for the regulation of other analogous businesses such as landscaping, driveway pavers, and roofers, in which case there may be staffing implications. Therefore, Staff do not recommend the regulation of snow removal businesses. Consumers themselves are best advised to protect against unscrupulous snow removal businesses by requesting reference checks or by paying after completion of the snow removal.

- ***Administrative Penalties***

The Administrative Penalty process was adopted by Council in June 2009. In this process, Licensing By-law offenders are issued a Penalty Notice rather than a Provincial Offences Notice. If the person wishes to dispute the penalty notice, a hearing is held in front of a Hearings Officer appointed by the City rather than a trial in front of a Justice of the Peace in Provincial Offences Court. A By-law Enforcement Officer who witnesses a licensing infraction serves the offender with the penalty notice. Service of the penalty notice is effectuated by personal service, registered mail, e-mail, or facsimile transmission. If the person does not request a hearing of the penalty notice within 15 days, the penalty notice becomes final and binding. Although the offender will almost always receive the penalty notice, there remains a small possibility that an offender will not. In such a case, the penalty notice would become final and binding notwithstanding that they did not receive it. The Licensing By-law does not explicitly provide any mechanism for redress in this case. Staff are recommending that the Licensing By-law be amended to give the Director of Enforcement Services discretion to cancel or vary a penalty notice, or to reopen the case, in circumstances where it is established that the offender did not receive the penalty notice.

- ***Other Administrative Housecleaning Amendments***

Some provisions in the Licensing By-law have become obsolete with the passage of time. For example, some provisions reference legislation that has been repealed, or time periods that have elapsed. Other provisions require minor amendments to further clarify their meaning. These include minor amendments to the Definitions sections, the General Provisions section, the Adult Entertainment section, the Driving School section, the Consumer Fireworks section, the Mobile Sign section, the Clothing Donation Drop Boxes section, the Refreshment Vehicle section, and the Taxi Cab section. These minor housekeeping administrative amendments will be reflected in any amending by-law adopted by Council.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

## **Regional Implications**

N/A

## **Conclusion**

The Licensing By-law regulates many businesses in the City with a view to protect the consumer, protect the health and safety of its citizens, and abate nuisances. Given these important objectives, Staff regularly review the Licensing to address emerging issues and to streamline current provisions. The proposed amendments will bring further clarity to the Licensing By-law which will assist in its administration and enforcement. The proposed amendments will also afford greater protection to the public.

## **Attachments**

Attachment "1"—Licensing Fees for 2011-2012

Attachment "2"—Threshold Policy

Attachment 3 - C4 Commissioner of Legal and Administrative Services and City Solicitor, dated June 6, 2011.

Attachment 4 - C5 Mr. Frank Zoghi, York Regional Collision Center, 71 Villarboit Crescent, Unit 2, Concord, L4K 4C7, dated June 2, 2011.

Attachment 5 - C7 Mr. Harvey Dennis, Ontario Auto Body Association, 26 Hallow Crescent, Toronto, M9W 2V9, dated June 6, 2011.

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Attachment 9 - C12 Mr. Rick Pfeiffer, The Economical Insurance Group, 77 City Centre Drive, Suite 400, Mississauga, L5B 1M5, dated June 6, 2011.

Attachment 10 - C13 Information package entitled, "Towing Rate Study 2011", dated June 7, 2011.

## **Report prepared by:**

Christopher G. Bendick  
Solicitor

## ATTACHMENT 1

CLASSES OF BUSINESS LICENSES AND FEES

CLASSES OF BUSINESS LICENSES	2011		2012	
	INITIAL FEE	RENEWAL FEE	INITIAL FEE	RENEWAL FEE
Adult Entertainment Parlour	4,890	4,765	5,035	4,910
Adult Entertainment Operator	155	155	160	160
Adult Entertainment Attendant	205	205	210	210
Auctioneer/Auction Hall	380	380	390	390
Banquet Hall	380	230	390	235
Billiard Hall	220	110	225	115
Body Rub Parlor	4,875	4,750	5,020	4,895
Body Rub Operator	140	140	145	145
Body Rub Attendant	195	195	200	200
Charitable Clothing Donation Drop Box Organization Registration	25	25	25	25
Charitable Clothing Donation Drop Box Additional Cost per location	50	50	50	50
Driving School	270	145	280	150
Driving School Instructor	145	145	150	150
Dry Cleaner - Laundromat	260	130	270	135
Eating Establishment	285	140	295	145
Sale of Fireworks	240	-	245	-
Foodstuffs Establishment	250	155	260	160
Kennel/Boarding Facility	100	80	105	80
Limousine/Owner	250	250	260	260
Limousine/Driver	145	145	150	150
Mobile Sign Vendor	530	530	545	545
Personal Service Establishment	270	145	280	150
Place of Amusement Class A	180	55	185	55
Place of Amusement Class A additional cost per machine	5	5	5	5
Place of Amusement Class B	460	325	475	335
Place of Amusement Class C	460	325	475	335
Public Garage	260	130	270	135
Refreshment Vehicle Owner Class A	320	320	330	330
Refreshment Vehicle Owner Class B	320	320	330	330
Refreshment Vehicle Owner Class C	315	315	325	325
Refreshment Vehicle Operator	85	85	90	90
Refreshment Vehicle Temporary Plate	40	40	40	40
Second Hands Goods	260	130	270	135
Taxi Broker	330	215	340	220
Taxi Owner	5,465	270	5,630	280
Taxi Driver	145	140	150	145
Taxi Accessible	4,370	265	4,500	275
Tobacco Shop	270	185	280	190
Tow Truck Owner	245	245	250	250
Tow Truck Driver	140	140	145	145
Tow Truck Brokerage	335	215	345	220
Video Store - General	240	130	245	135
Video Store - Adult	790	655	815	675

THRESHOLD POLICY FOR LICENSES

SYNOPSIS:

The *Municipal Act 2001*, S.O. 2001, c.25, as amended provides that a municipality may license, regulate and govern any business, activity or undertaking wholly or partly carried on within the municipality.

The Thresholds are intended to identify those applicants and licensees who have been convicted of offences which behaviours are incompatible with the type of business, based on health and safety and consumer protection. The thresholds will also provide an objective and transparent way of identifying such individuals and an appropriate way to deal with the license.

PROCESS:

Using the chart located in this Threshold Policy, match the conviction with the appropriate rating code.

**Driving Schools, Refreshment Vehicles, Tow Trucks, Limousines, Taxicabs.**

1.A. If an applicant has:

- 1) Any code 01 convictions;
- 2) Any code 02 convictions within the last ten (10) years;
- 3) Any code 03 convictions in the last seven (7) years;
- 4) Two or more code 03 convictions in the last ten (10) years;
- 5) Any code 04 convictions within the last three (3) years;
- 6) Two or more code 04 convictions within the last five (5) years;
- 7) Any code 05 or 07 convictions within the last year;
- 8) Any code 06 convictions within the last three (3) years;
- 9) Nine (9) or more demerit points, as defined in the *Highway Traffic Act*, on the driver's abstract provided to the Licensing Department;
- 10) Six (6) or more by-law related\* convictions within the last year concerning the licensed business or individual, or any other of the individual's businesses that are licensed or are required to be licensed, or any of the individual's proper businesses that were licensed or were required to be licensed; four or more by-law and related\* convictions within the twelve (12) months immediately preceding the date of issuance; or
- 11) Overdue by-law fines, unless the applicant or licensee provides proof that such fines have been subsequently paid;

despite the applicant being complete and all fees paid, the Licensing Officer shall refuse to issue or renew the license. In the case of an existing license, the Licensing Officer shall suspend the license.

1.B. The Licensing Officer shall issue, renew or reinstate a license, if at the time of the application for a license or renewal, the conviction or event has reached the age set out below.

- 1) The code 02 conviction is more than ten (10) years old;



- 2) If the license was not issued because of a single code 03 conviction, when that conviction becomes more than seven (7) years old;
- 3) If the license was not issued because of two (2) or more code 03 convictions, when at least two (2) of those convictions become more than ten (10) years old;
- 4) If the license was not issued because of a single code 04 conviction, when that conviction is more than three (3) years old;
- 5) If the license was not issued because of two (2) or more code 04 convictions, when at least two of those convictions are more than five (5) years old;
- 6) If the license was not issued because of a single code 05 or 07 conviction, when that conviction is more than a year old;
- 7) If the license was not issued because of a single code 06 conviction, when that conviction is more than three (3) years old;
- 8) If the license was not issued because of two (2) or more code 06 convictions, when at least two (2) of those convictions are more than five (5) years old;
- 9) If the license was not issued because of a single code 07 conviction, when that conviction is more than one (1) year old;
- 10) If the license was not issued because of nine (9) or more demerit points, as defined in the *Highway Traffic Act*, on the driver's abstract provided to the Licensing Department; when the driver's abstract falls below nine (9) demerit points;
- 11) If the license was not issued because of three (3) or more code 08 convictions, when three of those convictions are more than one (1) year old;
- 12) If the license was not issued because of a code 09 event, when that code 09 event is more than one (1) year old; and
- 13) If the license was not issued because overdue by-law fines, when those fines have been paid.

These thresholds shall be applied threshold for threshold. For example if the applicant's license was not granted by reason of a recent code 02 conviction, the license shall be reinstated or issued when the code 02 conviction is more than ten (10) years old, providing there are no other applicable thresholds.

- 1.C. The Licensing Officer may place conditions and issue a warning letter on a license if an investigation of a licensee reveals circumstances that may in the future case the licensee to be in contravention of any of the business licensing thresholds listed.
- 1.D. The Licensing Officer may issue a warning letter to be placed in an applicant's file if, at the time of an application for a license or renewal, the applicant has:
  - 1) four (4) or more by-law and related\* convictions concerning the licensed business or individual, or any other of the individual's businesses that are licensed or are required to be licensed, or any of the individual's prior businesses that were licensed or required to be licensed, within the twelve months immediately proceeding the date of issuance ore renewal.

The warning letter must advise the applicant about the specific applicable threshold.

\*Related legislation may include, but is not limited to, City of Vaughan Licensing By-law

## Adult Entertainment Parlours, Actioneers, Body-Rub Parlours, Second Hand Goods

### 2.A. If an applicant has:

- 1) Any code 01 conviction;
- 2) Any code 02 conviction within the last ten (10) years;
- 3) Any code 03 conviction within the last seven (7) years;
- 4) Two or more code 03 convictions within the last ten (10) years;
- 5) Any code 04 conviction within the last three (3) years;
- 6) Two or more code 04 convictions within the last five (5) years;
- 7) Any code 05 conviction within the last year;
- 8) Six (6) or more by-law related\* convictions within the last year concerning the licensed business or individual, or any other of the individual's businesses that are licensed or are required to be licensed, or any of the individual's prior businesses that were licensed or were required to be licensed;
- 9) Four (4) or more by-law related\* convictions within the twelve (12) months immediately preceding the date of issuance; or
- 10) Overdue by-law fines, unless the applicant or licensee provides proof that such fines have been subsequently paid

despite the application being complete and all fees paid, the Licensing Officer shall refuse to issue or renew a license. In the case of an existing license, the Licensing Officer shall suspend the license.

### 2.B. The Licensing Officer shall issue, renew or reinstate a license, if at the time of the application for a license or renewal, if the conviction or event has reached the age set out below:

- 1) The code 01 conviction is more than ten (10) years old;
- 2) If the license was not issued because of a single code 02 conviction, when that conviction becomes more than ten (10) years old;
- 3) If the license was not issued because of a single code 03 conviction, when that conviction becomes more than seven (7) years old;
- 4) If the license was not issued because of two (2) or more code 03 convictions, when two of those convictions become more than ten (10) years old;
- 5) If the license was not issued because of a single code 04 conviction, when that conviction is more than three (3) years old;
- 6) If the license was not issued because of two (2) or more code 04 convictions, when at least two (2) of those convictions are more than five (5) years old;
- 7) If the license was not issued because of a single code 05 conviction, when that conviction is more than a year old;
- 8) If the license was not issued because of six (6) or more by-law related\* convictions under Sentence 2.A., when six (6) of those convictions are more than a year old;
- 9) If the license was not issued because of four (4) or more by-law related\* convictions under Sentence 2.A., when four (4) of those convictions are more than a year old; and
- 10) If the license was not issued because overdue by-law fines, when those fines have been paid.

### 2.C. The Licensing Officer may place conditions and issue a warning letter on a license if an investigation of a licensee reveals circumstances that may in the future cause the licensee to be in contravention of any of the business licensing thresholds listed;

2.D. The Licensing Officer may issue a warning letter to be placed in an applicant's file if, at the time of an application for a license or renewal, the applicant has:

- 1) Four (4) or more by-law and related\* convictions concerning the licensed business or individual, or any other of the individual's businesses that are licensed or are required to be licensed, or any of the individual's prior businesses that were licensed or required to be licensed, within the twelve (12) months immediately proceeding the date of issuance or renewal.

The warning letter must advise the applicant about the specific applicable threshold.

\*Related legislation may include, but is not limited to, City of Vaughan Licensing By-law

Criminal Code Offences	Description	Code
Sexual Offences (minors)	Interference, invitation, exploitation, procuring sexual activity (parent or guardian), permitting sexual activity (householder) corrupting children, luring a child, exposure, incest (with minor)	01
Terrorism	Providing, collecting property, using, possessing property, providing, making available property	02
Homicide	Homicide, manslaughter, infanticide, murder, attempt to commit, accessory	02
Major Assault and Sexual Assault Offences	Sexual assault with a weapon, causing bodily harm, aggravated assault with weapon, causing bodily harm	02
Sexual Offences (against person other than minor)	Exploitation of persons with a disability, incest, indecent act, sexual assault	03
Confinement	Kidnapping, hostage taking, abduction	03
Hate Propaganda	Advocating genocide, public incitement of hatred	03
Robbery, extortion	All offences	03
Criminal Organization	Participating in activities of	03
Criminal negligence	Criminal negligence, causing death, causing bodily harm	04
Assault	Assault of a peace officer	04
Noxious thing, poison	Administering to harm	04
Harassments, threats	Criminal harassment, uttering threats	04
Explosives	Using, possession	04
Weapons	Possession, carrying trafficking	04
Firearms	Using in commission of offence, careless use, pointing, possession, acquisition without certificate, causing bodily harm with intent, (firearm, air gun or pistol)	04
Theft Offences	All offences	04
Forgery offences	All offences	04

Traps	Setting	05
Break and Enter	Break and enter	04
Crime – possession of property	Possession of property obtained by crime	04
Fraud	Fraud offences, falsifying documents	04
Arson	All offences	04
Counterfeit money	Uttering, advertising, dealing	04
Proceeds of Crime	Laundering	04
Noxious thing, poison	Administering to annoy, to aggrieve	05
Mischief	Mischief	05
Conspiracy	Conspiracy to commit an indictable offence	05
Prostitution	Offences related to	05
Bawdy houses	Keeping, transporting person to, procuring	05
Operation of motor vehicles, vessels or aircraft	Dangerous operation, failing to stop for police, failure to stop at scene of accident, operation while impaired, operation with more than 80 milligrams of alcohol in blood, driving while disqualified	06
Other	All other Criminal Code Convictions (Including Assault – section 266)	07

<b>Controlled Drugs and Substances Act Offences</b>	<b>Description</b>	<b>Code</b>
Possession	Possession	05
Trafficking	Of Schedule I or II substance	03
	Of Schedule III substance	04
	Of Schedule IV substance	05
Importing Exporting	Of Schedule I or II substance	03
	Of Schedule III substance	04
	Of Schedule IV substance	05
Production	Of Schedule I or II substance	03
	Of Marijuana	04
	Of Schedule III substance	04
	Of Schedule IV substance	05

Highway Traffic Act	Description	Code
36	Driving while license suspended	07
43(1)	Driving while license suspended	06
Speeding	Exceeding speed by 50 km/hr	06
Careless	Careless driving	06
Fail to remain	Fail to remain at the scene of an accident	06
Fail to stop	Fail to stop when signaled or required by a police officer	06
Racing	Racing	06
Fail to stop	Fail to stop for a school bus	06



# memorandum

Attachment # 3

**DATE:** June 6, 2011  
**TO:** Mayor and Members of Council  
**FROM:** Janice Atwood-Petkovski  
**RE:** City of Vaughan - Licensing By-Law  
Committee of the Whole – Item # 19.1  
May 31, 2011

C 4  
Item # 19  
Report No. 30 CW  
COUNCIL - June 7, 2011

The following is in response to deputations made and questions asked at the Committee of the Whole meeting of May 31, 2011

### Excessive Tow Charges by Vaughan Towing Companies

A representative of RBC spoke on behalf of the insurance industry. Insurance companies see tow charges through insurable vehicle collision claims. Staff was first contacted by the insurance industry in June 2010, complaining about the state of regulation of the tow truck industry within the City of Vaughan.

Excessive tow charges were routinely experienced in Vaughan: typically 4-5 times typical tow charges seen in adjacent and surrounding municipalities. Routinely, charges in excess of \$1,000 were being charged, due to generous rates and lack of regulation around 'a la carte' additional fees: wait time fees of \$5.00 per minute or up to \$300 per hour; re-tow charges; excessive storage fees; etc.

Staff had similar complaints brought to the City's attention by the York Regional Police, where residents had complained to them about feeling 'gouged' by excessive tow charges.

Staff met with Staff Sergeant Tony Cusimano and Les Young of the YRP in the summer of 2010, and with representatives of the insurance industry, in the winter of 2011 to discuss moving forward with better regulation of tow truck industry. It was these consultations which brought the matter front and center to the City's attention. As a result, Staff are recommending tighter regulations for tow trucks.

Staff convened a meeting with members of the tow truck industry on May 3, 2011 to discuss tighter regulation of fees.

It should be noted that virtually all other large GTA and surrounding municipalities have tightened up their fee regulation significantly over the last several years, and the tow industry is apparently able to continue to stay in business and operate within the confines of such regulation.

The insurance industry urges Vaughan to adopt a lower storage rate maximum, in keeping with other municipalities.

A representative of public garages made a deputation that "public garages were not consulted" about storage fees. Staff note that public garages are engaged in auto body & mechanical repairs, to which storage fees are not normally applied. The storage fees under consideration do not apply to public garages, but to the amount that tow truck companies may charge vehicle owners for 'storage' within the context of a tow.

