SUBMISSION TO EXECUTIVE POLICY COMMITTEE REGARDING AVION SERVICES CORP. – CITY CONNECT SHUTTLE SERVICE

SUBMITTED ON BEHALF OF UNICITY TAXI, DUFFY'S TAXI, SPRING TAXI, BLUELINE TAXI, LONDON LIMOS AND OTHER LIMOUSINE COMPANIES

Monk Goodwin LLP
800 – 444 St. Mary Avenue
Winnipeg MB R3C 3T1
Phone: (204) 956-1060
Facsimile: (204) 957-0423

Barry L. Gorlick, Q.C.
Maria Mitousis
Corey La Berge

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EXECUTIVE SUMMARY

- Winnipeg is a unique city whose transportation services are substantially regulated by the City and the Province
- Supply and demand for Winnipeg's ground transportation services has been relatively stable – no significant growth is forecast
- Taxi and limousine services in Winnipeg are provided by hundreds of hard working independent owner/operators. These owner operators (and their families) are very heavily invested in providing first-rate taxi and limousine services, and rely upon government to exercise its discretionary regulatory obligations with utmost care and consideration
- The Winnipeg Airport Authority ("the Authority") is a public resource to which the taxi and limousine industry is already paying (via contract) hundreds of thousands of dollars per year, for the privilege of providing ground transport services to Winnipeg citizens and their guests
- Avion Corporation, as a subsidiary of what is effectively a publicly owned monopoly (i.e., the Authority), cannot be said to operate wholly in the context of "free enterprise"
- There is no demonstrated need for a downtown shuttle service
- A limited demand for ground transportation means that any increase in supply will result in fewer fares remaining for taxis and limousines – thus destabilizing the equilibrium that has been established in the industry
- Introduction of a shuttle service would devalue taxi and limousine services owned by hundreds of hard working entrepreneurs. Because fares are regulated, and the cost of any devaluation cannot be passed on to the consumer, it would be paid for by these Winnipeg small business owners and their families
- Awarding this contract would be unreasonable, unfair, unfriendly, and "un-Winnipeg"

BACKGROUND

At its meeting of November 29, 2006, Executive Policy Committee referred the matter back to the Standing Policy Committee on Infrastructure Renewal and Public Works and directed that industry stakeholders be notified when that Committee considered the Avion Service Corp. application.

Last Tuesday, January 9, 2007, the Standing Policy Committee on Infrastructure Renewal and Public Works (Councilor Clement as Chair and Councilors Lazarenko, Thomas and Browaty in attendance) heard Avion's application. That Committee referred the matter to this meeting of EPC.

INTRODUCTION

In a show of solidarity that has not often been seen within the local fee for hire taxi/limousine transportation industry, the major players in the industry, including Unicity Taxi, Duffy's Taxi, Spring Taxi, Blueline Taxi and various limousine companies including the largest, London Limos, have banded together in opposing Avion's application. This is particularly noteworthy in view of the fact that it is only Unicity Taxi that benefits, at present, from a contract giving it the exclusive right to service the recently renamed Winnipeg James Armstrong Richardson International Airport ("the Airport"). The universal support of the other taxi companies is linked to the obvious concern, though, that the demand within the Winnipeg marketplace for taxi services is relatively finite and without any prospect of growth any time soon. In short, the pie is only so large and if Unicity finds itself, as the largest taxi company, losing out on business at the Airport, its increased competition for fares within other sectors of the City will necessarily affect detrimentally the business enjoyed by the other taxi companies.

Limousine companies experience a more direct impact from the proposed Avion Service. A fare lost to Avion by a limousine operator is lost for good. There is no other source of potential fares beyond the Airport that limousine operators can look to in order to replace that lost business.

Under the headings that follow, those who oppose Avion's application set forth the arguments in support of their position.

SUBMISSIONS/ARGUMENTS IN OPPOSITION

1. HISTORY OF THE TAXICAB/LIMOUSINE INDUSTRY

The providing of "for hire" metered taxicab transportation services to citizens of Winnipeg and those who visit our City has a long history and spans many decades. Although more recently established, delivery of fixed fee limousine services to Winnipeggers and those from elsewhere is also well established.

The taxicab industry and limousine services have served our City well. Both operate under the provincially legislated supervision of the Taxicab Board of Manitoba. There is no dispute that the industry has evolved for the better over time and particularly so since 1990 when a watershed report entitled "Taxicab Regulation" was released under the signature of the then chair of the Taxicab Board, Mr. Donald Norquay. The report followed an extensive process of review and analysis. That process included public hearings, analysis by consultants, receipt of written submissions, and a review of a broad range of North America wide literature and expert opinion that had been developed about the industry to that time.

It is noteworthy that the Norquay Report made recommendations that resulted in wholesale change within the taxicab industry in Winnipeg. The Executive Summary of the report is included with this submission behind **Tab A**. It is self-explanatory.

The full Norquay Report which spans 113 pages is available at http://taxi/reg.home.atp.net/mtb90rpt.htm.

