

REASONS FOR DECISION OF THE TORONTO LICENSING TRIBUNAL

Date of Hearing: March 11, 2021 (Videoconference Hearing)

Panel: Mary Lee, Panel Chair;
Verlyn Francis and Daphne Simon, Members

Re: Rathiesh Jeganathan (Report No. 7359)
Applicant for a Tow Truck Driver's Licence (Application No. B963657)

Counsel for Municipal Licensing and Standards: Matthew Cornett

Counsel for Applicant: Robert Stewart

INTRODUCTION

1. On August 23, 2019, Mr. Rathiesh Jeganathan submitted to Municipal Licensing and Standards (MLS) Application No. B963657 for a Tow Truck Driver's Licence, along with the required fee; a Criminal Record and Judicial Matters check from York Regional Police, dated August 15, 2019; and a three-year driver's record search from the Ministry of Transportation dated August 12, 2019.
2. On August 30, 2019, MLS sent a letter to Mr. Jeganathan setting out the grounds for denial. Records of the Ministry of the Attorney General's Integrated Court Offences Network (ICON) indicate charges and convictions registered against Rathiesh Jeganathan, since his last Tribunal hearing on June 30, 2016. On November 15, 2019, MLS received from the Toronto Police Service (TPS) a copy of a General Occurrence report concerning a "Careless Driving" charge under the Highway Traffic Act (HTA), registered against Rathiesh Jeganathan. On February 27, 2020, MLS received from the Ontario Provincial Police (OPP) a copy of a General report concerning "Speeding – 174 km in a 100 km zone under the Highway Traffic Act registered against Rathiesh Jeganathan.
3. Mr. Jeganathan was first before the Toronto Licensing Tribunal (TLT) on June 30, 2016 regarding his Tow Truck Driver's Licence application (B647345). At that time, the Tribunal denied the issuance of the licence.
4. On September 27, 2019, Rathiesh Jeganathan requested a hearing before the TLT to determine whether or not a Tow Truck Driver's Licence should be issued, suspended, or have conditions placed on it.
5. A video conference hearing on this matter was held on March 11, 2021.

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ISSUE

The issue before the Tribunal is whether Mr. Jeganathan's conduct, as evidenced by his record of charges under the Highway Traffic Act (HTA) and the Municipal Code provides reasonable grounds to believe that:

- i. Mr. Jeganathan will not operate a Tow Truck in accordance with law, and with integrity and honesty; or
- ii. Mr. Jeganathan's operation of a Tow Truck has resulted or will result in a breach of the law; or
- iii. Mr. Jeganathan's operation of a Tow Truck has infringed or would infringe the rights of other members of the public, or has endangered or would endanger public health or safety.

CITY OF TORONTO'S EVIDENCE

Ms Andrea Di Matteo, Supervisor with MLS, was the sole witness for MLS. Report 7359 and related updates were introduced as Exhibit 1.

6. Ms Di Matteo testified that Mr. Jeganathan's first application for a Tow Truck Driver's Licence was refused in 2016 due to his driving history. He subsequently submitted a new application for a Tow Truck Driver's Licence on August 23, 2019.
7. Ms Di Matteo referred to pages 52-55 of Report 7359 that sets out the reasons for the decision from Mr. Jeganathan's first hearing dated June 30, 2016. Paragraph 8 and 9 of that decision shows that Mr. Jeganathan's driver's licence was suspended 3 times over a period of 3 years and there were 5 convictions against him from June 2013 to March 30, 2016. Paragraph 23 and 24 of the decision states that based on the documentary evidence contained in Report 6595, Mr. Jeganathan possessed a licence for a period of 3 years and in such a short period of time he had his licence suspended 3 times and incurred multiple HTA charges and convictions in the same period. The reasons in the decision further sets out that Mr. Jeganathan's testimony confirmed his reckless and irresponsible conduct on February 22, 2014. Based on that evidence, the Tribunal denied Mr. Jeganathan's application for a Tow Truck Driver's Licence.
8. Page 59 is a criminal record and judicial matters check dated August 15, 2019. It indicates no criminal convictions, outstanding entries such as charges, warrants etc.
9. Page 60-61 is a 3 year Driver Record Check dated August 12, 2019 showing the status of licence, demerit points and summary of charges and convictions.
10. Page 64 is a chart summarizing charges and convictions against Mr. Jeganathan since his last tribunal hearing date on June 30, 2016. Line 1 of the chart shows that on May 5, 2019, he was charged with careless driving, later reduced to Improper Stop Traffic Sign Intersection. He was convicted on December 13, 2019 and fined \$925, which is still outstanding.