Currently:	No regulation of storage charges by tow companies.
Toronto:	\$20/day.
Mississauga:	\$25/day.
Brampton:	\$60/day.
Staff Proposed:	\$60/day outside storage; \$100/day indoor storage.
Insurance Proposal:	\$25/day; OR \$25/day outdoor; \$40/day indoor only if storage open 24/7.

The insurance industry expressed concern with an "a la carte" approach, allowing the inclusion of other ancillary charges such as dollies. The insurance industry would prefer to see an all-inclusive maximum per tow, adjusted only by storage fees (capped) and a per kilometer fee when towed outside the City. The insurance industry has also urged capping of the 'secondary tow' (where the first tow is capped, there is a tendency to see secondary tows).

The tow industry representative expressed concerns that the cost of wear and tear on dollies must be compensated.

Staff had proposed allowing tow operators to charge up to \$60. for the use of dollies.

Currently:	\$250 accident tow plus \$2 / km outside City; Non-accident rate [re-tow] not regulated
Toronto:	Accident: \$166 City; \$188 Highway Non-accident rate [re-tow] \$88.
Mississauga:	\$230 all inclusive accident tow rate Non-accident rate [re-tow] \$100 plus \$3/km
Brampton:	\$200 all inclusive accident plus \$50 admin. & \$10 spill Non-accident rate not regulated
Staff Proposed:	Accident rate no change proposed; \$125 Non-accident; Dolly Use \$60. \$3./km outside City

A third deputant spoke to the applicability of By-law 2549. That By-law, enacted in 1961, provides for the regulating, etc, of salvage yards. There are no salvage yards in Vaughan.

Questions about the following issues were also asked:

1. Mobile signs and the removal of signs with outdated information; and,
2. Rationale for fees for Adult Entertainment Parlours, Body Rub Parlours, and Taxi Cab licenses.

Mobile signs:

Public Works has advised as follows:

For their normal messaging purposes, Public Works uses 41 mobile signs that are located throughout the City. These mobile signs are used to: advertise changes to waste collection dates as a result of public holidays; promote waste collection program changes (stop and start of yard waste, double-up days, etc.); and, promote significant events related to Public Works and/or the City e.g. Public Works Day, SantaFest parade etc. Due to the number of program changes and holiday events during a calendar year, these signs are normally in place throughout the year and are not removed after a specific event has passed.

The Director of Public Works has indicated that based on the contract language for the supply of these signs, wording changes made part way through a month incurs additional charges. To try and mitigate these extra costs, Public Works often has two distinctly different messages on the sign boards; one message on one side, and a different message on the other side of the sign. This allows time for the contractor to make the necessary wording changes, while ensuring at least one message is still relevant to the public.

With respect to signs located on private property, the Building Standards Department which is responsible for issuance permits under the sign by-law has advised that for private properties regulated by City By-law 203-92, is amended, mobile sign permits are issued to business premises in 21 day periods. (Permits issued for 21 days on, 21 days off), after which the permit expires and the sign must be removed. The sign by-law does not regulate the content of the sign other than the sign must be associated with the business premise and the lawful use of the property.

The by-law also provides in part under the prohibited signs section (Section 5.14) that no person shall display, erect, etc., "any obsolete sign which no longer advertises a business conducted or a product sold. Such obsolete sign shall be removed with 3 days of the closing of the business".



Rationale for certain fees.

A license fee justification study was conducted in 2004 with the Budget and Finance Department using data supplied by the Licensing and Permits Section, Enforcement Services, Building Standards and the Fire Department for labour minutes involved and enforcement activities related to each licensing category. As indicated during Committee meeting, the bulk of the fees associated with the regulation of the Adult Entertainment Parlours, Body Rub Parlours is related to enforcement. Enforcement Services has advised that these types of establishments are inspected once or twice per month with up to four enforcement staff conducting the inspection. Approximately 64 hours per month of inspection time is allotted plus allotments for supervision and vehicle costs.

Taxi cab owner license plate fees (initial) for regular taxi cabs and accessible vehicles were historically established based on comparable fees in adjacent and neighbouring municipalities. Staff have benchmarked these fees in other jurisdictions and found Vaughan's rate to be comparable with them. The following are some comparators:

Richmond Hill	- \$ 5,000.00
Markham	- \$ 5,351.00
Mississauga	- \$ 4,638.00

As a point of clarification in reference to the statement in the correspondence from Mr. Zoghi, owner of York Regional Collision Center, contrary to the assertion that there are 600 tow trucks and a minimum of 600 tow truck operators in the City of Vaughan, City Licensing records reveal only 274 licensed owners and 221 licensed operators.

Respectfully submitted,



Janice Atwood-Petkovski  
Commissioner of Legal & Administrative Services  
& City Solicitor

c Clayton D. Harris  
City Manager

Jeffrey Abrams  
City Clerk

2234101 ONTARIO INC O/A

# YORK REGIONAL COLLISION CENTER

71 VILLARBOIT CRESENT –UNIT # 2, CONCORD, ONTARIO L4K 4C7

www.yrcc.ca

PHONE: 905-738-4422 FAX: 905-738-4490

06-02-2011

ATTENTION:

MARILYN IAFRATE  
HON. MAURIZIO BEVILACQUA

CC:

MICHAEL DI BIASE  
GINO ROSATI  
ALAN SHEFMAN  
SANDRA YEUNG RACCO  
TONY CARELLA  
DEB SCHULTE  
ROSANNA DEFRANCESCA

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To whom this may concern,

My name is Frank Zoghi, and I am the owner and operations manager here at York Regional Collision Center, Aurora Roadside Assistance and the York Region towing association.

York Regional Collision Center is not my first body shop. York Regional Collision Center was opened over a year ago, but I have been in the industry for the past 15 years. The York Region Towing Association was organized a couple years ago in attempts to work with the City and ensure reasonable and fair rates.

I chose to locate my new shop in the City of Vaughan because I understood that that the City of Vaughan not only protects the residents of Vaughan, but the business's as well. None of the insurance companies operate in the City of Vaughan, but they have more than their share of say for what the charges should be for the towing and storage. The insurance companies are referring to other city rates and expecting the City of Vaughan to match them. The automobile insurance rates vary by the City which you live in, and every City does not have the same insurance rate. Why is towing and storage any different? There are many expenses and changes in the cost of living that has changed since the last by-law was amended, and all of these factors should be considered before any changes are made.

About a year ago I was advised that the insurance companies were discussing the rates and bylaw changes with the City of Vaughan licensing department. I spoke with Dave, Larry and Joesph regarding this matter requesting an opportunity to present my input but they advised me that the issue does not concern me and that I would be notified of any changes. I then wrote a letter to the City of Vaughan licensing department and clerk's office requesting an invitation for the meetings relating to the towing and storage by law and they have been updating me and advising me of the meetings.

The changes that will be made to the by-law will affect all of the towing companies and all of the body shops. But no one has advised any of the body shops of the changes that will be occurring, and they should be entitled to a notice of these changes.

The first meeting I attended was on 05/03/2011. In this meeting, the towing and storage rates were discussed. The information and numbers that the insurance companies have proposed are not fair and unacceptable.

There are no storage charges in the city of Toronto; City of Toronto allows the company to charge whatever is registered on their rate sheet. My research has shown that the storage in the City of Toronto is ranging from \$90/day to \$100/day. In the meeting Dave mentioned storage in the City of Toronto is \$20.00/day, and this is incorrect. There is nowhere in Toronto that allows you to leave a vehicle that was involved in an accident for \$20.00/day.

In the City of Mississauga storage is \$25/day. But you are not taking into account that there are also only 3 towing companies in Mississauga, and all 3 of them are contracted by the City of Mississauga. This means that these companies have guaranteed work and they are not competing with one another or any other companies. Mississauga is also in the midst of making changes to their by law to increase the towing and storage rates.

In the City of Vaughan there are 600 tow trucks, equalling 600 tow truck operators at the minimum. Most of these companies will hook 1-3 wrecks every other week. But the tow truck operators have to keep pumping fuel for into their trucks everyday regardless if they are making money or not.

- The estimated fuel expense for a tow truck operator is \$180.00/day=\$65,700.00 annually for fuel alone.
- The estimated costs to keep a truck on the road is \$196/day=\$71,540.00 annually just to keep the truck on the road.
- 600 tow trucks x \$240.00 =\$144,000 annually to renew plates.
- 600 tow truck operators minimum x \$150.00=\$90,000.00 annually to renew their operating license.

That is a total of \$234,000.00 minimum paid for licensing fees annually.

The existing by-law was set 6 years ago at \$250.00 since that date; the cost of fuel has increased by 73%. I had a quotation done for the amount that it would cost for one day of storage, and it was estimated at \$64.85/day. This amount is more than Dominion, R.B.C, State Farm, Certas, and other insurance companies currently pay for daily storage fees.

When storage fees are charged, we are not only charging for the storage services, we are also charging for any other necessary services that are required such as:

- *Having a safe and secured pound to store the vehicle*
- *Having someone at the pound to help customers( collecting and advising customers on the steps they need to take)*
- *Having someone answer phone calls*
- *Opening the pound for insurance companies to inspect vehicles*
- *Helping customers take out their personal belongings and plates off the car*
- *Hiring specialists to properly remove anti freeze, oil and any other spills that may effect the environment*
- *Administration paper work, payouts with insurance companies,*
- *Clean up paint,(smallest is \$300-\$500,largest is \$1000-\$10,000)*
- *Seal and Repaint parking lines*

This list goes on, but all we are charging is one storage fee out of good faith.

The second meeting I attended was on 05/31/2011. In this meeting the matter was deferred. I contacted Marilyn lafrate to discuss my concerns, and propose my input and we scheduled a meeting for Thursday June 9<sup>th</sup>. Later that day, her assistant called me and advised me that there was going to be a decision made on Tuesday June 7<sup>th</sup>, and I would not have an opportunity to address my concerns.

I would appreciate some time to discuss our perspective and for you to consider our expenses to maintain our companies and vehicles. Although I have attempted to participate in the input that will affect your decisions, no one has granted me an opportunity to explain our costs. There is 600 towing companies in the City of Vaughan that will be affected by the changes made to the by-law, therefore there is 600 families affected by the changes you will make as well.

Please allow me the opportunity to discuss this matter with the City before the decisions are made. I am only requesting your time to hear what I have to say. You have only heard what the insurance companies have proposed and their facts are not accurate, or misleading.

Please contact me after reviewing this and I hope that we can discuss this matter further before the by-law is amended.

Thank you for your time and consideration.

Frank Zoghi

Office: 905-738-4422  
Fax: 905-738-4490  
Cell: 416-346-8188  
Email: [fzoghi@yrcc.ca](mailto:fzoghi@yrcc.ca)

**Subject:** CITY OF VAUGHAN BY-LAW-URGENT

**Attachments:** CITY OF VAUGHAN.docx

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**From:** Karina Ali [mailto:kali@yrcc.ca]

**Sent:** Friday, June 03, 2011 4:31 PM

**To:** Rosati, Gino; Barbieri, Enza; DeBuono, Michelle; camaurizio.bevilacqua@vaughan.ca; Ciafardoni, Joy; Di Biase, Michael; Panicali, Adele; Schulte, Deb; Ciampa, Gina; Iafrate, Marilyn; Tarantini, Maria; DeFrancesca, Rosanna; Tamburini, Nancy; Racco, Sandra; Furfaro, Cindy; Shefman, Alan; Traub, Debi

**Subject:** CITY OF VAUGHAN BY-LAW-URGENT

## Karina Ali

YORK REGIONAL COLLISION CENTER  
71 VILLARBOIT CRESENT, UNIT #2, CONCORD, ONTARIO, L4K 4C7  
PHONE: 905-738-4422 X 221 FAX:905-738-4490  
WEBSITE:www.yrcc.ca



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~ PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL ~

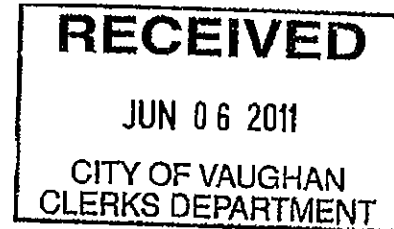
ONTARIO AUTO BODY ASSOCIATION  
26 HALLOW CRESCENT  
TORONTO, ONTARIO  
M9W 2V9  
TEL: 647-457-1572  
FAX: 416-622-8437

C 7  
Item # 19  
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COUNCIL - June 7, 2011

HAND DELIVERED

June 6, 2011

City of Vaughan  
2141 Major Mackenzie Drive East  
Vaughan, Ontario  
L6A 1T1



Attn: City Clerk's Office

On May 31, 2011 I attended a public meeting with respect to the issue of a by-law concerning the capping of tow truck fees and storage rates.

The city allowed for any persons wanting to speak to this matter to come forward and give a 5 minute submission on the proposed by-law.

One person from RBC Insurance attended and spoke to issue of storage charges and was told by the chair to submit any material and or documents for the city department to review and or consider.

I was the next speaker and brought to the council the issue revolving around the storage and how the auto body facilities were involved in the charging of storage.

My concerns were that no one from the City contacted the auto body repair facilities that hold public licenses to operate in the City of Vaughan as to their input and what should be a fair and reasonable amount for storage charges.

When I finished my address to the council I was told to send in any documents and or material to the city to consider and or review.

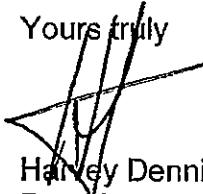
On Thursday June 2, 2011 I am told by a towing company that the City Council will be dealing with the issue of towing and storage on Tuesday June 7, 2011.

If I am to properly prepare reasons, issues, prices on this matter I require more than 4 business days to do so.

I am asking that the council meeting with respect to the discussions on this matter on June 7, 2011 be deferred so I may file all material related to the concerns of the industry and that the city can review and discuss the issues revolving the capping of towing and storage rates.

It is my position that any license holder related to the towing and storage business in Vaughan should be allowed to have some input as to a capping of rates that are being charged.

Yours truly

A handwritten signature in black ink, appearing to read 'Harvey Dennis', written over a horizontal line.

Harvey Dennis  
President

c.c. Hon. Maurizio Bevilacqua, P.C. Mayor  
Gino Rosati Regional Councillor  
Michael Di Biase Regional Councillor  
Deb Schulte Regional Councillor  
Marilyn Iafrate Councillor  
Tony Carella Councillor  
Rosanna DeFrancesca Councillor  
Sandra Yeung Racco Councillor  
Alan Shefman Councillor



## IMPERIAL LEGAL SERVICES INC.

June 2, 2011

c 9  
Item # 19  
Report No. 30 CW  
COUNCIL - June 7, 2011

ATTENTION:                   MARELYN IAFRATE  
                                      HON. MAURIZIO BEVILACQUA

CC:                               MICHAEL DI BIASE  
                                      GINO ROSATI  
                                      ALAN SHEFMAN  
                                      SANDRA YEUNG RACCO  
                                      TONY CARELLA  
                                      DEB SCHULTE  
                                      ROSANNA DEFRANCESCA

My name is Maria Imperiale. I am a Licensed Paralegal. I represent a vast majority of Auto Body Shops in the GTA and Vaughan, as well as Tow Truck Companies with problems that they experience with insurance companies regarding storage rates and Section 24's.

I was shocked when one of my tow truck clients approached me and advised me that the City of Vaughan was looking to Capp the Storage Fees in Vaughan. I immediately contacted my clients and advised them of the situation and they were in shock to hear about the situation, as the main businesses who will be affected by this are "THE AUTO BODY SHOPS" knew nothing about the Capping of the storage fees and about the Public Meeting in Vaughan on May 31, 2011. The capping of the storage rate will affect hundreds and hundreds of businesses in Vaughan.

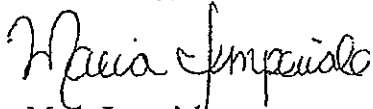
Rather, then depending solely on a meeting with 30 members of the tow truck industry. My opinion is that a letter should be sent to all members of the tow truck industry, auto body shops and insurance industry, so that everyone may have a chance to voice their opinion.

Insurance Companies believe that \$60 per day of storage is a reasonable amount of money to pay for storage, whereas the towing and body shop industry believe that \$75 per day is a fair amount to have a vehicle kept stored safely and securely. Insurance Companies and the public don't realize how costly it is to run an auto body shop or towing company. With a high cost of insurance for tow trucks and auto body repair facilities, taxes and the high cost of fuel, we feel that \$75 is a reasonable daily fee for storage.

In closing, I believe that more input and participation by all interested parties would be an asset to reaching an agreeable amount to the daily storage rate.

If you have any questions or concerns, please feel free to contact me.

Yours Truly,

A handwritten signature in cursive script that reads "Maria Imperiale".

Maria Imperiale  
Licensed Paralegal

## Hardychuk, Gloria

---

**From:** Bonsignore, Connie  
**Sent:** Monday, June 06, 2011 3:53 PM  
**To:** Hardychuk, Gloria  
**Subject:** FW: Correspondence for tomorrow's meeting

**Attachments:** 20110606\_154414.pdf



20110606\_1  
414.pdf (38 k)

Gloria:

Communication for Council meeting tomorrow.

Connie Bonsignore  
Administrative Assistant  
Office of the City Clerk  
Telephone: (905) 832-8585 Ext. 8280  
Email Address: connie.bonsignore@vaughan.ca

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

**From:** Tarantini, Maria  
**Sent:** Monday, June 06, 2011 3:49 PM  
**To:** Abrams, Jeffrey  
**Cc:** Bonsignore, Connie; Iafrate, Marilyn  
**Subject:** Correspondence for tomorrow's meeting

Dear Jeff,

Attached is the correspondence for tomorrow's meeting on tow truck rates.

Take care,

Nicole for

Maria Tarantini

Executive Assistant to  
Ward 1 Local Councillor Marilyn Iafrate  
City of Vaughan

t: 905-832-8585 ext 8723  
e: maria.tarantini@vaughan.ca

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

**From:** sharp-council@vgn.cty [mailto:sharp-council@vgn.cty] On Behalf Of sharp-council@  
**Sent:** Monday, June 06, 2011 4:44 PM  
**To:** Tarantini, Maria  
**Subject:** Scanned image from Council Copier

Reply to: sharp-council@vgn.cty <sharp-council@vgn.cty>  
Device Name: Council Copier  
Device Model: MX-2700N  
Location: City of Vaughan - 2141 Major Mackenzie Dr.W.

File Format: PDF MMR(G4)

Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.

Use Acrobat(R)Reader4.0 or later version, or Adobe(R)Reader(TM) of Adobe Systems Incorporated to view the document.

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<http://www.adobe.com/>

Attachment # 7


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**Attachments:** Accident Rate Review July 5 2005.ppt

C 10 Item # <u>19</u> Report No. <u>30 CW</u> <u>COUNCIL - June 7, 2011</u>
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**From:** Frank Zoghi [mailto:fzoghi@yrcc.ca]**Sent:** Monday, June 06, 2011 10:50 AM

**To:** 'gino.rosati@vaughan.ca'; 'enza.barbieri@vaughan.ca'; 'michelle.debuono@vaughan.ca'; 'camaurizio.bevilacqua@vaughan.ca'; 'joy.ciafardoni@vaughan.ca'; 'michael.dibiase@vaughan.ca'; 'adele.panicali@vaughan.ca'; 'deb.schulte@vaughan.ca'; 'gina.ciampa@vaughan.ca'; 'marilyn.iafrate@vaughan.ca'; 'maria.tarantini@vaughan.ca'; 'rosanna.defrancesca@vaughan.ca'; 'nancy.tamburini@vaughan.ca'; 'sandra.racco@vaughan.ca'; 'cindy.furfaro@vaughan.ca'; 'alan.shefman@vaughan.ca'; 'debi.traub@vaughan.ca'

**Subject:** please open attachment

Please see attachment of what was done in 2005 , we have re hired this same company to do an update report.

Thank You.

*Frank Zoghi-*

Mail Office line - 905-738-4422

Moblie - 416-346-8188

Fax - 905-738-4490

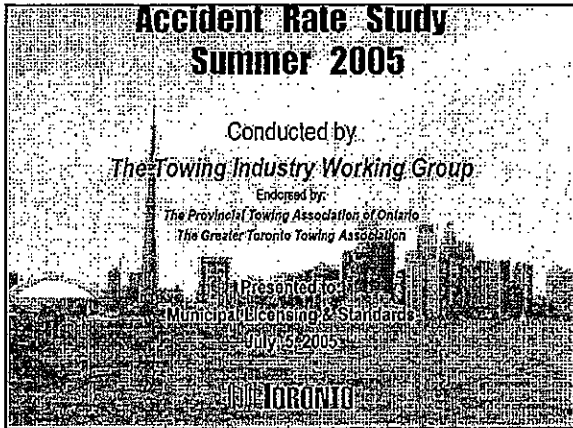
Email - [fzoghi@yrcc.ca](mailto:fzoghi@yrcc.ca)

YORK REGIONAL COLLISION CENTER

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6/6/2011



**Current Environment:**

1. Current "Accident Rates" are in severe disparity to overall actual service provision costs, and much lower than rates currently approved in less "operationally-expensive" neighboring municipalities.
2. The above results in some drivers' incentive to subsidize such rates through higher "secondary tow" fees and/or Repair-shop "referral commissions" which in turn, trigger Repair-Shop "add-on" charges and associated pound release difficulties.

**Equipment Costs\*:**

	<u>1997</u>	<u>2005</u>
⊖ Basic Wheel-lift:	\$50,750	\$70,000
⊖ Basic Flat Bed:	\$65,000	\$97,000

**Cost Increase 2005 vs. 1997**

⊖ Wheel-lift	<b>+ 37.9% !</b>
⊖ Flat Bed	<b>+ 49.2% !</b>

\* Applicable taxes not included

**Insurance Costs:**

	<u>1997</u>	<u>2005</u>
⊖ Basic 1-Ton Truck		
With NO Claims:	\$2,000	\$9,500

**Cost Increase 2005 vs. 1997**

**+375% !**

Note: Only 2 major Insurance Co's underwriting tow trucks in 2005 vs. approx 15 in 1997

**Fuel Costs:**

	<u>1997</u>	<u>2005</u>
⇒ Average Cost / Liter	\$0.43	\$0.88

**Cost Increase 2005 vs. 1997**  
**+ 104.6% !**

**Municipal Licensing Cost:**

	<u>1997</u>	<u>2005</u>
⇒ 1-Ton Tow Truck	\$292	\$908

**Cost Increase 2005 vs. 1997**  
**+210.9% !**

**4-Vehicle Fleet Company**

**Cost Increase Comparison 2005 vs. 1997**  
 (Based on 2-Wheel LTR & 2-Flat Bed Trucks)

⇒ Basic Wheel Lift @ \$4,812.50* / unit x 2 = .....	\$ 9,625
⇒ Basic Flat bed @ \$8,000 ** / unit x 2 = .....	\$16,000
⇒ Insurance @ \$7,500 / unit x 4 = .....	\$30,000
⇒ Fuel @ \$0.45 / liter x 24,000 liters (8 6/day x 300 days) = \$10,800 x 4 = .....	\$43,000
⇒ Licensing @ \$612 / unit x 4 = .....	\$2,448
⇒ Maintenance @ \$2,000 / unit x 4 = .....	\$ 8,000

**Additional Annualized Operating Costs for a 4truck fleet Co.**  
 2005 vs. 1997  
**\$109,073**

\*Represents 25% of the \$19,250 increase vs. 1997 (based on a truck's 4-year life)  
 \*\*Represents 25% of the \$32,000 increase vs. 1997 (based on a truck's 4-year life)

**GTA Accident Rates' History:**

	<u>1997</u>	<u>2005</u>
⇒ City:	\$130.00	\$150.00 *
⇒ Hi-way	\$150.00	\$170.00 *

\*Reflects 2003 ad hoc Interim increase of \$20.00 across the board which was not revisited / finalized

**Rate Increase 2005 vs. 1997**

⇒ City:	15.3%
⇒ Hi-way	11.7%

## **Other NEW Cost Challenges :**

- ⇒ **Driver Recruiting & Retention Crisis:**
  - Higher industry entry costs due to requirements compliance before income generation
  - Severe wage disparity vs. other transportation and even retail related fields
  - Increased driver retention challenges placing at risk the survival of some companies
- ⇒ **More Aggressive Insurance Requirements:**
  - Drivers must be at least 25 yrs of age
  - Drivers must NOT have more than 2 traffic offences
  - Drivers must have at least 2 years towing experience
- ⇒ **Increased On-Scene Responsibilities & Labour:**
  - Tow companies are now responsible for cleanup of hi-way debris
  - Towing companies are being billed if cleanup deemed unsatisfactory
  - Above results in substantial non-billable "on-scene" time for accident calls

## **Other NEW Cost Challenges : (cont.)**

- ⇒ **Increased "Specialty Equipment" Demand:**
  - Substantial increase in number of 4x4 light-trucks, SUV's AWD vehicles driven
  - Higher vehicle fragility due to utilization of computerized & plastic components
- ⇒ **Unprotected Scenes/Increased Risks:**
  - MTO's elimination of "E-Patrols" further increases dependency on towing industry's patrolling of major hi-ways while increasing injury risks for motorist public and tow truck operators at unprotected accident scenes
  - Substantial elimination of H-way shoulders results in slower police response times
- ⇒ **Excessive Waiting at CRC's:**
  - Average vehicle reception wait approx. 45-60 minutes
  - Can reach up to 4 hours during peak hour / severe weather conditions
  - Single CRC operation after-hours results in excessive non-billable traveled mileage

## **Other NEW Cost Challenges: (cont.)**

- ⇒ **Increased Traffic Means Lower Productivity:**
  - Toronto's Hi-way 401 daily traffic in 1997= 490,000 vehicles \*
  - Toronto's Hi-way 401 daily traffic in 2005= 647,000 vehicles \*
  - Toll Hi-way 407 also congested and costly to service
- ⇒ **Increased Accident Service Demand:**
  - Metro Toronto's accidents in 1997= 168,000 \*
  - Metro Toronto's accidents in 2004= 210,000 \*

\*Statistical source: OSCR guide (MTO)

## **Industry's VITAL NEED For FAIR Compensation**

- Prompt response and efficient delivery of overall Roadside Service can only be executed through the existence of sufficient equipment and skilled Tow Truck Operators.
  - The Towing Industry needs to be financially healthy not only to survive, but to execute the above delivery of services in a professional & responsible manner.
- Hence, our respectful request for  
a rate commensurate with our  
true operating expenses!**



**Increases' Summary**

***Primary Operating Costs***

***1997 vs. 2005***

- ⊖ **Fuel.....104.6%**
- ⊖ **Insurance.....375.0%**
- ⊖ **Equipment**
  - wheel lift.....37.9%
  - flat bed..... 49.2%
- ⊖ **Municipal Licensing..... 210.9%**

**Recommended New Rate\*:**

***(To be Indexed to Annual Cost of Living)***

City: \$300.00      Hi-way: \$350.00

⊖ **All Inclusive of :**

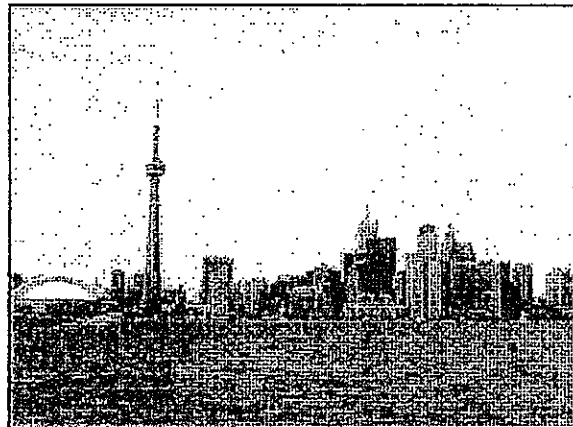
- ⊖ Up to 60 min on-scene labour and/or waiting time combined
- ⊖ Up to 30 min pre-drop wait at CRC

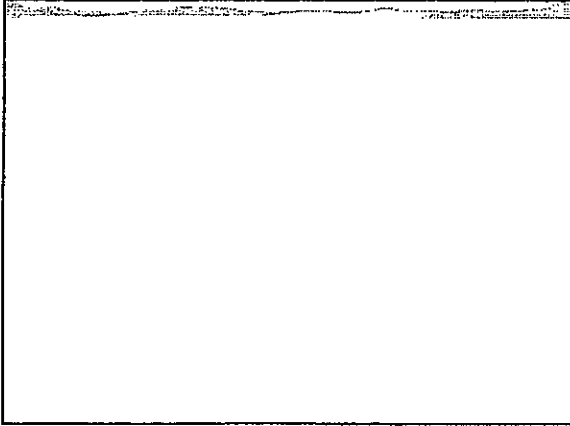
**Additional Charges:**

- ⊖ \$100.00 / hr billable in 15 min. increments

\* All above plus taxes (and toll-fees when applicable).

*Thank you  
for your time  
and  
kind consideration!*





## **Towing Industry An Essential Service?**

- ***Prompt and Efficient Response is a Must:***
- To support Emergency Response Teams efforts in the freeing of trapped accident victims and/or or clear lanes for the arrival of such teams.
- To prevent unnecessary additional traffic backlogs / congestion
- To prevent additional injury through the "domino effect" occurrence of secondary accidents
- For the rapid resumption of traffic flows
  
- ***Notable Examples:***
- Hi-way traffic backlogs increase at a rate of 2 km every minute the road is blocked!
- In 1997, a 14 hour Hwy 401 closure cost alone General Motors \$91MM in productivity!

**From:** Madore, Dave  
**Sent:** Monday, June 06, 2011 4:23 PM  
**To:** Chiarelli, Joseph  
**Subject:** FW: City of Vaughan meeting regarding storage rates

FYI

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

From: joe.buntic@dgig.ca [mailto:joe.buntic@dgig.ca]  
Sent: Monday, June 06, 2011 4:16 PM  
To: Madore, Dave; Council  
Cc: kenneth.lindhardsen@dgig.ca; vince.maida@dgig.ca  
Subject: City of Vaughan meeting regarding storage rates

c 11  
Item # 19  
Report No. 30 CW  
COUNCIL - June 7, 2011

Mr. Madore,

On behalf of the Desjardins General Insurance Group, I would like to offer our opinion to item #19 of the council meeting for June 7, 2011, regarding daily storage rates that are charged by licenced storage facilities.

We agree that it is a good idea to establish a daily limit. We feel that a thorough review is necessary to understand what a fair daily limit is. I encourage you to consider what other municipalities in the Greater Toronto Area have established and more specifically the example of the City of Mississauga with a limit of \$25.00. Our experience in Mississauga so far has led us to believe the rate is fair especially since one of the bigger tow operators in Mississauga is a strong advocate and supporter of this rate.

For the above reasons, we feel that a rate of \$100.00 per day in the City of Vaughan would be grossly inappropriate.

Thank you for the opportunity to voice our opinion.

Regards,

Joe Buntic  
Director, Claims Client Care Centre  
Ontario, Atlantic and Western Region  
Desjardins General Insurance Group  
joe.buntic@dgig.ca  
1-888-785-5502 x3784

Attachment # 9

**Subject:** General Licensing Bylaw Review Council meeting June 7/ 2011

**From:** Rick Pfeiffer/EIG [mailto:Rick.Pfeiffer@teig.com]  
**Sent:** Monday, June 06, 2011 3:50 PM  
**To:** Council  
**Cc:** Rick Pfeiffer/EIG  
**Subject:** General Licensing Bylaw Review Council meeting June 7/ 2011

c 12  
Item # 19  
Report No. 30 CW  
COUNCIL June 7, 2011

Dear Sirs and Madams

It has come to my attention that Vaughan Council is, again, addressing, the towing and storage rates regarding collision claims that occur in the City. Specific to storage it is my understanding that the storage being contemplated is \$100/day inside storage.

I would respectfully ask that this issue be examined in direct comparison to municipalities surrounding the Vaughan area to determine the reasonableness of these fees. I am also concerned that storage would, indeed, need to be considered 'inside' in most cases. A reading of the current Bylaws indicates that a vehicle can be stored at a public garage for a maximum of 48 hours outside. If the Public Garage cooperates with the insured and an insurer; in most cases the vehicle would be removed to a repair facility within that 48 hour time period. There should never be a need for indoor storage in most circumstances.

I do know that several members of other insurers are hoping to speak directly to this matter in person on Tuesday/June 7. I am asking that full consideration be given to the position of our insureds and insurers.

**Rick Pfeiffer**  
Claims Technical Advisor, Physical Damage Claims  
TF 1.800.522.0195 ext. 52516

**The Economical Insurance Group®**  
77 City Centre Drive Suite 400, Mississauga, Ontario. L5B 1M5  
[www.economicalinsurance.com](http://www.economicalinsurance.com)

**CONFIDENTIALITY NOTICE:** In order to maintain your confidentiality and adhere to privacy legislation please do not disclose personal information such as your address, health and or finances. Should this Information be required we will contact you directly.

-----  
Disclaimer

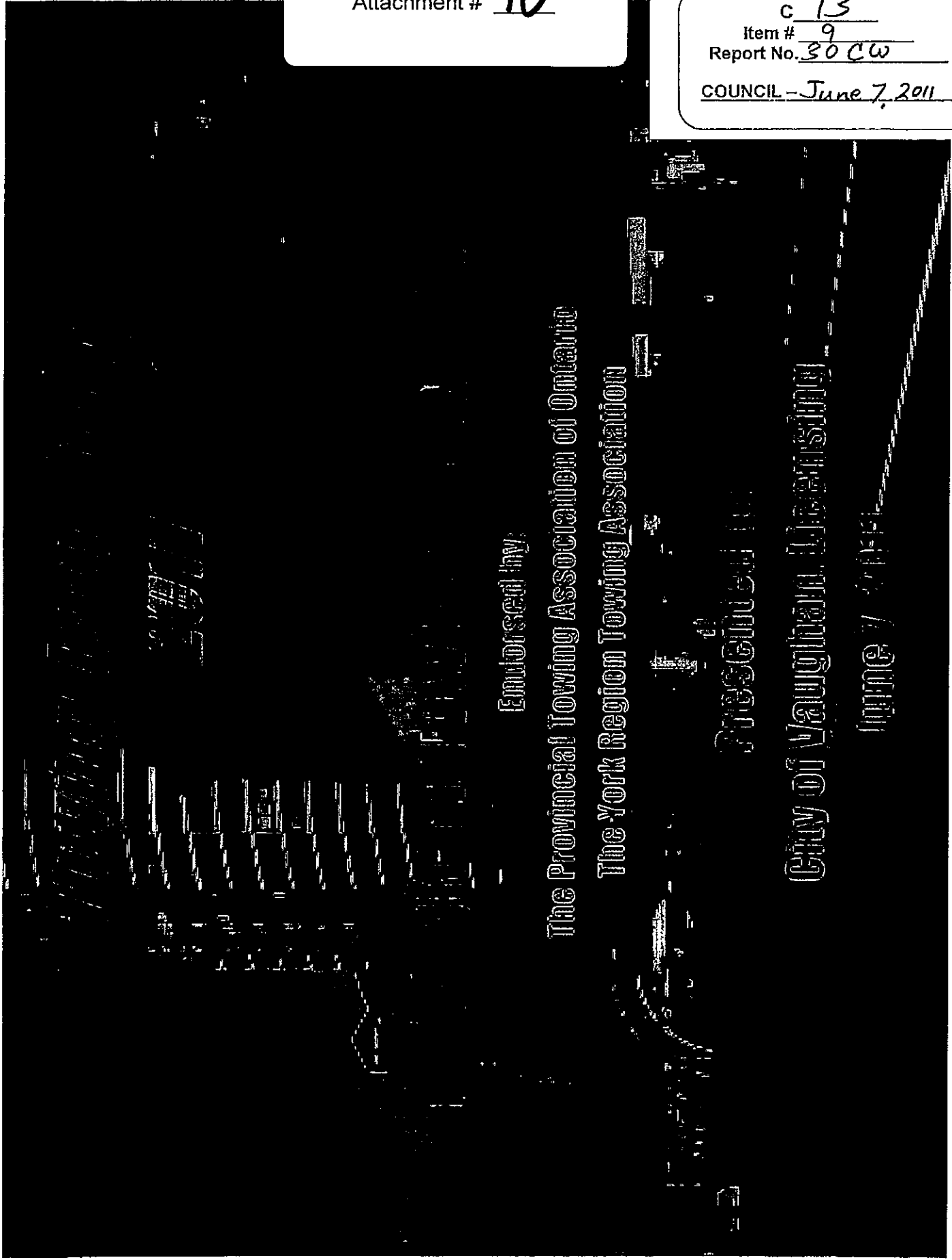
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6/6/2011

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C 13  
Item # 9  
Report No. 30 CW  
COUNCIL - June 7, 2011



Endorsed by:  
The Provincial Towing Association of Ontario  
The York Region Towing Association  
Presented to:  
City of Vaughan, Licensing  
June 7, 2011

1. Current "Accident and Non-Collision Towing Rates" are in severe disparity to overall actual service provision costs, and bleak in comparison to actual operating costs which have risen as an result in the increase to the current cost of living.
2. The above results in some drivers' incentive to subsidize such rates through higher "secondary tow" fees and/or Repair-shop "referral commissions" which in turn, trigger Repair-Shop "add-on" charges and associated pound release difficulties.