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11. Page 92 is a chart that summarizes charges and convictions under the Municipal Code since the last Tribunal hearing.
12. Page 98 is a printout from the ICON database showing a conviction of April 28 2019, tow truck driver no licence, 39 Howden Road, Toronto.
13. Page 105 is the general occurrence report dated April 4, 2016 from the OPP regarding a stunt driving charge. In summary, the driver was observed in a red Dodge vehicle travelling at a high rate of speed recorded as 174 km/h in a 100 km/h zone. The driver identified himself as Mr. Jeganathan. The officer charged Mr. Jeganathan with stunt driving. This charge resulted in a conviction on August 12, 2016.
14. Pages 2 and 3 of the November 9, 2020 document is an updated chart of charges and convictions since the last hearing. The last column on the right reflects some of the offences that occurred in a tow truck with the plate number 2572 (traced from the ICON database). Lines 4, 5, and 6 of the chart with offence date of January 28, 2020 list 3 charges of Improper Stop Traffic Signal Intersection, Plate Not Plainly Visible and No CVOR. These charges occurred at Eglinton Avenue East and McCowan, which is in the City of Toronto.
15. Page 16 is an updated chart regarding charges and convictions under the Municipal Code since the original chart. The first page after the chart is the ICON printout that shows the information regarding the charge that occurred on June 26, 2020. It indicates which section of the by-law the offence occurred (S. 545-2A (47), which is no tow truck driver licence. The following page relates to the same charge with the location identified as Lawrence Avenue East and Birchmount Road in the City of Toronto.
16. The first page of the updated document dated January 5, 2021, is an updated chart of charges and convictions. Lines 4, 5 and 6 are bolded to reflect a court date of March 1, 2021. Page 5 and 6 is an updated chart of charges and convictions under the Municipal Code identifying pending court dates.
17. At pages 1 and 2 of the March 8, 2021 document, there is an updated chart of charges and convictions under the HTA. The first four lines are bolded to show pending court dates. The last two pages of the document is an updated chart of convictions under the Municipal Code. The bolded items reflect the updates since the last chart.
18. On cross-examination, Mr. Stewart asked Ms Di Matteo to go back to the most recent updated chart of charges and convictions dated March 8, 2021. Upon questioning, Ms Di Matteo confirmed that she is familiar with the chart and understands that since the court date is pending no determinations have been made on the charges.
19. Mr. Stewart asked the witness to look at Page 21 and note that all 10 charges are still pending before the courts. Mr. Stewart also asked whether the witness can determine if Mr. Jeganathan was delivering tow truck driving services when

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the charges were laid. Ms Di Matteo responded that she cannot confirm if he was working but only that he was driving the tow truck at the time the charges were laid. Ms Di Matteo also added that she can confirm from the by-law chart that at the time of the charge on June 26, 2020, Mr. Jeganathan was driving a tow truck with no Tow Truck Driver's Licence.

20. Upon further questioning from Mr. Stewart regarding Page 2 of the March 8th, 2021 updated chart, Ms Di Matteo confirmed multiple times that the careless driving charge was changed to improper stop at intersection. She also confirmed that she does not interfere with prosecutions before the courts.
21. When referring to the first hearing back on June 30, 2016, Mr. Stewart asked Ms Di Matteo if it is important for the Tribunal to know what happened at the hearing and the decision. Ms Di Matteo responded yes it is, and it is common practice for MLS to include the previous report and prepare an update to that report. She also stated that there is no cut-off date for the items included in the report.
22. Mr. Stewart also asked Ms Di Matteo if it is important for the Tribunal to consider the conviction disposition of the offence (speeding 174 km in a 100 km zone) that took place on April 12, 2016. She responded yes it is.
23. In response to Mr. Stewart's question, Ms Di Matteo confirmed that, to her knowledge, there is no tow truck driver's school. At the time of application, clients are provided with sections of the by-law related to tow truck drivers.
24. Ms Di Matteo confirmed that MLS has no records of any complaints against Mr. Jeganathan and there are no outstanding criminal charges against him. Lastly, she stated that she was not aware if he was licensed by the City of Markham.