	<u>2005</u>	<u>2011</u>
➔ Basic Wheel-lift:	\$ 70,000	\$ 90,600
➔ Basic Flat Bed:	\$ 97,000	\$ 126,500

**Cost Increase 2011 vs. 2005**

- ➔ Wheel-lift   **+ 29.43% !**
- ➔ Flat Bed   **+ 30.41% !**

\* This is average quoted price for basic model and all applicable taxes and provincial licensing costs not included



2005

2011

↻ Basic 1-Ton Truck		
With NO Claims:	\$ 9,500	\$ 11,500
↻ Basic Flatbed Truck		
With NO Claims:	\$ 9,800	\$ 12,200

**Cost Increase 2011 vs. 2005**

1-Ton Truck	<b>+21.05% !</b>
Flatbed Truck	<b>+24.49% !</b>

\*Average quoted cost for basic 1-Ton / Flatbed Truck, assuming driver has clean driver's abstract.

Note: Only 3 major Insurance Co's underwriting tow trucks in 2011 vs. approx 15 in the past

Ⓢ Average Cost / Liter

2005

\$0.83

2011

\$1.27

**Cost Increase 2011 vs. 2005**

**+53.01% !**

*\*Based on historical fuel price data for the month of May collected by the Ministry of Energy, 2011 vs. 2005*

 1-Ton Tow Truck

2005

\$225

2011

\$245

**Cost Increase 2005 vs. 1997**

**+8.89% !**

# BUSINESS COMPARISON 2011 vs. 2005

Basic Wheel lift @ \$ 5,150.00* / unit x 2 =	\$ 10,300.00
Basic Flat bed @ \$ 7,375.00** / unit x 2 =	\$ 14,750.00
Insurance @ \$ 11,500.00 / 1-Ton unit x 2 =	\$ 23,000.00
Insurance @ \$ 12,200.00 / Flatbed unit x 2 =	\$ 24,400.00
Fuel @ \$1.27 / litre x 29,200 litres (80L/day x365days) =	\$37,084.00 x 4= \$ 148,336.00
Licensing @ \$ 245.00 / unit x 4 =	\$ 980.00
Maintenance @ \$2,000.00*** / unit x 4 =	\$ 8,000.00

## Additional Annualized Operating Costs for a 4-truck fleet Co.

2011 vs. 2005

**\$229,766.00**

\*Represents 25% of the \$ 20,600 increase vs. 2005 (based on a truck's 4-year life)

\*\*Represents 25% of the \$ 29,500 increase vs. 2005 (based on a truck's 4-year life)

\*\*\*Approx. minimal average for basic maintenance, excluding any major mechanical repair or equipment failure such as replacement of dollies, etc...

**NOTE: The above additional operating costs are NOT inclusive of any overhead operating costs, such as truck equipment (first aid kit, pylons, flares, absorbal, wheel chocks, safety vests, pry bars, wheel straps, etc...), storage facility / garage facility, building licensing and insurance, staff, 407ETR charges, etc...**

### ➡ **Driver Recruiting & Retention Crisis:**

- ➡ Higher Industry entry costs due to requirements compliance before income generation
- ➡ Severe wage disparity vs. other transportation and even retail related fields
- ➡ Increased driver retention challenges placing at risk the survival of some companies

### ➡ **More Aggressive Insurance Requirements:**

- ➡ Drivers must be at least 25 yrs of age
- ➡ Drivers must NOT have more than 2 traffic offences
- ➡ Drivers must have at least 2 years towing experience

### ➡ **Increased On-Scene Responsibilities & Labour:**

- ➡ Tow companies are now responsible for cleaning of highway debris
- ➡ Towing companies are being billed if clean-up deemed unsatisfactory
- ➡ Above results in substantial non-billable "on-scene" time for accident tows

## **Increased "Specialty Equipment" Demand:**

- Substantial increase in number of 4x4 light-trucks, SUV's AWD vehicles driven
- Higher vehicle fragility due to utilization of computerized & plastic components

## **Unprotected Scenes/Increased Risks:**

- MTO's elimination of "E-Patrols" further increases dependency on towing industry's patrolling of major highways, inclusive of highway 407ETR while increasing injury risks for motoring public and tow truck operators at unprotected accident scenes

## **Excessive Waiting at CRC's:**

- Average vehicle reception wait approx. 45 minutes
- Can reach up to 4 hours during peak hour /severe weather conditions
- Single CRC operation after-hours results in excessive non-billable traveled mileage

## **Increased Traffic Means Lower Productivity:**

- ⊖ City of Vaughan's increased population and expansion plans mean many more consumers to service
- ⊖ Toll Highway 407 ETR also congested and costly to service

## **Increased Risk to Driver Safety Means Additional Safety Equipment / Measures:**

- ⊖ Drivers are often in dangerous situations with regards to the removal of vehicles from their breakdown locations, especially those that involve highway shoulders and on/off ramps, intersections, live lanes, etc... sometimes requiring additional assistance from 2nd truck / tower onscene, police assistance to block traffic lanes for safe hook-up
- ⊖ Reflective uniform gear, pylons, flares, etc...

➤ **Equipment**

1-Ton Wheelift..... +29.43%  
Flatbed Truck..... +30.41%

➤ **Insurance**

1-Ton Truck ..... +21.05%  
Flatbed Truck ..... +24.49%

➤ **Fuel** ..... +53.01%

➤ **Municipal Licensing** ..... +8.89%



**Accident Rate: \$350.00**

**All Inclusive of :**

- ⊖ Speciality Equipment (Dollies/Flatbed)
- ⊖ 30mins on-scene labour and/or waiting time combined; \$150.00/hr or parts thereof, billable after initial 30mins.
- ⊖ All kms. ONLY within City of Vaughan Limits, and any additional kms. outside of city limits billable at \$4.25/km

**Additional Charges:**

- ⊖ Winching / Off Road Recovery \$150.00/hr inclusive of up to 60mins. of winching time for 1 truck and 1 operator; any time over and above the initial 60mins billable at \$2.00/min
- ⊖ Major accident scene clean-up (authorized by police officer on-scene by way of signature on the Tow Authorization form) \$250.00, not inclusive of any additional speciality charges that may be incurred such as hazardous material clean-up and disposal, etc... (any additional speciality charges also to be authorized and signed for by police officer on-scene)

**Vehicle Storage:**

- ⊖ Outdoor storage at \$75.00/calendar day
- ⊖ Indoor storage at \$125.00/calendar day

**Re-Tow:**

- ⊖ \$175.00 Hook-up
- ⊖ \$85.00 Dollies
- ⊖ \$4.25/km

\* All above plus taxes (and toll-fees where applicable).

- ⇒ Hook Up \$90.00
- ⇒ Dollies/Flatbed \$85.00
- ⇒ Per km. charge \$4.25
- ⇒ Standby Time \$120.00/hr billable in 15min. increments
- ⇒ Winching/Off Road Recovery \$ 150.00/hr inclusive of up to 60mins. of winching time for 1 truck and 1 operator; any time over and above the initial 60mins billable at \$2.00/min
- ⇒ Disconnecting of a Driveshaft / Axle \$90.00
- ⇒ Tire Change \$90.00 + \$75.00 for each additional wheel if required
- ⇒ Boost \$90.00
- ⇒ Lockout \$90.00
- ⇒ Fuel Delivery \$90.00 + cost of fuel
- ⇒ Underground \$30.00/level

⇒ \*Plus all taxes and toll fees where applicable, and these rates apply to vehicles being serviced with a maximum gross vehicle weight of 4500kg or less.

- ⇒ Prompt response and efficient delivery of overall Roadside Service can only be executed through the existence of sufficient equipment and skilled Tow Truck Operators.
- ⇒ Although not recognized as an essential Emergency Service to the public, there are dedicated individuals with spouses and children, individuals with families that pray each day for their safe return home each and every night, individuals that the majority of the time are the first responders to arrive onscene and assist the public in ensuring their safety on public roads.
- ⇒ The Towing Industry needs to be financially healthy not only to survive, but to execute the above delivery of services in a professional & responsible manner.

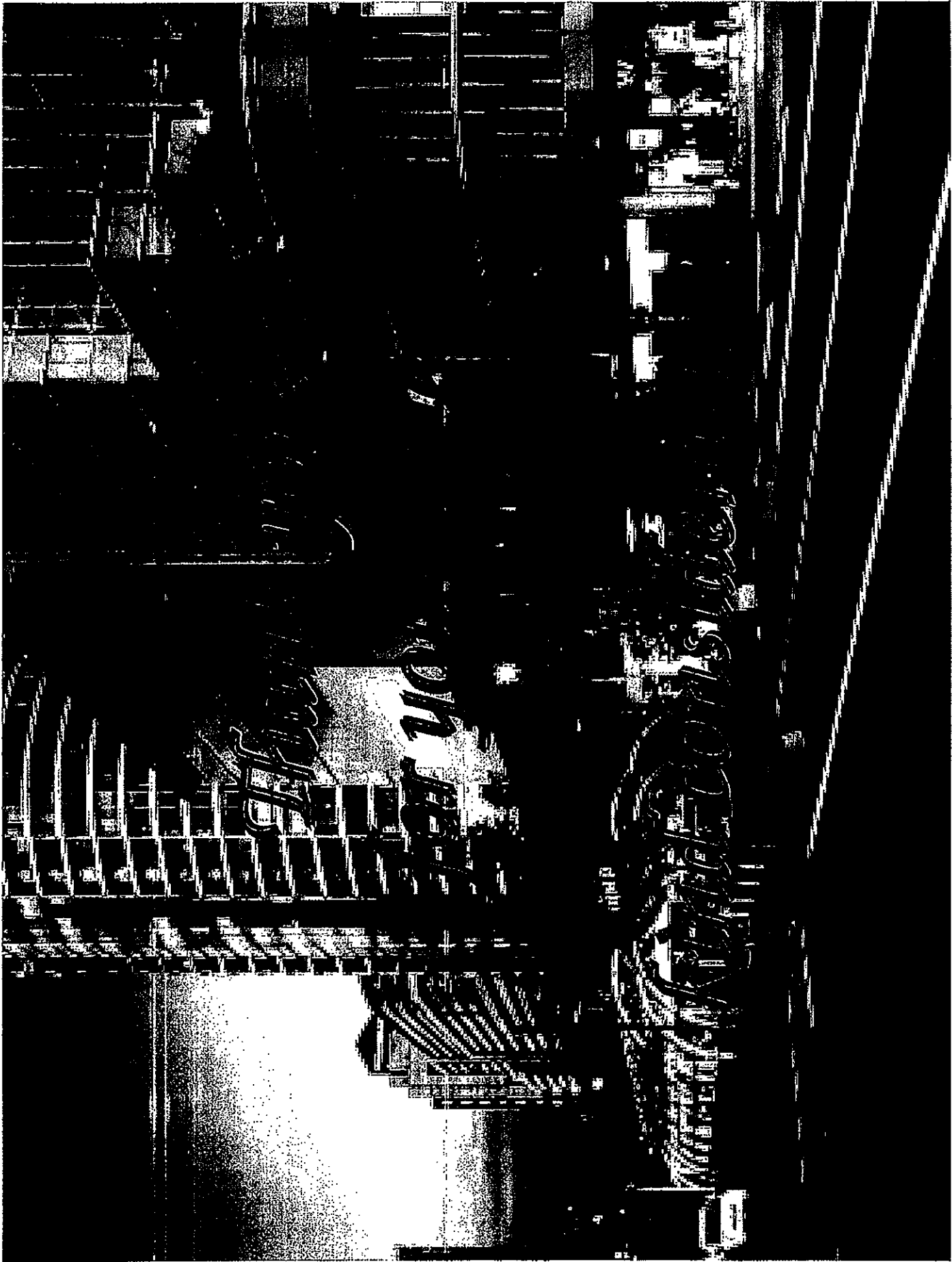
**Hence, our respectful request for rates  
commensurate with our true operating  
expenses!**

### **Prompt and Efficient Response is a Must:**

- ⇒ To support Emergency Response Teams efforts in the freeing of trapped accident victims and/or to clear lanes for the arrival of such teams.
- ⇒ To prevent unnecessary additional traffic backlogs / congestion
- ⇒ To prevent additional injury through the "domino effect" occurrence of secondary accidents
- ⇒ For the rapid resumption of traffic flows

### **Notable Examples:**

- ⇒ Highway traffic backlogs increase at a rate of 2 km every minute the road is blocked!
- ⇒ In 1997, a 14 hour Hwy 401 closure cost alone General Motors \$91MM in productivity!



**Subject:** Tow Truck Insurance Premiums  
**From:** Donovan Crabtree <Donovan\_Crabtree@ajg.com>  
**Date:** Fri, 3 Jun 2011 13:34:57 -0500  
**To:** "Norine Cohen (norine@couptow.com)" <norine@couptow.com>

Hello Norine and Gady,

Further to your conversation with Tim, the annual average premium for tow trucks in the GTA would be as follows:

Tow Truck - \$9,500  
Garage - \$1,000  
CGL \$1,000

Total \$11,500

If this vehicle was a flatbed that could haul 2 vehicles you would add \$700.

We are the 5th largest Brokerage in the world and presently have 3 regular insurers that would insure tow trucks as well as facility and Jevco (Jevco is B Rated).

Sincerely,

Donovan Crabtree B.A.  
Commercial Service Representative

 **Arthur J. Gallagher (Canada) Group**

---

West Metro Corporate Centre  
185 The West Mall, Suite 1710  
Toronto, Ontario M9C 5L5 Canada  
(DL: (416) 867-2694 | (Main: (416) 620-8030  
(Toll Free: 1-800-636-8143 | 7: (416) 620-1464  
E-mail: Donovan\_Crabtree@ajg.com

*Please note that Gallagher Lambert Group's name has been changed to Arthur J. Gallagher (Canada) Group.*

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 Toronto - 64 Barton Road Unit #5, North York M9M 2G5  
 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

type customer name  
 type company name  
 type company address  
 type company city & code  
 type phone #  
 type fax #

Date June/6/2011

*We are pleased to quote on supplying the following equipment.*

*Prepared by: Nathan*

<b>VULCAN MODEL 804 - Modular Body</b>	<b>Chassis</b>
Composite White	
60 CA Body, Integrated Boom Under lift	2011
Vulcan's Patented Wheel Retainers	Ford F350 Ext. Cab
4,000 lb . Extended Under lift Capacity	6.7 Lt
8,000 lb Worm Gear Winch	Auto
100' 3/8 Cable, Cable Tensioner, & Winch Release	XLT
60" Reach from Tailgate	White
Left & Right Hand Tool Boxes	
Dual Controls for Under Lift, Winch & Boom Functions	
Mud Flaps, Safety Chains, FMVSS Lighting, Wiring Harness, Hyd Pump,	
For Installation on chassis with 11,500 - 16,000 G.V.W	



Booster Cables  
 "In The Ditch" Anodized Self Loading Dollies with Aluminum Bars, Tie Down Straps & Bearing Buddi  
 SS Integrated Speed Mounts (pair) *ITD or Collins*  
 OEM Supplied "In Dash Switches"  
 Light Bar - Federal ModLed Jet 54" 12 Head LED, Stop Turn, Tail, & 2 Work Lights  
 Lighting Magnetic Tow Lights LEC  
 Lighting Aluminum Housed LED Hook Up Lights  
 Light Pylon - Brushed Aluminum 33"  
 PTO Ford Automatic Hot Shift & Hydraulic Pump *Less CAA Fleet*  
 Running Boards - Nerf Style (Extended Cab)  
 Spring Kit: Super Spring Package  
 SS Stone Guard Kit  
 Paint No Paint Required (Gel Coat Body & Factory Paint Boom  
 Canadian Installation Package including NSM Certification

Trade (detailed appraisal attached)

Year  
 Make & Model  
 VIN #  
 Engine  
 Transmission  
 Body

Total Price	87,350.04
Trade Allowance	
Net Difference	87,350.04
	<i>GST, PST, and License Extra</i>
Deposit Received	-----
Accepted	-----

*Prices subject to currency fluctuations, Actual price will be established at the time of final signed order*



Cambridge -2492 Cedar Creek Rd., Ayr Ontario NOB 1E0  
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**Sales Order**

type customer name  
 type company name  
 type company address  
 type company city & code  
 type phone #  
 type fax #

type Leasing Co Name here  
 type contact name here  
 type phone # here

Date June/6/2011

*We are pleased to quote on supplying the following equipment.*

*Prepared by: Nathan*

**VULCAN MODEL 881 - Modular Body  
 Composite White**

60" CA Body  
 Vulcan's Patented Wheel Retainer;  
 16,000 lb. Retracted - 4,000 lb. Extended Recovery Boom (60" from tailboan  
 4,000 lb. Extended Under lift Capacit  
 67" Reach from Tailgate  
 8,000 lb Worm Gear Winch  
 100ft x 3/8 Cable, Cable Tensioner & Winch Free Spool Assemb  
 Left & Right Hand Tool Boxe;  
 Dual Controls for Under lift & Boom Function;  
 Mud Flaps, Safety Chains, FMVSS Lighting, Wiring Harness, Hyd Pump,  
 For Installation on chassis with 11,500 - 16,000 G.V.W

**Chassis**

2011  
 Ford F350 Ext Cab  
 6.7 Lt  
 Auto  
 XLT  
 White

Chassis Upgrade - Running Boards - Nerf Style (Extended Cab  
 Chassis Upgrade -Super Spring Rear Packagi  
 Controls - OEM Supplied "In Dash Switches"  
 Dolly Wheel - "In The Ditch" Annodized Self Loading Dollies with Aluminum Bars, Tie Down Straps & Bearing Budd  
 Dolly Wheel - SS Integrated Speed Mounts (pair  
 Dress Up Kits - SS Stone Guard Kit  
 Light Bar - Federal Solaris Jet 60" 12 Head LED, Stop Turn, Tail, & 2 Work Light  
 Light Pylon - Brushed Aluminum 33"  
 Lighting - Aluminum Housed LED Hook Up Light  
 Lighting - Magnetic Tow Lights LEC  
 Paint - No Paint Required (Gel Coat Body & Factory Paint Boon  
 PTO Ford Automatic Hot Shift & Hydraulic Pump  
 Tow Accessory - Booster Cable  
 Tow Sling with J Hooks & Chains

ITD or Collins  
 Less CAA Fleet

881-894

**Canadian Installation Package Including NSM Certificatio**

Trade (detailed appraisal attachec

Year  
 Make & Mode  
 VIN #  
 Engine  
 Transmission  
 Body

Total Price	93,844.90
Trade Allowance	_____
Net Difference	93,844.90
	GST, PST, and License Extra
Deposit Receivec	_____
Accepted	_____

*Prices subject to currency fluctuations, Actual price will be established at the time of final signed order*





Cambridge -2492 Cedar Creek Rd., Ayr Ontario NOB 1E  
 (519) 622-5522 1-800-267-5522 Fax (519) 623-4011  
[www.cantow.ca](http://www.cantow.ca)

Toronto - 64 Bator Road Unit #5, North York M9M 2G  
 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

Date June/6/2011

*We are pleased to quote on supplying the following equipment*

*Prepared by: Nathan*

**Chevron Series 12 LCG Steel Carrier**  
**Standard Equipment - One Car Carrier**  
 2x3 Corten tube crossmembers - 8"OC, 2 front/ 4 rear chain locks  
 9,000 lb. planetary low mount winch, dual controls  
 18 GPM direct mount pump, roller guide, tensioner  
 Free wheel ext., black body paint, L.E.D. lights  
 12,000 lb. deck load rating 102 Wide Bod

**Chassis**  
 2012  
 Hino 258  
 6 Cyl Turbo Diesel  
 Allison Automatic  
 White  
 150" CA

**LCG Carrier - 21.5' Body Length w/ Wheelift "L" Arms & Straps**

**Upgrade to Vulcan Scoops in leau of "L" Arms**

Galvanized Subframe with Black Bod  
 Floor Level Roll Formed Sides with Stake Pockets & Steel Removable Ra  
 Frame Mounted Pylon ( add 6" to CA) Narrow Bas

Emergency Lighting Switch Panel - Power Up Touch Pad Switch Pan  
 Light Bar - Federal ModLed Jet 54" 12 Head LED, Stop Turn, Tail, & 2 Work Ligh  
 Rubber Housed Hook-up Lights (Lower)  
 LED Lower Hook-up Lights  
 Winch Flood Lights (2)  
 Magnetic Tow Lights  
 Lighting Magnetic Tow Lights LEC  
 Pair JT Combo 10' Chain  
 V Strap J&T  
 30 FT Safety Booster Cables  
 PTO Hot Shift  
 Tool Box - Stainless Door - 48" X 18" X 18" Drivers Sid  
 Tool Box - Stainless Door - 48" X 18" X 18" Passengers Sid  
 Standard Paint (Deck & Undercarriage Black  
 Canadian Installation Package including NSM Certificatior  
 Trade (detailed appraisal attached)

	Total Price	98,000.00
Year	Trade Allowance	0.00
Make & Mode	Net Difference	98,000.00
VIN #	<i>GST, PST, and License Extra</i>	
Engine	Deposit Received	_____
Transmission	Accepted	_____
Body		

*Prices subject to currency fluctuations, Actual price will be established at the time of final signed order*



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 (416) 740-9090 1-800-268-4239 Fax (416) 740-9938

**Sales Order**

Date June/6/2011

We are pleased to quote on supplying the following equipment.

Prepared by: Nathan

Miller LCG Series 40 Steel Carrier  
 requires chassis with Super Singles  
 Minimum recommended Front Axle 16,000 lbs  
 Minimum recommended Rear Axles 40,000 lbs

Chassis  
 2012  
 Kenworth T800  
 Paccar MX-455  
 Fuller 10 Speed  
 20 Front 40 Rear

26 ft Bed w/Fixed Position Stabilizer 174 CB

Upgrade to Hydraulic Stabilizer & 10,000 lb Wheel lift  
 1016 Crossbar for 10,000 lb. Wheel Lift  
 Stabilizer Spades  
 30,000 Lb Planetary Winch Air Shift & Spring Tensioner  
 Wood Floor

**LCG Factory Options**

Floor Level Sides w/ Punched Pocket (Standard)  
 Side Body Chain Locks - Specify 0,2,4,6, or 8  
 Center Body Chain Locks - Specify 0,2,4,6, or 8  
 5 LED Body Lights Per Side  
 Wireless Air Remote Control - 1 Function - Winch  
 Direct Mount PTO Air Shift  
 Black Body w/ Galvanized Sub Frame

18
16

**LCG Dealer Installed Options**

Rubber Housed Hook-up Lights (Lower) LED  
 Winch Flood Lights (2) LEO  
 Magnetic Tow Lights LED  
 Tool Box - California Tool Box 78"x20"x21" SS Doors (Passanger Side)  
 Tool Box - California Tool Box 78"x20"x21" SS Doors (Driver Side)  
 Fork Receivers  
 Pintle Hitch w/ Fifth Wheel Dog Ears  
 4 1/2" Short Forks  
 4 1/2" Tall Forks  
 Fork Reducers  
 U Bolt Forks  
 Riser Brackets  
 V-Chain Assembly  
 Install Gladhands, 7 Wire Truck (not RV), and 4 Wire Tow Light Plug

**Canadian Installation Package including NSM Certification**

Total Price	155,000.00
Trade Allowance	0.00
Net Difference	155,000.00
GST, PST, and License Extra	

Deposit Received .....  
 Accepted .....

Prices subject to currency fluctuations, Actual price will be established at the time of final signed order



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2005**

[< Return to Fuel Prices Home Page](#)

Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2005 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
4-Jan	78.7	79.8	78.9	77.5	79.4	78.6	83.7	0	0	0	79.2	79.1	80.9	-1.8
10-Jan	78	78.5	77.9	75.6	77.4	78.6	82.2	0	0	0	78.1	77.9	80.2	-2.3
17-Jan	77.6	78.3	78.4	77.1	75.9	78.5	82.2	0	0	0	78	77.9	80.2	-2.2
24-Jan	77.8	79.4	79.4	79.3	77.9	78.5	83.2	0	0	0	79	78.9	80.6	-1.7
31-Jan	82.5	80.1	81.9	80.3	81.9	82.6	83.8	0	0	0	81.4	81.3	83.1	-1.8
7-Feb	81.1	80.4	80.9	79.9	81.9	83.9	83.3	0	0	0	80.9	80.8	83.6	-2.8
14-Feb	79.8	79.4	77.9	77.3	77.9	83.9	83	0	0	0	79	78.8	83.5	-4.7
21-Feb	79.4	79.3	78.4	77.5	76.4	83.9	82.7	0	0	0	78.9	78.7	83.4	-4.7
28-Feb	82.9	79.9	79.9	80.1	82.7	83.9	83.3	0	0	0	80.9	80.7	83.6	-2.9
7-Mar	82.9	82.8	81.7	82.3	84.7	85.9	85.4	0	0	0	82.7	82.6	85.7	-3.1
14-Mar	85.4	83.6	84.9	82.5	84.7	86.9	86	0	0	0	84.5	84.4	86.5	-2.1
21-Mar	84.1	83.8	84.4	82.1	84.7	86.9	86.1	0	0	0	84.2	84	86.6	-2.5
28-Mar	84.1	84.3	84.4	82.9	83.9	86.9	86.1	0	0	0	84.3	84.2	86.6	-2.4
4-Apr	85.3	85.1	86.9	84.7	83.2	87.9	84.8	0	0	0	85.6	85.6	86.5	-0.9
11-Apr	87.2	88	88.4	87.3	90.2	93.6	87.7	0	0	0	88.3	88.1	90.9	-2.8
18-Apr	85.7	85.8	84.9	84.7	85.9	88.5	86.8	0	0	0	85.5	85.4	87.7	-2.3
25-Apr	84.9	86.9	84.9	85.3	85.9	85.2	86.7	0	0	0	85.7	85.7	85.9	-0.3
2-May	85	85.7	84.9	84.8	84.4	85.9	86.7	0	0	0	85.2	85.1	86.3	-1.1
9-May	84.4	85.8	84.4	84.7	84.4	85.2	88.2	0	0	0	85	84.9	86.6	-1.7
16-May	83.8	85.7	83.9	84.9	84.4	83.8	85.6	0	0	0	84.6	84.6	84.6	-0.1
24-May	82.1	84.4	82.3	84.5	83.4	80.5	85.6	0	0	0	83.1	83.2	82.8	0.4

May														
30-	82.3	84.4	83.3	79.7	82.9	75.9	85.7	0	0	0	83.1	83.2	80.4	2.9
May														
6-Jun	86.2	85.9	84.8	85.5	88.7	89.2	86.7	0	0	0	85.9	85.8	88.1	-2.3
13-	87.2	87.3	86.4	86.5	88.7	89.2	87.1	0	0	0	87.1	87	88.3	-1.2
Jun														
20-	87.4	88.3	89.9	87.8	88.7	91.9	90.2	0	0	0	88.8	88.6	91.1	-2.5
Jun														
27-	87.8	88.5	89.9	87.8	87.4	91.8	89.1	0	0	0	88.8	88.7	90.6	-1.9
Jun														
4-Jul	88.4	88.8	89.2	87.4	89.9	91.9	88.9	0	0	0	88.9	88.9	90.5	-1.7
11-Jul	88.9	90.6	90.9	88	87.7	93.9	89.1	0	0	0	90	90	91.7	-1.8
18-Jul	89.8	91.4	91.5	90.5	90.7	94.9	90.9	0	0	0	91.1	91	93.1	-2.1
25-Jul	89.7	90.4	90.2	89.5	90.4	91.6	91.1	0	0	0	90.2	90.1	91.3	-1.2
2-Aug	89.7	90.5	90.2	89.3	90.4	91.4	90.7	0	0	0	90.2	90.1	91.1	-1
8-Aug	89.7	90.4	90.5	89.3	90.4	94.9	90.9	0	0	0	90.4	90.2	93.1	-2.9
15-	90.3	93.8	93.6	94.9	93.4	95.3	92.6	0	0	0	93.1	93.1	94	-1
Aug														
22-	95.1	95.1	95.6	95.5	94.4	96.2	94.2	0	0	0	95.2	95.2	95.3	-0.1
Aug														
29-	94.7	95.1	96.2	95.5	94.4	96.5	94.1	0	0	0	95.4	95.4	95.4	0
Aug														
6-Sep	100.3	101.8	102.9	102.7	102.9	106.6	98.2	0	0	0	102	102	102.8	-0.8
12-	99.2	98.4	100.2	100.1	98.7	106.2	98.1	0	0	0	99.5	99.3	102.5	-3.2
Sep														
19-	95.5	97.6	97.5	99.3	98.7	102.1	96.1	0	0	0	97.4	97.3	99.4	-2
Sep														
26-	97	97.6	99.6	100.1	98.2	100.8	96.2	0	0	0	98.4	98.3	98.7	-0.4
Sep														
3-Oct	101.5	104	103.9	101.3	103.7	106.9	99.2	0	0	0	103.3	103.3	103.4	-0.1
11-	99.8	102.9	102.6	102.5	103.2	103.9	103.6	0	0	0	102.2	102.2	103.7	-1.6
Oct														
17-	99.8	103	101.9	102.1	103.2	102.6	102.2	0	0	0	102	101.9	102.4	-0.5
Oct														
24-	99.2	99.4	100.2	98.7	101.7	101.2	100.6	0	0	0	99.8	99.8	100.9	-1.1
Oct														
31-	99	99.1	98.8	98.1	101.7	100.1	98.1	0	0	0	99.1	99.1	99.2	0
Oct														
7-Nov	97.9	97.5	96.6	95.9	94.9	98.2	98.7	0	0	0	97	97	98.5	-1.5
14-	95.2	95.2	95.2	94.7	94.4	98.2	97.4	0	0	0	95.2	95.1	97.9	-2.8
Nov														
21-	94.2	94	92.9	93.5	93.4	98.2	96.1	0	0	0	93.8	93.6	97.2	-3.6
Nov														
28-	90.3	92.4	91.2	91.3	92.4	96.9	92.9	0	0	0	91.7	91.5	95.1	-3.6
Nov														
5-Dec	89.4	91.3	90.6	90.1	91.4	96.2	92.6	0	0	0	90.8	90.6	94.5	-3.9
12-	88.8	91.5	90.6	90.1	91.9	92.4	91.9	0	0	0	90.7	90.6	92.2	-1.6
Dec														
19-	88.8	91.5	93.3	90.5	91.9	90.9	91.2	0	0	0	91.5	91.5	91.1	0.5
Dec														
28-	90.6	93.6	93.9	94.3	96.9	97.3	94.1	0	0	0	93.5	93.4	95.8	-2.5
Dec														

Year	88.6	89.4	89.3	88.6	89.4	91.4	90.2	0	0	0	89.2	89.1	90.9	-1.7
								0	0	0				
1Q05	81.1	80.7	80.7	79.6	80.7	83	83.9	0	0	0	80.9	80.7	83.4	-2.7
2Q05	85.3	86.3	85.8	85.2	86	86.8	87	0	0	0	85.9	85.8	86.9	-1.1
3Q05	92.9	94	94.5	94	93.9	97.1	93.2	0	0	0	94	93.9	95.3	-1.4
4Q05	95	96.5	96.3	95.6	97	98.7	96.8	0	0	0	96.2	96.1	97.8	-1.7
Jan	78.9	79.2	79.3	78	78.5	79.3	83	0	0	0	79.1	79	81	-2
Feb	80.8	79.8	79.3	78.7	79.7	83.9	83.1	0	0	0	79.9	79.8	83.5	-3.8
Mar	84.1	83.6	83.9	82.5	84.5	86.7	85.9	0	0	0	83.9	83.8	86.3	-2.5
Apr	85.8	86.5	86.3	85.5	86.3	88.8	86.5	0	0	0	86.3	86.2	87.8	-1.6
May	83.5	85.2	83.7	83.7	83.9	82.2	86.4	0	0	0	84.2	84.2	84.1	0.1
Jun	87.1	87.5	87.7	86.9	88.4	90.5	88.3	0	0	0	87.6	87.5	89.5	-2
Jul	89.2	90.3	90.5	88.8	89.7	93.1	90	0	0	0	90.1	90	91.7	-1.7
Aug	91.9	93	93.2	92.9	92.6	94.9	92.5	0	0	0	92.9	92.8	93.8	-1
Sep	98	98.9	100.1	100.6	99.6	103.9	97.1	0	0	0	99.3	99.2	100.8	-1.6
Oct	99.9	101.7	101.5	100.5	102.7	102.9	100.7	0	0	0	101.3	101.3	101.9	-0.7
Nov	94.4	94.8	94	93.9	93.8	97.9	96.3	0	0	0	94.4	94.3	97.2	-2.9
Dec	89.4	92	92.1	91.3	93	94.2	92.5	0	0	0	91.6	91.5	93.4	-1.9

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2006**

[< Return to Fuel Prices Home Page](#)

Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2006 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
Jan 3	95.0	94.6	93.9	94.1	96.9	97.1	93.9	0.0	0.0	0.0	94.6	94.6	95.6	-1.0
Jan 9	95.0	96.0	95.6	94.1	95.9	94.4	95.1	0.0	0.0	0.0	95.5	95.5	94.7	0.8
Jan 16	93.9	94.3	91.6	91.6	94.9	94.3	94.6	0.0	0.0	0.0	93.3	93.2	94.4	-1.2
Jan 23	93.3	92.8	90.9	90.4	93.9	93.1	94.1	0.0	0.0	0.0	92.3	92.2	93.5	-1.3
Jan 30	92.7	93.1	91.2	90.6	92.4	93.2	94.7	0.0	0.0	0.0	92.3	92.2	93.9	-1.7
Feb 6	90.6	91.0	91.2	92.3	92.9	93.7	94.1	0.0	0.0	0.0	91.4	91.2	93.8	-2.6
Feb 13	90.7	89.8	88.9	88.8	92.9	93.4	93.4	0.0	0.0	0.0	90.1	89.9	93.4	-3.5
Feb 20	88.5	89.2	87.6	87.8	87.2	92.2	92.4	0.0	0.0	0.0	88.5	88.3	92.3	-4.0
Feb 27	88.5	89.0	89.2	88.6	87.2	91.9	92.2	0.0	0.0	0.0	89.0	88.8	92.1	-3.3
Mar 6	88.5	91.3	91.9	89.8	86.9	92.4	92.7	0.0	0.0	0.0	90.6	90.5	92.6	-2.1
Mar 13	90.5	91.2	91.6	90.0	90.4	92.2	92.2	0.0	0.0	0.0	91.1	91.0	92.2	-1.2
Mar 20	93.7	92.4	91.5	90.6	93.7	95.7	93.2	0.0	0.0	0.0	92.5	92.4	94.6	-2.2
Mar 27	93.5	92.6	91.8	90.6	93.2	94.7	93.2	0.0	0.0	0.0	92.5	92.4	94.0	-1.6
Apr 3	94.1	95.1	95.2	95.2	96.7	94.4	94.9	0.0	0.0	0.0	95.0	95.1	94.6	0.4
Apr 10	96.1	95.7	96.9	97.0	96.7	98.0	96.6	0.0	0.0	0.0	96.4	96.3	97.4	-1.0
Apr 17	97.1	97.6	97.6	97.5	98.9	99.2	97.9	0.0	0.0	0.0	97.6	97.6	98.6	-1.0
Apr 24	100.6	100.4	99.9	99.7	101.4	103.5	100.6	0.0	0.0	0.0	100.4	100.3	102.2	-1.8
May 1	100.6	100.0	100.6	99.6	101.4	104.4	101.2	0.0	0.0	0.0	100.5	100.4	102.9	-2.5
May 8	99.5	99.6	100.2	98.2	101.4	103.4	101.1	0.0	0.0	0.0	100.0	99.8	102.3	-2.5
May 15	99.3	100.3	100.2	98.4	97.2	103.0	100.9	0.0	0.0	0.0	99.8	99.7	102.1	-2.3
May 23	99.1	99.9	99.6	98.0	99.4	101.7	100.7	0.0	0.0	0.0	99.6	99.5	101.2	-1.7
May 29	99.1	100.1	99.9	98.4	100.9	102.8	100.9	0.0	0.0	0.0	99.9	99.8	101.9	-2.1
Jun 5	99.1	100.0	99.4	97.9	100.9	103.5	100.6	0.0	0.0	0.0	99.7	99.6	102.2	-2.6