MR. JEGANATHAN'S EVIDENCE

In his testimony, in cross-examination, and in response to questions, Mr. Jeganathan provided the following information:

25. Mr. Jeganathan is 24 years old. He is not married and has no children. He lives with his parents, grandparents, younger brother and sister. He dropped out of High School in Grade 11. He tried attending college but it did not work out.
26. He testified that he drives a tow truck out of region and works at an auto-body shop. He helps his family to pay for food and mortgage.
27. When requesting a Tow Truck Driver's Licence back in 2019, he testified that since he was never granted a licence, he did not receive any documents or information about the by-laws. In addition, he did not receive any instruction on how to be a tow truck driver or go to school for tow truck drivers.
28. Mr. Jeganathan stated that he has been driving for approximately 6 to 7 years. He works for a mechanic shop and they taught him how to hook up a car. At the time, he received 4 to 5 days training with the shop and they taught him about

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circle checks and regular basic checks of tow trucks. He further added that he had a Tow Truck Driver's Licence in Markham, but not anymore.

29. Presently, he operates around Stouffville and Durham region, but it is slow. He doesn't need a Tow Truck Driver's Licence in those areas, but a licence is required in Markham and Toronto.
30. Mr. Jeganathan testified that he drives the tow truck with plate number 2572. The truck is owned by Cabby Auto Inc. known as TSN Auto Repair. He stated that this tow truck is the oldest in the fleet and used for parts delivery and as a back-up truck if needed.
31. He testified that he does not drive the tow truck in the City of Toronto. He picks it up every day from the shop and makes his way to Stouffville or Markham to pick up body parts if needed. He then brings it back to the shop at night. The shop owners maintain the truck, but he has to do an inspection every day.
32. He stated that he has been stopped by the police a number of times while driving the vehicle. He also testified that in the last 5 years, he has been stopped in Toronto while driving the tow truck but was not carrying on tow truck driving business.
33. Mr. Jeganathan stated the he intends to fight a number of offences with pending court dates set out in the March 8, 2021 chart of charges and convictions. However, since the courts are closed due to COVID, it has been delayed but he can now file electronically.
34. With regard to the May 5, 2019 offence of careless driving, he testified that he did not go to court. He hired a paralegal to represent him. He instructed his paralegal to fight the case and bring it down to a lower charge. The charge was changed to improper stop - traffic sign intersection.
35. With regard to the incidents that occurred on January 28, 2020, Mr. Jeganathan testified that he was driving a tow truck to the body shop. He was not carrying on any tow truck driving business; just pick-up and drop off. When making a right hand turn at the intersection of McCowan and Eglinton, the light turned from yellow to red. He stopped the vehicle and backed it up because a TTC bus was making a turn and he was caught in the middle of the intersection. He backed up with reverse lights and he saw a police officer behind him. He was then pulled over. The police officer asked him for information about tow truck fires. He told the officer he had no information. The officer gave him his business card and said he could email him about anything. The officer then laid a number of charges against him. The officer indicated that he was stunt driving because his tires screeched, but Mr. Jeganathan states that was not the case. The vehicle is too heavy to screech. The officer was probably referring to the turbo. He told the officer that he was confused. He stated that he was also charged with the plate on the rear bumper not being visible on the vehicle. He said there is plate cover on it that they sell at Canadian Tire. Again, Mr. Jeganathan testified that he intends to defend all these charges.