Jun 12	99.1	100.1	99.9	98.3	100.9	103.5	100.9	0.0	0.0	0.0	99.9	99.8	102.3	-2.5
Jun 19	99.4	100.0	100.3	98.1	100.2	102.8	100.9	0.0	0.0	0.0	100.0	99.9	101.9	-2.0
Jun 26	99.3	99.4	99.6	97.2	100.2	101.4	100.6	0.0	0.0	0.0	99.4	99.4	101.0	-1.6
Jul 4	98.6	99.1	98.6	96.6	99.3	101.1	99.9	0.0	0.0	0.0	98.8	98.7	100.6	-1.9
Jul 10	98.4	99.3	98.6	96.6	99.4	101.1	100.7	0.0	0.0	0.0	98.9	98.7	100.9	-2.2
Jul 17	99.1	99.5	100.2	98.0	99.3	101.4	103.4	0.0	0.0	0.0	99.7	99.5	102.3	-2.8
Jul 24	98.7	99.6	99.6	97.0	99.3	101.4	101.7	0.0	0.0	0.0	99.3	99.2	101.6	-2.3
Jul 31	100.2	101.1	102.2	100.1	99.9	100.9	102.9	0.0	0.0	0.0	101.2	101.1	101.8	-0.7
Aug 8	101.7	101.9	103.6	101.8	101.2	103.6	103.6	0.0	0.0	0.0	102.4	102.3	103.6	-1.2
Aug 14	103.8	100.5	102.6	101.1	100.8	102.6	103.7	0.0	0.0	0.0	102.0	101.9	103.1	-1.2
Aug 21	102.6	100.2	101.6	99.9	100.8	101.1	105.6	0.0	0.0	0.0	101.3	101.2	103.1	-1.9
Aug 28	101.2	100.5	99.0	99.1	99.6	101.1	105.1	0.0	0.0	0.0	100.1	100.0	102.9	-2.9
Sep 5	100.5	99.6	99.9	97.1	99.2	101.1	105.2	0.0	0.0	0.0	99.9	99.7	103.0	-3.3
Sep 11	98.8	97.2	98.9	94.4	97.3	100.4	104.2	0.0	0.0	0.0	98.1	97.9	102.1	-4.2
Sep 18	93.7	92.8	94.2	91.5	95.6	95.2	100.1	0.0	0.0	0.0	93.8	93.6	97.4	-3.8
Sep 25	89.6	92.0	90.9	87.6	94.4	90.4	95.2	0.0	0.0	0.0	91.2	91.1	92.6	-1.5
Oct 2	87.5	90.4	86.2	89.7	85.2	90.2	95.1	0.0	0.0	0.0	88.2	88.0	92.4	-4.4
Oct 10	87.5	89.3	86.6	87.9	98.6	89.9	94.4	0.0	0.0	0.0	88.9	88.7	91.9	-3.2
Oct 16	86.0	89.1	86.9	88.1	87.0	89.4	94.1	0.0	0.0	0.0	87.7	87.5	91.5	-4.0
Oct 23	88.5	89.2	88.2	89.1	88.1	89.9	93.7	0.0	0.0	0.0	88.8	88.6	91.6	-3.0
Oct 30	88.5	89.5	87.9	88.6	87.7	89.7	92.9	0.0	0.0	0.0	88.7	88.6	91.1	-2.5
Nov 6	86.3	87.6	86.2	87.5	87.4	89.2	91.7	0.0	0.0	0.0	87.0	86.8	90.3	-3.5
Nov 13	86.5	88.0	87.1	86.8	87.1	89.2	92.4	0.0	0.0	0.0	87.4	87.2	90.6	-3.4
Nov 20	85.9	87.9	86.4	86.2	86.7	88.9	92.1	0.0	0.0	0.0	87.0	86.8	90.3	-3.5
Nov 27	86.7	87.6	86.9	85.9	86.4	88.9	92.2	0.0	0.0	0.0	87.2	87.0	90.4	-3.4
Dec 4	86.7	88.1	89.6	85.9	88.6	91.8	92.9	0.0	0.0	0.0	88.4	88.2	92.3	-4.1
Dec 11	89.9	90.4	91.8	90.1	89.1	91.1	93.1	0.0	0.0	0.0	90.7	90.6	92.0	-1.4
Dec 18	89.9	92.4	91.6	89.4	89.1	90.7	93.2	0.0	0.0	0.0	91.2	91.2	91.8	-0.7
Dec 27	89.9	93.1	91.6	89.0	89.1	90.4	94.1	0.0	0.0	0.0	91.4	91.4	92.1	-0.7
Year	94.3	94.8	94.5	93.4	94.8	96.3	97.2	0.0	0.0	0.0	94.6	94.5	96.7	-2.2
1Q06	91.9	92.1	91.3	90.7	92.2	93.7	93.5	0.0	0.0	0.0	91.8	91.7	93.6	-1.9
2Q06	98.6	99.1	99.2	98.0	99.7	101.6	99.8	0.0	0.0	0.0	99.1	99.0	100.8	-1.8
3Q06	99.0	98.7	99.2	97.0	98.9	100.1	102.4	0.0	0.0	0.0	99.0	98.8	101.1	-2.3
4Q06	87.7	89.4	88.2	88.0	88.5	89.9	93.2	0.0	0.0	0.0	88.7	88.5	91.4	-2.9

Jan	94.0	94.1	92.6	92.1	94.8	94.4	94.5	0.0	0.0	0.0	93.6	93.6	94.4	-0.9
Feb	89.6	89.8	89.2	89.4	90.0	92.8	93.0	0.0	0.0	0.0	89.7	89.5	92.9	-3.3
Mar	91.5	91.9	91.7	90.2	91.1	93.7	92.9	0.0	0.0	0.0	91.7	91.6	93.3	-1.7
Apr	97.0	97.2	97.4	97.3	98.4	98.8	97.5	0.0	0.0	0.0	97.4	97.3	98.2	-0.9
May	99.5	100.0	100.1	98.6	100.1	103.0	101.0	0.0	0.0	0.0	100.0	99.8	102.1	-2.2
Jun	99.2	99.9	99.8	97.9	100.6	102.8	100.7	0.0	0.0	0.0	99.8	99.7	101.8	-2.2
Jul	99.0	99.7	99.8	97.7	99.4	101.2	101.7	0.0	0.0	0.0	99.6	99.5	101.4	-2.0
Aug	102.3	100.8	101.7	100.5	100.6	102.1	104.5	0.0	0.0	0.0	101.4	101.3	103.2	-1.8
Sep	95.6	95.4	96.0	92.7	96.6	96.8	101.2	0.0	0.0	0.0	95.7	95.6	98.8	-3.2
Oct	87.6	89.5	87.2	88.7	89.3	89.8	94.0	0.0	0.0	0.0	88.5	88.3	91.7	-3.4
Nov	86.4	87.8	86.6	86.6	86.9	89.0	92.1	0.0	0.0	0.0	87.1	87.0	90.4	-3.4
Dec	89.1	91.0	91.1	88.6	89.0	91.0	93.3	0.0	0.0	0.0	90.4	90.4	92.1	-1.7

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.





## MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)****Fuel Price Data (Historical)****Diesel 2007**[< Return to Fuel Prices Home Page](#)

Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2007 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
2-Jan	89.6	90.9	91.6	88.6	89.7	90.4	93.1	0.0	0.0	0.0	90.7	90.6	91.6	-1
8-Jan	88.5	90.1	90.6	88.2	88.3	90.1	92.6	0.0	0.0	0.0	89.8	89.7	91.2	-1.5
15-Jan	87.8	88.1	90.5	87.9	87.7	89.1	92.6	0.0	0.0	0.0	88.9	88.8	90.6	-1.9
22-Jan	87.2	85.5	87.8	86	84.4	86.6	91.9	0.0	0.0	0.0	86.7	86.5	89	-2.5
29-Jan	87	85.2	87.1	85.5	83.1	87	91.1	0.0	0.0	0.0	86.2	86	88.9	-2.8
5-Feb	87.3	87.1	88.1	86.1	85.2	88.6	91.4	0.0	0.0	0.0	87.4	87.2	89.8	-2.6
12-Feb	88.5	86.9	88.1	86.5	85.2	90.5	91.6	0.0	0.0	0.0	87.6	87.5	91	-3.5
19-Feb	89.9	91.1	90.6	86.5	90.1	89.8	91.4	0.0	0.0	0.0	90.3	90.3	90.5	-0.2
26-Feb	93.1	92.6	93.2	91	95.9	94.5	95.9	0.0	0.0	0.0	93.2	93.1	95.1	-2.1
5-Mar	93.7	98.6	97.6	95.9	99.6	98.7	98.7	0.0	0.0	0.0	97.3	97.2	98.7	-1.5
12-Mar	94	99	98.6	96.3	99.2	98.8	99.7	0.0	0.0	0.0	97.8	97.7	99.2	-1.5
19-Mar	94.2	97.9	97.6	95.7	100.1	98.7	99.9	0.0	0.0	0.0	97.2	97.1	99.2	-2.2
26-Mar	95.1	97.6	96.9	95.3	96.9	98	99.2	0.0	0.0	0.0	96.8	96.7	98.6	-1.9
2-Apr	95	97.4	97.2	94.9	96.9	98.2	99.3	0.0	0.0	0.0	96.8	96.7	98.7	-2
9-Apr	95.8	97.6	97.1	94.7	100.6	97.6	98.6	0.0	0.0	0.0	97.2	97.1	98.1	-1
16-Apr	95.8	97.9	97.8	95.6	97.9	97.1	99.3	0.0	0.0	0.0	97.3	97.3	98.1	-0.8
23-Apr	95.8	98.6	97.1	94.3	96.2	97.1	98.3	0.0	0.0	0.0	97.1	97.1	97.7	-0.6
30-Apr	95.6	97.9	95.6	94.6	96.8	97.3	98.2	0.0	0.0	0.0	96.5	96.4	97.7	-1.3
7-May	95.4	96.9	95.9	94.1	93.6	97.5	98.5	0.0	0.0	0.0	95.9	95.8	97.9	-2.1
14-May	94.6	95.2	93.9	93.8	93.6	96.1	97.8	0.0	0.0	0.0	94.5	94.4	96.8	-2.4
22-May	95.1	97.2	94.6	94	91.6	97.8	98.1	0.0	0.0	0.0	95.4	95.3	97.9	-2.7
28-May	95.3	96.8	93.6	93.8	92.2	97.3	97.1	0.0	0.0	0.0	95	94.9	97.2	-2.4
4-Jun	94.7	94	93.4	93.8	93.5	96.8	97.2	0.0	0.0	0.0	94.1	93.9	97	-3.1
11-Jun	94.1	94.6	93.6	94.5	92.8	96.9	97.8	0.0	0.0	0.0	94.2	94	97.3	-3.3
18-Jun	92.9	94	92.6	92.6	91.6	96.1	97.1	0.0	0.0	0.0	93.2	93	96.6	-3.5
25-Jun	94	94.5	94.9	92.3	92.9	96.9	98.1	0.0	0.0	0.0	94.4	94.3	97.5	-3.2
3-Jul	94.7	94.2	94.9	92.3	93.6	96.9	98.2	0.0	0.0	0.0	94.5	94.4	97.5	-3.2
9-Jul	94.5	94.8	95.2	92.3	92.6	98	99.9	0.0	0.0	0.0	94.8	94.5	98.9	-4.3
16-Jul	94.6	94.4	94.9	92.3	93.6	94.8	98.1	0.0	0.0	0.0	94.5	94.4	96.3	-1.9
23-Jul	94.3	94.6	94.9	92.3	93.6	94.8	97.8	0.0	0.0	0.0	94.5	94.4	96.2	-1.7
30-Jul	94.3	94	93.9	92.3	93.6	94.8	97.9	0.0	0.0	0.0	94	93.9	96.2	-2.3
7-Aug	94.2	94.6	94.9	93.9	96.2	95	98.3	0.0	0.0	0.0	94.8	94.7	96.5	-1.8
13-Aug	94.7	94.2	93.2	92.3	95.6	94.6	97.4	0.0	0.0	0.0	94.1	94	95.9	-1.9
20-Aug	94.3	93.9	93.9	92.3	93.2	94.6	97.4	0.0	0.0	0.0	93.9	93.8	95.9	-2

27-Aug	94.1	92.9	93.9	92.9	95.2	94.2	96.9	0.0	0.0	0.0	93.7	93.7	95.4	-1.8
4-Sep	94.5	95	94.2	92.9	96.8	97.5	97.6	0.0	0.0	0.0	94.8	94.7	97.5	-2.9
10-Sep	94.6	95.5	94.6	93.1	94.2	98	98.5	0.0	0.0	0.0	94.9	94.8	98.2	-3.5
17-Sep	96.1	96.7	96.2	95.1	97.6	99	99.8	0.0	0.0	0.0	96.6	96.4	99.4	-2.9
24-Sep	97.4	97.9	97.6	95.3	97.6	99.5	101	0.0	0.0	0.0	97.6	97.5	100.2	-2.7
1-Oct	96.8	97.3	97.6	95.1	96.9	99.2	101.4	0.0	0.0	0.0	97.3	97.1	100.2	-3.1
9-Oct	96	96.9	96.1	94.5	95.1	98.6	99.9	0.0	0.0	0.0	96.3	96.2	99.2	-3
15-Oct	96.2	96.9	96.2	94.5	94.7	98.8	100.4	0.0	0.0	0.0	96.4	96.2	99.5	-3.3
22-Oct	97.3	97	96.6	95.3	97.2	99.6	100.9	0.0	0.0	0.0	97	96.8	100.2	-3.4
29-Oct	97.9	97.2	96.9	95.7	98.4	99.2	101.4	0.0	0.0	0.0	97.4	97.2	100.2	-3
5-Nov	99.2	98.6	98.6	96.7	99.4	99.1	102.4	0.0	0.0	0.0	98.8	98.7	100.6	-1.9
12-Nov	100.5	100.3	101.2	98.7	99.7	101.8	104.6	0.0	0.0	0.0	100.6	100.5	103.1	-2.6
19-Nov	102	100.6	102.2	100.8	102.9	102	105.1	0.0	0.0	0.0	101.7	101.6	103.4	-1.8
26-Nov	106.5	103.9	104.6	103.9	106.8	107.2	108.9	0.0	0.0	0.0	105	104.9	108	-3.1
3-Dec	108.3	105	108.2	104.3	108.3	108.3	111.4	0.0	0.0	0.0	107.1	107	109.7	-2.7
10-Dec	107.2	107	106.2	104.5	104.9	107.5	109.2	0.0	0.0	0.0	106.6	106.5	108.3	-1.8
17-Dec	108.1	106.6	107.2	107.5	105.7	108.9	111.4	0.0	0.0	0.0	107.2	107.1	110	-3
27-Dec	111.4	110.2	108.2	107.1	108.8	110.2	112.9	0.0	0.0	0.0	109.6	109.5	111.4	-2
::														
Year	95.6	96	95.9	94.2	95.5	97.2	99.1	0.0	0.0	0.0	95.9	95.8	98.1	-2.3
::														
1Q07	90.5	91.6	92.2	90	91.2	92.4	94.5	0.0	0.0	0.0	91.5	91.4	93.3	-1.9
2Q07	94.9	96.4	95.2	94.1	94.6	97.1	98.1	0.0	0.0	0.0	95.5	95.4	97.6	-2.2
3Q07	94.8	94.8	94.8	93	94.9	96.3	98.4	0.0	0.0	0.0	94.8	94.7	97.2	-2.5
4Q07	102.1	101.3	101.5	99.9	101.4	103.1	105.4	0.0	0.0	0.0	101.6	101.5	104.1	-2.7
::														
Jan	88	88	89.5	87.2	86.6	88.6	92.2	0.0	0.0	0.0	88.4	88.3	90.3	-1.9
Feb	89.7	89.4	90	87.5	89.1	90.8	92.6	0.0	0.0	0.0	89.6	89.5	91.6	-2.1
Mar	94.3	98.3	97.7	95.8	99	98.5	99.4	0.0	0.0	0.0	97.3	97.2	98.9	-1.8
Apr	95.6	97.9	97	94.8	97.7	97.5	98.8	0.0	0.0	0.0	97	96.9	98	-1.1
May	95.1	96.5	94.5	93.9	92.7	97.1	97.9	0.0	0.0	0.0	95.2	95.1	97.5	-2.4
Jun	93.9	94.3	93.6	93.3	92.7	96.7	97.6	0.0	0.0	0.0	94	93.8	97.1	-3.3
Jul	94.5	94.4	94.8	92.3	93.4	95.9	98.4	0.0	0.0	0.0	94.5	94.3	97	-2.7
Aug	94.3	93.9	94	92.9	95.1	94.6	97.5	0.0	0.0	0.0	94.1	94	95.9	-1.9
Sep	95.7	96.3	95.7	94.1	96.5	98.5	99.2	0.0	0.0	0.0	96	95.8	98.8	-3
Oct	96.8	97.1	96.7	95	96.4	99.1	100.8	0.0	0.0	0.0	96.9	96.7	99.9	-3.1
Nov	102	100.9	101.7	100	102.2	102.5	105.2	0.0	0.0	0.0	101.5	101.4	103.7	-2.3
Dec	108.8	107.2	107.4	105.9	106.9	108.7	111.2	0.0	0.0	0.0	107.6	107.5	109.9	-2.4

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2008**

[< Return to Fuel Prices Home Page](#)

Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2008 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
Jan 2	111.7	109.3	108.2	107.7	107.6	110.4	112.0				109.3	109.2	111.1	-2.0
Jan 7	112.5	109.8	107.9	108.3	107.9	110.8	113.6				109.6	109.5	112.1	-2.6
Jan 14	112.2	109.1	111.2	108.7	109.2	110.2	113.7				110.5	110.4	111.8	-1.4
Jan 21	111.7	109.7	110.5	107.6	108.7	109.6	113.0				110.2	110.2	111.2	-1.0
Jan 28	111.5	109.0	109.3	107.9	109.3	109.8	111.9				109.6	109.5	110.8	-1.2
Feb 4	110.6	109.1	108.7	105.3	108.8	109.2	110.9				109.1	109.0	110.0	-1.0
Feb 11	108.3	108.6	107.7	105.5	104.9	108.8	110.0				107.8	107.7	109.4	-1.6
Feb 19	109.9	108.9	108.4	106.9	107.9	109.4	111.9				108.8	108.7	110.5	-1.8
Feb 25	110.7	111.5	111.9	109.3	110.4	110.6	113.9				111.3	111.2	112.1	-0.9
Mar 3	111.0	112.5	113.4	110.3	114.2	111.6	114.6				112.5	112.5	113.0	-0.5
Mar 10	117.1	117.3	116.4	114.7	117.7	115.8	117.2				116.8	116.8	116.5	0.4
Mar 17	123.3	124.3	122.9	120.5	123.7	125.1	122.9				123.4	123.4	124.1	-0.8
Mar 24	124.1	122.9	122.9	120.1	117.2	126.3	122.9				122.6	122.5	124.8	-2.3
Mar 31	123.8	123.2	122.9	119.9	121.5	125.5	123.9				123.0	122.9	124.8	-1.9
Apr 7	123.7	122.6	122.7	119.9	121.3	125.5	124.3	122.2	126.0	127.8	122.8	122.6	124.6	-2.1
Apr 14	126.4	126.3	126.7	124.9	126.9	124.1	129.2	124.5	127.0	129.2	126.4	126.4	126.3	0.1
Apr 21	129.7	129.9	128.7	125.3	126.4	128.6	131.4	126.5	129.0	134.6	128.9	128.9	129.4	-0.5
Apr 28	128.2	130.1	127.4	124.7	126.4	128.2	130.6	126.7	130.3	134.6	128.3	128.2	129.3	-1.1
May 5	128.2	128.3	127.2	124.7	124.1	129.0	129.8	129.3	129.9	134.9	127.6	127.3	130.1	-2.7
May 12	128.9	132.7	132.2	128.9	131.9	133.2	133.6	129.0	131.9	136.2	131.5	131.5	132.3	-0.8
May 20	133.9	136.3	133.9	133.5	134.9	136.8	138.1	129.9	135.9	136.2	134.8	134.8	134.9	-0.1
May 26	137.8	141.3	139.9	141.1	142.7	143.8	145.1	136.7	143.8	142.9	140.4	140.2	141.9	-1.7

## Ministry of Energy: Fuel Price Data (Historical)

Jun 2	138.9	139.5	139.4	137.9	141.2	143.2	142.5	139.5	143.3	145.3	139.7	139.4	142.2	-2.9
Jun 9	139.0	138.9	139.7	135.3	137.4	142.9	140.7	138.9	145.1	146.5	138.9	138.7	140.6	-1.9
Jun 16	143.9	143.4	144.8	141.9	143.0	142.7	145.3	141.7	143.5	150.5	143.8	143.8	144.0	-0.2
Jun 23	137.6	139.5	142.2	140.5	140.3	143.6	143.3	141.5	142.3	148.1	140.4	140.1	143.3	-3.2
Jun 30	140.7	140.9	141.1	139.5	140.4	142.2	143.3	141.3	142.3	148.3	141.0	140.8	142.9	-2.1
Jul 7	144.7	145.2	144.7	143.3	146.9	145.0	147.7	143.7	144.7	148.9	145.0	144.9	145.6	-0.7
Jul 14	145.4	145.2	144.2	141.5	145.9	147.0	147.9	145.1	147.5	149.9	145.0	144.7	147.0	-2.3
Jul 21	143.1	142.0	142.2	140.3	142.6	144.6	147.1	145.3	145.9	147.9	142.6	142.2	145.9	-3.7
Jul 28	138.5	138.9	137.9	134.5	139.2	143.2	142.7	141.3	141.1	145.7	138.7	138.3	142.6	-4.3
Aug 5	135.3	135.1	137.9	132.7	134.9	140.4	141.7	140.5	139.9	144.2	136.4	135.9	141.1	-5.2
Aug 11	133.0	130.9	134.9	129.3	133.6	137.0	139.3	138.5	137.2	141.9	133.4	132.8	138.5	-5.8
Aug 18	129.1	128.0	129.2	127.1	128.7	132.8	135.5	135.5	132.6	139.2	129.3	128.6	134.9	-6.3
Aug 25	128.5	128.3	129.2	126.3	128.2	132.2	135.7	135.4	130.6	137.6	129.1	128.5	134.3	-5.8
Sep 2	128.7	127.6	128.9	127.0	129.7	131.2	134.4	132.1	130.8	137.6	128.8	128.4	132.9	-4.5
Sep 8	127.2	126.9	127.7	125.9	122.6	130.2	133.7	130.9	130.0	135.8	127.3	126.8	131.8	-5.0
Sep 15	125.7	124.5	124.7	121.9	122.6	129.6	130.7	130.3	129.3	134.9	125.2	124.5	130.7	-6.1
Sep 22	123.0	122.8	122.7	120.3	121.1	127.2	130.2	130.0	127.5	130.3	123.2	122.5	129.1	-6.5
Sep 29	121.5	121.6	122.3	119.9	117.3	126.2	126.2	126.9	126.0	129.9	121.9	121.4	126.8	-5.5
Oct 6	120.2	118.8	121.3	116.1	116.4	126.0	126.2	127.0	125.8	129.9	120.3	119.5	126.8	-7.2
Oct 14	117.8	116.5	118.9	114.9	114.2	121.8	124.2	126.6	122.7	125.9	118.0	117.3	124.3	-7.0
Oct 20	113.5	112.3	114.6	110.1	109.8	119.0	120.2	126.2	117.5	121.9	113.9	113.0	121.5	-8.5
Oct 27	109.9	109.6	110.0	106.7	106.6	115.3	115.2	123.3	114.5	118.4	110.2	109.4	117.9	-8.5
Nov 3	109.5	108.5	108.9	103.3	103.8	112.8	112.4	120.2	112.8	115.7	108.9	108.2	115.2	-7.1
Nov 10	106.5	104.7	105.9	100.7	101.3	108.6	110.7	118.0	108.7	110.3	105.7	104.9	112.0	-7.0
Nov 17	103.4	103.7	103.1	99.5	100.1	107.1	106.2	115.0	107.4	109.9	103.6	102.9	109.6	-6.7
Nov 24	100.5	98.8	99.5	96.7	97.2	103.3	103.7	110.2	102.8	106.2	99.8	99.1	105.7	-6.6
Dec 1	99.7	96.7	98.5	95.4	93.6	100.4	103.2	108.9	100.3	106.2	98.3	97.6	104.1	-6.5
Dec 8	97.0	94.0	94.1	92.7	90.1	99.8	100.1	102.6	98.2	102.5	94.9	94.2	100.8	-6.5
Dec 15	93.5	90.5	90.1	88.7	93.0	97.1	97.7	99.9	97.5	99.9	91.8	91.1	98.4	-7.4
Dec 22	91.3	87.9	89.7	87.5	87.8	95.8	94.7	98.0	93.1	95.3	89.9	89.2	95.8	-6.6
Dec 29	89.7	87.0	89.5	86.7	90.4	90.1	93.9	98.0	89.8	89.9	89.1	88.6	93.1	-4.5
Year	121.0	120.4	120.7	118.1	119.3	123.0	124.4	127.6	126.3	130.0	120.7	120.4	124.0	-3.6

1Q08	114.2	113.0	110.9	112.1	113.8	115.2				113.2	113.1	114.4	-1.3	
2Q08	133.6	134.6	134.3	132.2	133.6	135.7	136.7	132.9	136.2	139.6	134.2	134.1	135.5	-1.5
3Q08	132.6	132.1	132.8	130.0	131.8	135.9	137.9	136.6	135.6	140.3	132.8	132.3	137.0	-4.7
4Q08	104.0	102.2	103.4	99.9	100.3	107.5	108.3	113.4	107.0	110.1	103.4	102.7	109.6	-6.9
Jan	111.9	109.4	109.4	108.0	108.5	110.2	112.9				109.8	109.8	111.4	-1.6
Feb	109.9	109.5	109.2	106.8	108.0	109.5	111.7				109.2	109.2	110.5	-1.3
Mar	119.8	120.0	119.7	117.1	118.8	120.9	120.3				119.7	119.6	120.6	-1.0
Apr	127.0	127.2	126.3	123.7	125.2	126.6	128.9	125.0	128.1	131.5	126.6	126.5	127.4	-0.9
May	132.2	134.7	133.3	132.1	133.4	135.7	136.7	131.2	135.4	137.6	133.6	133.4	134.8	-1.3
Jun	140.0	140.4	141.4	139.0	140.4	142.9	143.0	140.6	143.3	147.7	140.8	140.6	142.6	-2.1
Jul	142.9	142.8	142.2	139.9	143.6	145.0	146.4	143.9	144.8	148.1	142.8	142.5	145.3	-2.7
Aug	131.5	130.6	132.8	128.8	131.3	135.6	138.1	137.5	135.1	140.7	132.0	131.4	137.2	-5.8
Sep	125.2	124.7	125.3	123.0	122.7	128.9	131.1	130.1	128.7	133.7	125.3	124.7	130.2	-5.5
Oct	115.3	114.3	116.2	112.0	111.8	120.6	121.5	125.8	120.1	124.0	115.6	114.8	122.6	-7.8
Nov	105.0	103.9	104.4	100.1	100.6	108.0	108.3	115.9	107.9	110.5	104.5	103.8	110.6	-6.8
Dec	94.3	91.2	92.4	90.2	91.0	96.6	97.9	101.5	95.8	98.8	92.8	92.1	98.5	-6.3

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2009**

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Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2009 (cents per litre)**

Date	Ott	Tor West	TorWin East	Londón	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff	
Jan 5	88.7	86.8	88.1	86.1	85.1	90.1	93.9	94.9	88.8	91.9	87.9	87.4	92.2	-4.8
Jan 12	90.4	91.2	91.1	86.9	84.3	94.6	96.2	94.5	97.5	95.8	90.7	90.1	95.3	-5.2
Jan 19	89.5	90.5	90.3	85.9	85.2	94.0	96.2	94.2	96.8	96.2	90.1	89.5	95.0	-5.5
Jan 26	90.0	88.8	87.5	86.9	85.0	93.0	95.6	94.0	93.2	95.9	88.8	88.2	94.0	-5.8
Feb 2	89.8	90.2	87.9	85.9	86.7	91.6	94.9	93.6	93.0	95.0	89.3	88.8	93.2	-4.4
Feb 9	88.9	86.3	87.1	85.1	80.6	90.1	92.9	93.5	90.2	93.4	87.1	86.5	91.9	-5.3
Feb 17	84.7	84.1	87.3	84.5	79.7	89.3	92.4	91.8	90.0	91.8	85.6	84.9	90.9	-6.0
Feb 23	82.9	83.0	82.1	80.7	78.7	88.8	90.4	88.8	89.7	89.5	83.0	82.2	89.2	-7.1
Mar 2	82.9	80.9	81.9	79.9	77.2	88.6	89.4	84.5	87.8	88.4	81.9	81.2	87.4	-6.1
Mar 9	83.9	81.9	81.9	79.9	78.0	88.8	89.9	83.0	88.4	88.2	82.4	81.8	87.1	-5.3
Mar 16	82.3	80.8	80.9	78.5	76.4	88.1	88.1	80.5	87.9	87.8	81.2	80.6	85.7	-5.1
Mar 23	81.4	81.5	81.3	78.5	75.3	86.1	88.2	81.0	86.5	87.3	81.2	80.7	85.1	-4.4
Mar 30	84.4	85.5	84.3	81.3	81.8	85.4	90.6	85.7	88.0	89.9	84.6	84.3	87.0	-2.7
Apr 6	84.9	84.7	84.5	81.7	80.5	87.3	90.9	85.3	87.2	90.3	84.5	84.1	87.5	-3.4
Apr 13	84.1	83.9	84.1	81.3	79.5	85.6	90.2	84.0	83.5	89.9	83.7	83.5	86.0	-2.5
Apr 20	83.5	83.2	83.7	80.9	80.0	85.9	92.0	84.3	85.5	90.3	83.4	83.0	86.7	-3.7
Apr 27	83.8	81.2	81.9	79.5	77.7	89.1	88.8	83.7	84.7	90.3	82.1	81.5	86.9	-5.4
May 4	81.9	80.0	80.1	77.5	78.3	83.6	84.6	83.5	82.7	89.3	80.6	80.1	84.1	-4.0
May 11	82.1	80.8	80.3	81.7	76.4	84.0	82.9	83.3	82.7	87.3	80.9	80.5	83.7	-3.2
May 19	81.3	81.4	80.7	77.9	76.3	83.3	82.9	83.4	82.8	84.2	80.8	80.5	83.3	-2.8
May 25	81.4	81.2	80.7	77.9	76.1	83.3	82.9	83.8	83.4	86.2	80.8	80.4	83.6	-3.2
Jun 1	81.3	80.9	80.3	77.5	77.6	83.4	83.6	84.0	83.3	86.2	80.7	80.3	83.8	-3.6
Jun 8	82.6	85.4	84.5	84.9	82.9	87.1	87.3	88.5	87.8	87.9	84.6	84.3	87.7	-3.5
Jun 15	87.6	88.4	86.5	86.3	87.4	89.6	89.7	87.8	88.8	93.3	87.8	87.7	88.6	-0.9
Jun 22	88.5	90.5	90.3	88.7	89.3	91.1	91.6	89.7	90.7	94.2	89.9	89.8	90.9	-1.2
Jun 29	87.8	90.7	89.7	88.1	89.1	91.6	91.4	89.8	92.2	94.3	89.7	89.5	91.3	-1.8

Jul 6	89.6	90.5	89.787.7	88.0	91.1	90.9	90.6	91.7	94.3	89.8	89.7	91.3	-1.6
Jul 13	88.2	86.3	87.485.3	86.0	89.8	88.7	91.0	89.9	92.9	87.3	87.0	90.3	-3.3
Jul 20	85.5	84.0	84.383.3	82.3	89.0	87.1	90.3	88.8	90.9	84.8	84.2	89.2	-5.0
Jul 27	84.9	84.9	84.582.7	83.4	88.3	88.1	90.0	88.7	90.9	85.0	84.5	89.1	-4.5
Aug 4	86.2	85.8	85.383.5	83.0	89.3	87.9	90.5	89.0	93.5	85.8	85.3	89.8	-4.4
Aug 10	89.4	90.0	90.788.7	92.1	93.1	91.6	91.4	92.3	93.9	90.5	90.2	92.3	-2.1
Aug 17	91.8	90.6	90.390.5	89.8	93.3	94.2	91.7	93.1	95.4	90.9	90.7	93.1	-2.4
Aug 24	90.0	90.7	90.988.1	91.5	92.3	95.0	93.7	93.3	95.7	90.9	90.5	93.6	-3.0
Aug 31	90.9	90.0	90.287.5	89.2	92.3	93.6	91.7	93.9	95.9	90.4	90.0	92.8	-2.8
Sep 8	91.6	89.0	90.287.3	89.2	91.6	91.9	92.2	92.7	95.9	90.1	89.8	92.3	-2.5
Sep 14	91.2	88.2	91.687.1	88.3	90.6	91.2	93.3	91.8	94.2	90.1	89.9	92.0	-2.1
Sep 21	88.4	88.3	89.187.2	87.7	90.0	87.9	91.3	90.3	92.0	88.6	88.4	90.3	-1.8
Sep 28	90.0	87.6	90.087.4	88.2	89.3	86.9	90.9	89.5	92.2	89.0	88.9	89.7	-0.8
Oct 5	89.2	88.3	88.587.8	88.0	89.1	88.2	90.2	89.2	92.2	88.6	88.5	89.5	-1.0
Oct 13	88.0	88.9	88.287.2	88.7	89.1	88.2	90.2	89.2	91.7	88.5	88.4	89.5	-1.1
Oct 19	90.2	89.2	88.889.2	88.9	92.2	89.8	91.3	90.7	95.4	89.5	89.3	91.6	-2.3
Oct 26	94.2	90.8	91.690.9	93.2	94.1	93.0	97.2	95.2	95.7	92.3	92.0	95.1	-3.1
Nov 2	96.1	93.7	94.293.9	94.7	95.6	96.0	98.5	96.3	99.3	94.8	94.5	97.0	-2.5
Nov 9	94.5	94.1	94.696.0	94.9	96.8	95.9	98.9	97.2	99.3	94.8	94.5	97.6	-3.1
Nov 16	93.4	93.9	94.994.9	94.4	96.4	94.6	98.2	96.8	99.9	94.5	94.2	97.0	-2.8
Nov 23	93.6	92.7	94.494.9	94.4	96.4	94.8	97.3	96.8	99.9	94.1	93.7	96.8	-3.0
Nov 30	93.9	93.9	93.992.3	95.7	96.0	94.3	97.3	96.2	99.9	94.2	94.0	96.5	-2.5
Dec 7	93.1	93.2	93.994.1	94.9	96.0	95.0	97.0	95.8	99.8	93.9	93.6	96.5	-2.9
Dec 14	92.7	91.9	92.992.9	93.9	95.6	92.8	95.8	95.2	99.9	93.0	92.6	95.5	-2.9
Dec 21	93.1	93.1	93.294.1	93.9	95.6	94.2	95.0	95.0	99.9	93.5	93.2	95.5	-2.3
Dec 29	93.1	92.1	93.293.7	93.9	95.8	93.8	96.0	95.2	99.9	93.2	92.9	95.8	-2.9
Year	87.9	87.4	87.686.0	85.6	90.4	90.8	90.4	90.5	93.2	87.7	87.3	90.7	-3.4
1Q09	86.1	85.5	85.583.1	81.1	89.9	92.2	89.2	90.6	91.6	85.7	85.1	90.3	-5.2
2Q09	83.9	84.0	83.681.8	80.8	86.5	87.6	85.5	85.8	89.5	83.8	83.5	86.5	-3.0
3Q09	89.1	88.1	88.886.6	87.6	90.8	90.4	91.4	91.2	93.7	88.7	88.4	91.2	-2.8
4Q09	92.7	92.0	92.592.5	93.0	94.5	93.1	95.6	94.5	97.9	92.7	92.4	94.9	-2.5
Jan	89.6	89.3	89.386.5	84.9	92.9	95.5	94.4	94.1	94.9	89.4	88.8	94.1	-5.3
Feb	86.6	85.9	86.184.1	81.4	90.0	92.7	91.9	90.7	92.4	86.2	85.6	91.3	-5.7
Mar	83.0	82.1	82.179.6	77.7	87.4	89.2	83.0	87.7	88.3	82.3	81.7	86.5	-4.7
Apr	84.0	83.2	83.680.9	79.4	87.0	90.5	84.3	85.2	90.2	83.4	83.0	86.8	-3.8
May	81.7	80.8	80.578.8	76.8	83.5	83.3	83.5	82.9	86.7	80.8	80.4	83.7	-3.3

Jun	85.6	87.2	86.385.1	85.2	88.5	88.7	88.0	88.6	91.2	86.5	86.3	88.5	-2.2
Jul	87.1	86.4	86.584.8	84.9	89.6	88.7	90.5	89.8	92.2	86.7	86.3	90.0	-3.6
Aug	89.7	89.4	89.587.7	89.1	92.0	92.4	91.8	92.3	94.9	89.7	89.4	92.3	-2.9
Sep	90.3	88.3	90.287.3	88.3	90.4	89.5	91.9	91.1	93.6	89.5	89.3	91.1	-1.8
Oct	90.4	89.3	89.388.8	89.7	91.1	89.8	92.2	91.0	93.7	89.7	89.5	91.4	-1.9
Nov	94.3	93.7	94.494.4	94.8	96.2	95.1	98.0	96.7	99.7	94.5	94.2	96.9	-2.8
Dec	93.0	92.6	93.393.7	94.2	95.7	93.9	96.0	95.3	99.9	93.4	93.1	95.8	-2.7

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.





MINISTRY OF ENERGY

Home / Energy / Oil and Gas / Fuel Prices / Fuel Price Data (Historical)

**FUEL PRICE DATA (HISTORICAL)**

**Fuel Price Data (Historical)**

**Diesel 2010**

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Fields with a "0" value indicate areas for which no data is available.

**Ontario Diesel Prices - 2010 (cents per litre)**

Date	Ott	Tor West	Tor East	Win	London	Sudbury	SS Marie	Thdr Bay	Nrth Bay	Timmins	Ont Avg	S Ont Avg	N Ont Avg	N/S Diff
Jan 4	94.4	95.7	95.2	95.8	94.7	97.8	97.3	96.9	97.0	99.9	95.4	95.2	97.5	-2.3
Jan 11	95.8	98.4	98.2	98.4	100.4	99.8	98.8	97.9	99.3	102.2	98.1	98.0	99.2	-1.3
Jan 18	95.5	96.5	98.4	98.5	98.2	99.4	97.7	98.3	99.0	103.2	97.4	97.2	99.1	-1.9
Jan 25	95.7	92.8	97.4	97.1	97.9	97.8	95.0	97.3	98.3	101.7	95.8	95.6	97.6	-2.0
Feb 1	95.5	92.7	94.7	95.9	95.9	97.2	94.2	96.2	97.3	100.2	94.7	94.4	96.7	-2.3
Feb 8	95.0	91.8	94.7	94.9	95.2	97.2	93.4	95.0	96.8	100.2	94.1	93.9	96.2	-2.3
Feb 16	94.4	91.1	94.5	93.9	94.9	97.2	93.4	95.0	96.8	100.4	93.7	93.4	96.2	-2.8
Feb 22	94.0	91.2	94.3	93.5	95.4	97.2	94.5	94.9	97.0	100.2	93.6	93.3	96.3	-3.0
Mar 1	94.9	94.9	95.1	96.0	95.9	97.6	95.2	95.9	97.8	102.9	95.3	95.1	97.2	-2.1
Mar 8	97.0	95.3	95.5	95.3	98.9	97.8	95.8	95.9	98.0	102.9	96.2	96.1	97.4	-1.3
Mar 15	95.0	95.4	95.7	95.8	95.7	97.8	95.8	96.2	98.0	102.7	95.7	95.5	97.4	-1.9
Mar 22	97.8	94.1	95.1	94.5	95.4	97.6	95.8	96.1	97.8	102.9	95.6	95.4	97.3	-2.0
Mar 29	97.7	94.6	95.1	93.7	95.7	97.3	94.5	96.6	97.7	102.7	95.6	95.4	97.1	-1.7
Apr 5	95.9	95.3	95.1	93.9	96.4	97.4	95.3	96.2	97.7	102.7	95.6	95.4	97.2	-1.8
Apr 12	96.7	96.6	96.7	96.7	96.2	97.6	96.8	97.0	97.8	102.7	96.7	96.6	97.8	-1.2
Apr 19	96.6	96.1	96.7	95.7	96.6	97.2	95.7	97.0	96.8	102.7	96.5	96.4	97.3	-0.9
Apr 26	96.9	96.4	96.3	94.9	96.2	97.6	96.0	97.8	96.8	102.7	96.5	96.4	97.7	-1.4
May 3	96.2	96.8	96.9	95.5	95.7	98.9	97.2	98.5	99.0	103.4	96.8	96.5	98.9	-2.4
May 10	97.4	95.9	97.3	95.5	98.9	99.0	95.7	97.9	98.7	104.4	97.1	96.9	98.6	-1.7
May 17	97.2	96.1	97.4	94.9	97.2	98.6	94.5	97.3	97.9	103.7	96.9	96.8	97.9	-1.1
May 25	96.0	93.4	96.0	94.3	96.7	96.0	93.2	95.8	96.1	102.9	95.2	95.1	96.1	-0.9
May 31	94.8	93.9	93.8	93.5	94.7	95.0	92.8	95.2	94.9	101.8	94.2	94.1	95.3	-1.2
Jun 7	95.2	92.3	93.2	93.5	94.7	93.1	93.2	93.8	93.4	99.4	93.5	93.5	93.9	-0.4

Jun 14	95.0	92.3	93.5	93.7	95.4	92.9	92.0	94.0	92.9	99.2	93.9	93.9	93.6	0.4
Jun 21	94.5	93.3	93.5	93.3	94.9	93.3	93.2	94.6	93.1	99.2	93.8	93.8	94.1	-0.4
Jun 28	94.9	93.5	93.8	93.9	94.9	94.1	92.4	94.3	94.2	98.7	94.1	94.0	94.3	-0.3
Jul 5	100.5	97.8	100.4	100.8	100.5	100.8	99.8	101.2	100.2	106.5	99.8	99.6	101.2	-1.6
Jul 12	99.7	98.0	99.4	99.8	100.0	99.6	99.1	100.5	99.9	104.9	99.2	99.1	100.3	-1.2
Jul 19	99.4	97.8	99.6	99.4	100.0	99.6	98.0	99.4	99.9	104.5	99.1	99.0	99.7	-0.7
Jul 26	99.6	98.6	99.6	99.2	99.7	100.4	98.0	100.5	99.9	104.7	99.4	99.3	100.3	-1.1
Aug 3	99.5	97.9	99.9	98.1	100.2	100.2	98.6	100.7	100.0	104.8	99.2	99.1	100.5	-1.4
Aug 9	100.2	98.9	100.3	98.5	99.4	102.4	99.7	101.4	102.8	104.8	99.9	99.7	101.9	-2.3
Aug 16	100.2	97.2	99.9	97.1	98.7	100.8	98.2	101.4	100.5	106.0	99.1	98.8	101.0	-2.2
Aug 23	100.0	97.0	100.1	96.3	97.9	99.9	97.7	99.9	100.0	106.0	98.8	98.7	100.1	-1.4
Aug 30	99.2	99.4	99.5	97.3	98.7	99.2	99.2	100.6	99.8	105.7	99.3	99.2	100.3	-1.0
Sep 7	99.5	98.6	100.0	97.5	98.9	100.0	100.0	101.4	99.7	105.3	99.4	99.2	100.8	-1.6
Sep 13	99.0	98.5	100.5	97.5	99.2	100.2	99.8	100.2	100.2	105.0	99.4	99.3	100.6	-1.3
Sep 20	99.4	98.6	101.1	97.3	98.9	100.2	100.1	100.9	100.2	104.9	99.7	99.5	100.8	-1.3
Sep 27	99.9	98.8	100.8	97.6	99.2	100.0	100.2	100.9	100.0	104.3	99.7	99.6	100.7	-1.1
Oct 4	101.5	100.8	102.4	99.0	99.4	101.4	103.5	102.2	100.5	105.2	101.3	101.2	102.2	-1.0
Oct 12	103.8	102.1	103.9	102.1	104.2	105.4	105.2	104.1	105.0	109.9	103.5	103.2	105.3	-2.1
Oct 18	104.4	102.5	104.9	103.1	104.7	106.2	105.8	104.4	105.2	109.6	104.1	103.9	105.8	-1.8
Oct 25	104.5	102.8	105.6	102.6	104.2	105.6	105.5	103.9	105.0	109.4	104.3	104.2	105.3	-1.1
Nov 1	104.2	103.1	105.3	103.5	103.7	105.0	105.3	103.6	104.8	109.3	104.2	104.1	105.0	-0.9
Nov 8	106.5	105.1	106.6	104.5	106.9	106.4	106.7	106.8	106.0	109.3	106.1	106.0	106.7	-0.7
Nov 15	108.6	107.4	108.7	106.8	108.2	109.0	108.8	108.5	108.8	112.2	108.2	108.1	109.1	-1.0
Nov 22	109.0	107.1	109.6	107.5	108.4	110.2	109.7	109.8	110.0	112.9	108.6	108.4	110.2	-1.8
Nov 29	107.8	106.1	108.1	107.7	107.9	110.0	109.3	109.7	109.8	112.9	107.7	107.4	110.0	-2.6
Dec 6	108.9	104.6	107.6	107.1	108.2	111.0	111.2	110.7	110.3	113.7	107.4	106.9	111.1	-4.2
Dec 13	112.1	109.8	111.3	110.6	109.7	113.2	113.4	112.9	113.0	115.9	111.1	110.8	113.4	-2.6
Dec 20	112.5	109.8	112.7	110.8	110.7	113.6	113.4	113.2	113.0	115.9	111.7	111.4	113.5	-2.1
Dec 29	113.0	111.7	112.2	110.6	114.9	114.6	113.9	113.8	113.8	118.2	112.6	112.4	114.4	-2.1
Year	99.7	98.2	99.7	98.6	99.7	100.7	99.4	100.3	100.6	105.1	99.3	99.1	100.7	-1.0
1Q10	95.6	94.2	95.7	95.6	96.5	97.8	95.5	96.3	97.8	101.7	95.5	95.3	97.3	-2.1
2Q10	95.9	94.7	95.4	94.6	96.0	96.2	94.4	96.1	96.1	101.8	95.5	95.3	96.4	-1.0

3Q10	99.7	98.2	100.1	98.2	99.3	100.2	99.1	100.7	100.2	105.2	99.4	99.2	100.6	-1.4
4Q10	107.4	105.6	107.6	105.8	107.0	108.6	108.6	108.0	108.1	111.9	107.0	106.8	108.6	-1.8
Jan	95.4	95.8	97.3	97.5	97.8	98.7	97.2	97.6	98.4	101.7	96.7	96.5	98.4	-1.9
Feb	94.7	91.7	94.5	94.6	95.3	97.2	93.9	95.3	97.0	100.2	94.0	93.7	96.3	-2.6
Mar	96.5	94.9	95.3	95.1	96.3	97.6	95.4	96.1	97.9	102.8	95.7	95.5	97.3	-1.8
Apr	96.5	96.1	96.2	95.3	96.3	97.4	95.9	97.0	97.3	102.7	96.3	96.2	97.5	-1.3
May	96.3	95.2	96.3	94.8	96.6	97.5	94.7	96.9	97.3	103.2	96.1	95.9	97.3	-1.4
Jun	94.9	92.8	93.5	93.6	95.0	93.4	92.7	94.2	93.4	99.1	93.8	93.8	94.0	-0.2
Jul	99.8	98.1	99.8	99.8	100.0	100.1	98.7	100.4	100.0	105.2	99.4	99.2	100.4	-1.1
Aug	99.8	98.1	99.9	97.5	99.0	100.5	98.7	100.8	100.6	105.5	99.3	99.1	100.7	-1.7
Sep	99.4	98.6	100.6	97.5	99.0	100.1	100.0	100.9	100.0	104.9	99.5	99.4	100.7	-1.3
Oct	103.6	102.0	104.2	101.7	103.1	104.7	105.0	103.7	103.9	108.5	103.3	103.1	104.6	-1.5
Nov	107.2	105.8	107.6	106.0	107.0	108.1	107.9	107.7	107.9	111.3	107.0	106.8	108.2	-1.4
Dec	111.6	109.0	111.0	109.8	110.9	113.1	113.0	112.6	112.5	115.9	110.7	110.4	113.1	-2.7

Note: Retail pump prices are a mix of full-serve and self-serve prices.

Source: Ontario Ministry of Energy.



MINISTRY OF ENERGY

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FUEL PRICE DATA

Fuel Price Data

Diesel

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Ontario Diesel Prices - 2011 (cents per litre)

Date	Ont	West	East	London	Sudbury	SS	Marle	Thdr	Bay	Nrth	Bay	Timmins	Ont	Ont	Ont	N/S
	Avg	Avg	Avg													Diff
Jan 4	113.9	112.3	112.7	111.2	114.9	114.6	113.0	114.0	114.8	118.0	113.1	112.9	114.6	-1.7		
Jan 10	114.2	112.6	113.9	111.3	115.4	114.8	114.2	115.2	114.7	118.9	113.7	113.5	115.1	-1.6		
Jan 17	114.9	115.5	115.4	114.7	114.7	117.6	114.7	117.2	117.0	118.8	115.4	115.2	117.0	-1.0		
Jan 24	117.4	117.4	117.2	114.6	116.2	117.9	118.8	117.2	117.8	122.3	117.2	117.1	118.2	-1.1		
Jan 31	118.2	117.9	118.7	115.8	117.9	119.0	118.7	117.9	119.0	122.0	118.2	118.1	118.9	-0.8		
Feb 7	119.7	118.5	119.7	115.0	118.4	120.6	119.7	118.4	120.3	121.5	119.0	118.9	119.8	-0.9		
Feb 14	121.6	119.1	121.6	118.8	119.9	120.6	120.0	118.5	120.0	121.8	120.4	120.5	119.9	0.6		
Feb 22	120.9	119.3	121.6	117.0	118.4	120.6	120.5	118.9	120.0	121.4	120.1	120.1	120.1	0.1		
Feb 28	124.5	123.3	125.2	122.5	124.7	126.4	122.7	122.2	124.8	129.3	124.9	124.2	124.6	-0.3		
Mar 7	127.5	127.6	127.9	128.4	129.2	127.2	125.9	124.8	126.2	129.3	127.7	127.8	126.3	1.5		
Mar 14	127.8	127.1	128.7	126.6	129.9	128.4	127.7	126.5	128.3	129.9	128.0	128.0	127.8	0.2		
Mar 21	128.5	128.3	128.7	127.3	129.4	129.4	129.8	128.8	129.2	131.3	128.6	128.5	129.4	-0.9		
Mar 28	129.5	127.9	129.4	128.0	129.4	129.2	130.5	128.8	129.0	130.8	128.9	128.9	129.4	-0.5		
Apr 4	129.8	128.1	129.6	127.4	129.9	129.2	129.9	129.4	129.2	130.9	129.1	129.0	129.5	-0.5		
Apr 11	129.9	130.1	130.3	129.1	129.7	130.6	130.3	130.8	130.5	130.5	130.1	130.0	130.6	-0.5		
Apr 18	129.5	129.6	130.3	129.1	129.9	132.6	131.2	131.8	132.3	133.2	130.1	129.8	132.1	-2.3		
Apr 25	128.9	129.3	130.3	129.1	131.2	131.6	131.3	131.7	132.0	130.8	129.9	129.7	131.5	-1.8		
May 2	128.8	129.4	130.3	128.7	131.4	132.0	131.8	131.8	132.0	132.3	130.0	129.7	131.9	-2.2		
May 9	127.7	128.6	129.4	128.4	130.9	128.2	131.2	130.7	131.2	136.2	129.1	128.9	130.5	-1.6		
May 16	124.9	125.4	125.6	123.9	125.9	126.2	127.7	128.0	126.2	131.3	125.5	125.3	127.4	-2.1		
May 24	123.2	123.7	124.7	120.1	125.7	122.5	123.7	122.9	122.5	129.9	123.8	123.9	123.4	0.4		
May 30	122.8	123.2	125.1	120.1	125.2	123.4	122.9	125.4	121.3	129.8	123.8	123.7	124.1	-0.4		
Year	123.8	123.4	124.4	122.1	124.4	124.6	124.4	124.1	124.5	127.3	123.9	123.8	124.6	-0.8		
1Q11	121.4	120.5	121.6	119.3	121.4	122.0	121.3	120.6	121.6	124.3	121.1	121.1	121.6	-0.6		
2Q11	127.3	127.5	128.4	126.2	128.8	128.5	128.8	129.2	128.6	131.6	127.9	127.8	129.0	-1.2		
Jan	115.7	115.1	115.6	113.5	115.8	116.8	116.0	116.3	116.7	120.0	115.5	115.4	116.8	-1.4		
Feb	121.7	120.1	122.0	118.3	120.3	122.0	120.7	119.5	121.3	123.5	121.0	121.0	121.1	-0.2		
Mar	128.3	127.7	128.7	127.6	129.5	128.5	128.5	127.2	128.2	130.3	128.3	128.3	128.2	0.1		
Apr	129.5	129.3	130.2	128.7	130.2	131.0	130.7	130.9	131.0	131.3	129.8	129.7	130.9	-1.3		
May	125.5	126.0	127.0	124.2	127.8	126.4	127.3	127.8	126.6	131.9	126.4	126.3	127.5	-1.2		

Note: Retail pump prices are a mix of full-serve and self-serve prices. Prices include all applicable taxes.

Source: Ontario Ministry of Energy.