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36. Referring to Line 7 of the March 8th updated chart (offence date May 20, 2020, Speeding 149 km in 100 km zone, court date pending), Mr. Jeganathan testified that he was heading to the shop at Warden on his way back from a breakdown in Stouffville. He was driving about 120 km when he saw a police cruiser behind him. The officer pulled him over and said he was stunt driving. He admitted that he was speeding, but not as fast as the officer said he was. It was between 2:00 a.m. and 3:00 a.m. The traffic was light and it was a clear night. Everyone was travelling at 120 km.
37. He testified that the police stop him approximately once a month or every 2 to 3 months. He said the police go at tow truck drivers non-stop. He testified that whenever he has been stopped by the police in Toronto he has not been conducting tow truck driving business.
38. He stated that he does have access to the tow truck when he is not working. He often helps with maintenance calls and back up for towing. He can also fix minor repairs in other tow trucks. He received his training from his company on the basics.
39. Referring to Line 1 of the March 8th updated chart (offence date February 8, 2021, Speeding 70 km in 50 km zone, court date pending), Mr. Jeganathan testified the incident occurred on Markham Road and Millgate. He was driving down a hill and the speed limit was changed from 60 km to 50 km. He was flowing with the traffic and the officer said he was doing 70 km and gave him a ticket.
40. Line 5 of the March 8th updated chart (offence date August 13, 2020, Drive Motor Vehicle/Commercial Motor Vehicle No/Improper licence, court date March 8, 2021), Mr. Jeganathan stated that he was driving a tow truck at the time but he was not conducting any business. Apparently, the officer said that his driver's licence was suspended by MTO. He said he got his licence back but the system wasn't updated and it took MTO two days to update the system after they returned his licence.
41. Line 21 of the March 8th updated chart (offence date April 12, 2016, Speeding 174 km in 100 km zone, convicted on August 16, 2016), Mr. Jeganathan testified that he dealt with this offence at his first hearing on June 30, 2016. He stated that his vehicle was impounded. He was coming from Markham and Major Mackenzie. One of his cousins said they were going to the hospital and they had a flat tire. He stated that he told his cousin he would switch cars with him. He stated that he was 21 years old at the time. His cousin had personal issues with suicide in the past and he was not thinking about anything else at the time. He realizes now that he was young and immature and he could have done things differently.
42. He concluded by stating that he decided he wanted to clear his record. In the last 2 weeks, he looked into driving school but there are no courses offered now due to COVID. One had an online course; a safe driving and defensive driving course that he is willing to take. There are no tow truck driving schools that he knows of. He stated that over the years nobody has taken the time to teach him

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about driving a tow truck. He also stated that should the Tribunal decide to grant him a licence and put conditions on his licence, he would abide by them.

43. In cross-examination, Mr. Jeganathan testified that he has been working for 5 years driving a tow truck outside of Toronto. He said it is very slow outside of Toronto and that is why he needs a Tow Truck Driver's Licence in Toronto to increase his income. He stated that he delivers pizza one day a week. Business is also slow at the pizza place. He testified that his father also works at the pizza place on a part-time basis and his mom sometimes helps him.
44. He stated that his siblings are 22 and 20 years old and they don't work. His sister is in co-op and his brother just finished his co-op.
45. He does minor repairs like changing a flat tire at the shop. He doesn't get paid for it but the shop trusts him and lets him use the tow truck for service calls.
46. He was 18 or 19 years old when he had his Tow Truck Driver's Licence in Markham. He was licensed for two years. Since the company would not cover his insurance because he was a young driver with more than three (3) tickets, Markham did not renew his Tow Truck Driver's Licence.
47. Regarding furthering his education, Mr. Jeganathan stated that he was thinking about completing high school now that it's delivered on-line.

CITY OF TORONTO'S CLOSING SUBMISSIONS

In his closing submissions, Mr. Cornett, on behalf of MLS, submitted that:

48. MLS is asking that the Tribunal deny Mr. Jeganathan's application for a Tow Truck Driver's Licence.
49. Mr. Jeganathan has never been licensed in the City of Toronto. He was before the Tribunal on June 30, 2016 and the Tribunal denied the issuance of a Tow Truck Driver's Licence. The reasons for that decision are set out in pages 52 to 57 of Report 7359.
50. The hearing panel focused on Mr. Jeganathan's driving record. At the time of his first hearing, he was a new driver and over a short period of time he was suspended three (3) times and convicted repeatedly of various offences under the HTA.
51. If the Tribunal decided to grant Mr. Jeganathan licence at that time it would have presented a public safety issue and there were reasonable grounds that Mr. Jeganathan would not comply with the law in the future. At the time of the decision there was a speeding charge of 174 km in a 100 km zone. The Tribunal took that incident into account at the time of their decision.
52. MLS counsel submits that nothing has changed since that time. Mr. Jeganathan has continued to incur charges and convictions for the same behavior that was the grounds for denial at his original hearing on June 30, 2016.

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53. MLS counsel draws the Tribunal's attention to page 64 of Report 7359. It is an updated chart of charges and convictions since the last Tribunal hearing on June 30, 2016. The chart shows 9 convictions under the HTA. At the top of the chart, the charge of careless driving has been changed to improper stop - traffic sign intersection. He was convicted on December 13, 2019 and fined \$925.00 (still outstanding).
54. In addition, at page 92 of the report is an updated chart of charges and by-law convictions. There are two convictions listed as "Solicit within 60-metres of accident scene", offence date August 20, 2019 and conviction date of November 20, 2019, and "Tow Truck Driver – No licence", offence date June 9, 2019 and conviction date October 3, 2019.
55. MLS counsel submits that not only is there a problem with Mr. Jeganathan's driving record, there is also a concern that he won't abide by the law. Mr. Jeganathan testified that he was not carrying out tow truck driving services when the offences occurred. However, the evidence on record does not support his testimony, and therefore his testimony is not believable.
56. Finally, MLS Counsel refers to the updated chart dated March 8, 2021 of charges and convictions against Mr. Jeganathan. Many of the charges are still pending and court dates still to come. While the City acknowledges that these charges are pending, the test for the Tribunal to apply is "reasonable grounds to believe". The charges listed are concerning and replicate the same behavior pattern that we have seen previously such as speeding, disobey signs, etc.
57. In closing, MLS counsel submits that it is evident that there is no change in Mr. Jeganathan's behavior since 2016. There are the same concerns about public safety, governability and willingness to comply with the by-laws. The only option is to deny Mr. Jeganathan a Tow Truck Driver's Licence.
58. MLS submits that there are no appropriate conditions to impose in this case to protect the public interest, who have a right to be safe when it comes to the delivery of tow truck driving services in the City of Toronto.
59. The Tribunal also needs to consider its mandate to balance the protection of the public interest with the need for Mr. Jeganathan to make a livelihood, but in this case, MLS submits that the public interest is clearly paramount.

MR. JEGANATHAN'S CLOSING SUBMISSIONS

60. On behalf of his client, Mr. Stewart submitted that the Tribunal has penalized Mr. Jeganathan back on June 30, 2016. There is no question that he had a lengthy driving history and record. Mr. Jeganathan has admitted to his offences by pleading guilty in the past and he has accepted his consequences.
61. Mr. Stewart submits that the City provides the Tribunal with all the charges and lists them as fact. The Tribunal can listen to any evidence the City puts before it. The allegations are nothing more than allegations. One is innocent until proven

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guilty. It would have been different if the officer was at the Tribunal and testified what he saw. The mere inclusion of the allegation is not sufficient because they are not facts.

62. His client indicated on a number of occasions that he was speeding and he gave evidence that was consistent that he was speeding. His testimony was candid and credible. He was traveling at the speed others were driving at but Mr. Stewart submitted that this does not make him innocent.
63. Before the Tribunal is a speed of 149 km but his client testified that was not his speed and it is not reasonable to draw the inference that he must have been driving at 149 km.
64. It is also not reasonable to draw the inference that while Mr. Jeganathan was driving a tow truck, he was carrying on tow truck driving business. He gave evidence that he was driving the tow truck for his own purpose. Also at times, he was driving the tow truck for the company to pick up parts or take the tow truck to other drivers when their truck broke down. Mr. Stewart states that he runs errands for the company and not operating as a tow truck driver.
65. Mr. Stewart submits that just because the tow truck plate number is listed in the chart beside an offence, it doesn't mean Mr. Jeganathan was carrying on tow truck driving business. He was just returning the tow truck to the lot at McCowan and Eglinton.
66. Mr. Stewart stated that the key issue is "has this person changed?" and "has his driving record changed?" His client is defending eight of the twenty-one charges listed on the March 8th chart of charges and convictions. His defense comes partly from the evidence that he has given to the Tribunal. At other times, he has pled guilty or instructed his paralegal to do so. A person who has accepted responsibility and pleads guilty shows some responsibility and that he has changed. The offences that he wants to defend, he has a right to defend. He further added that charges without convictions should have very little weight assigned to them.
67. With regard to the charge of "Careless Driving" changed to "Improper Stop Traffic Sign Intersection", Mr. Stewart stated that the prosecutor made a decision to change the charge because there was insufficient evidence to support. However, the Tribunal may think that his client got lucky to have it changed.
68. Again, Mr. Stewart stressed that all the offences listed in the report with tow truck plate number 2572, does not mean that Mr. Jeganathan was driving the tow truck for profit of business in the City of Toronto. He also stated that this does not negate the fact that offences occurred under the HTA and his client is defending those matters.
69. Mr. Stewart submits that Mr. Jeganathan's part-time work activities outside of Toronto does not provide a sufficient livelihood, and as such he need to work in the busier Toronto area. Mr. Jeganathan's income is not sufficient. His father works part-time, his mother works part-time, his grandparents live with his family,

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and he has two siblings in co-op. He is helping to support his family and it is important to take this into account.

70. Mr. Stewart clarified that Mr. Jeganathan's Tow Truck Driver's Licence in Markham was not cancelled because of a prior record. Rather, his licence was not renewed because the company he worked for did not insure him.
71. His client was not acting rationally when he was 20 years old. Mr. Jeganathan is doing something other than lip service. He tried to get into a safe driving or defensive driving course but could not because of the pandemic. He is trying to do everything he can to clean up how he drives and operates.
72. The City of Toronto does not think it is necessary to provide a tow truck driver's school. He submits his client never received any by-law information when making his application for a Tow Truck Driver's Licence.
73. Mr. Jeganathan was taught in the industry how to drive a tow truck. He received five (5) days training on how to drive but no one taught him about the by-laws, and that is an issue.
74. Mr. Stewart submits his client was truthful and credible. He has been stopped frequently by police yet he is not suggesting abuse and he is not blaming others for his problems. He admits to speeding.
75. In closing, Mr. Stewart submits that Mr. Jeganathan needs a break that would benefit him and he can show that he can work appropriately under the by-laws and within the law. He has very little education and has limited opportunity to upgrade.

DECISION

76. The continuing charges and convictions under the HTA against Mr. Jeganathan since his first hearing back on June 30, 2016 are not demonstrative of a changed behavior. The ongoing offenses are serious and create a concern about his ability to operate his business in a manner that is consistent with his obligations pursuant to Section 545 of the Municipal Code.
77. It is evident from the record before the Tribunal that Mr. Jeganathan did not move in a positive direction since his first hearing in 2016. His driving record and conduct since that time have not improved. He lacks accountability in not demonstrating a change in behavior. It is his responsibility to learn the role and responsibility of a tow truck driver, as well as the applicable laws, if it is his desire to work in this capacity in the City of Toronto, and to govern himself accordingly.
78. The Tribunal has concerns with Mr. Jeganathan's testimony. Mr. Stuart claimed several times that his client was not carrying out tow truck driving business while he was driving a tow truck. However, there is evidence before the Tribunal that there were two charges laid in the City of Toronto while Mr. Jeganathan was driving a tow truck in the City of Toronto. See page 92 of the report. There are

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two convictions listed as “Solicit within 60-metres of accident scene”, offence date August 20, 2019 and conviction date of November 20, 2019, and “Tow Truck Driver – No licence”, offence date June 9, 2019 and conviction date October 3, 2019.

79. The Tribunal does not accept Mr. Stewart’s submission that the Tribunal should not consider allegations and only facts. When making a decision, the Tribunal looks at the applicant’s conduct and the entire record and history of charges and convictions.
80. The Tribunal accepts MLS counsel’s submission that the charges listed are concerning and replicate the same behavior pattern that we have previously seen. The same concerns about public safety, governability and willingness to comply with the by-laws remain paramount in the view of the Tribunal. The Tribunal agrees that the only option is to deny granting Mr. Jeganathan a Tow Truck Driver’s Licence.
81. Balancing the protection of the public interest with the need of the licensee to make a livelihood, the Tribunal is not satisfied that Mr. Jeganathan demonstrated that his need to make a livelihood from driving a tow truck in the City of Toronto outweighs the public interest. After full consideration of his living arrangements and employment history, the Tribunal finds that in the circumstances of this case, the need to protect the public interest outweighs Mr. Jeganathan’s need to make a living as a Tow Truck Driver in the City of Toronto.
82. Taking into consideration all of the evidence and the submissions above, the Tribunal denies Mr. Jeganathan’s application for a Tow Truck Driver’s Licence on the grounds that it is reasonable to believe that:
 - i) Mr. Jeganathan will not carry on the business in accordance with lawful integrity and honesty;
 - ii) that his carrying on of the business has resulted, or will result in a breach of Chapter 545, or any other law; and
 - iii) he has, or would infringe the rights of other members of the public, or has endangered or would endanger their health and safety.

Originally Signed

Mary Lee, Panel Chair

Panel Members: Verlyn Francis and Daphne Simon, concurring

Reference: Minute No. 40/21

Date Signed: April 12, 2021