2. THE INDUSTRY TODAY

By reason of the legislative authority vested in the Taxicab Board, and as a result of many changes implemented within the industry since the release of the Norquay Report in 1990, the industry has operated and continues to operate with established rules, regular monitoring and through individuals whose actions, business activities and vehicles are the subject of regular scrutiny. The number of licences is fixed and for good reason. It was recognized as early as 1990, if not before, that Winnipeg is unique in many respects, not least in the fact that its population was not growing, nor was it expected to grow, in any significant way. Further, demand for taxi services was not anticipated to increase. Indeed, at the time of the Norquay Report, the City's population was 600,000 with 400 licensed taxicabs available to serve that population. That recognized a person to cab ratio of approximately 1,500 to 1. Since 1990 the Taxicab Board has authorized the total number of licences to increase to 432. Of that total, 409 vehicles are

regular vehicles and 22 are accessible vehicles. The totals remain consistent with the slight increase in population Winnipeg has enjoyed over that time.

As importantly, if not more importantly, the taxicab industry has responded to its obligation to improve service, safety and efficiency in various ways. Computerized dispatch systems are used to ensure timely response to calls. In the case of Unicity alone, the overall cost of that system was in the order of $2,000,000.00.

As well, the industry has responded to concerns about safety. Transporting people for hire can be dangerous work. Various safety measures have been implemented, all at the cost of the individual driver owners.

Finally, the industry is in the process of embracing and operating with environmental efficiencies. There are now approximately 86 hybrid taxicabs in service. That number is expected to climb. The other vehicles in use in the various fleets are well maintained, clean, newer models that provide passenger comfort at levels not enjoyed previously.

All elements of the operations of the industry are neatly summarized in the three page excerpt of the 2006 Report of the Taxicab Board which appears behind **Tab B**.

3. WINNIPEG – UNLIKE ANY OTHER CITY

In the context of Avion's application, it is important to ask:

What is our City?
What are its transportation needs?
Is it sensible to compare it to other centres and, if so, which ones?

To answer these and other relevant questions, it is perhaps easiest to start by stating objectively what Winnipeg is not.

Winnipeg is not Calgary, the latter now boasting of a population of more than 1,000,000 citizens and growing exponentially.

Winnipeg is not Vancouver, with the prospect of the 2010 Winter Olympics on the horizon, with clogged traffic arteries and bridges linking its airport and downtown and West Vancouver.

Winnipeg is most certainly not Toronto nor is it Montreal either from the perspective of overall population, economic activity, numbers of travellers clogging their airports or when comparing the distances between airport and downtown.

Winnipeg is not even Edmonton, which again is caught up in the Alberta boom and which has an airport that is nowhere near the centre of the City.

Winnipeg, realistically and objectively, is a mature community which is unique among major centres in Canada from the following perspectives:

a) Its population growth can fairly be described as minimal. As earlier referred to, at the time of the 1990 Norquay study into the taxi industry, the population of the City was acknowledged as being approximately 600,000. Seventeen years later, that figure has not increased by more than the equivalent of one percent per year. Contrast that with the other major centres.

b) The distance from the Airport to our downtown, totaling not more than seven kilometers to the Western boundary of downtown and not more than ten kilometres to the heart of the City at Portage and Main, makes our City unique. What that means is remarkably short travel times from Airport to downtown and vice versa. It also means modest fares charged for each trip. Correspondingly, it equates to greater numbers of trips per licensed vehicle.

c) Winnipeg does not rank with the major centres in terms of volumes of travellers. Appearing behind **Tab C** is Statistics Canada Data for 2004 listing the top fifty airports according to the number of enplaned and deplaned passengers. Winnipeg's total for 2004 was 2.9 million passengers. By comparison Toronto was nearly 27 million; Vancouver was more than 14 million; Montreal was nearly 9.4 million; Calgary was more than 8.7 million; Edmonton was more than 3.9 million and even Ottawa was nearly 3.6 million. In terms of volumes, the most direct comparator was Halifax with volumes of 2.9 million. All other airports in Canada, with the exception of Victoria at 1.2 million, had passenger volumes of less than one million.

For completeness, behind **Tab D** are first, second and third quarter results for Winnipeg James Armstrong Richardson International Airport which confirm that, until September 30, 2006, there was a 4.4 percent increase in passenger traffic which would place projected volumes for 2006 at slightly in excess of 3 million passengers. The point remains, though, that in relative and in absolute terms, volumes of travellers at our Airport are nowhere near those experienced in the airports in the major cities elsewhere in Canada.

One further distinction with Halifax, whose volumes of travellers compare most closely with Winnipeg. The Halifax airport is 35 kilometres from downtown. A one-way cab or limousine fare is $53.00. The trip takes 35 to 40 minutes. The cost of the airport shuttle is $16.00, approximately 30 percent of the cab/limousine fare. Those features, which distinguish Halifax from Winnipeg, are

set out in the Halifax International Airport Authority's website excerpts behind **Tab E**.

4. WINNIPEG AND ITS FUTURE

Every Winnipegger wants its City to be world class. There is much history here and much to be proud of. The Pan Am Games. Another recently completed Grey Cup extravaganza. The soon to be completed Human Rights Museum. Of all who want our City to grow and become stronger and compete on the world stage, no group has a more direct economic interest in that objective than do the members of this Committee, the members of Council and, equally, the taxi and limousine owner/operators of Winnipeg.

But make no mistake. Increasing and expanding transportation options for passengers arriving at the Airport won't attract more travellers. It won't attract more tourists. It won't generate more economic activity. We need not debate the notion of "chicken and egg" when it comes to transportation services.

Moreover, so long as our available transportation options meet travellers' needs, the adding of additional options can serve no purpose other than to reduce the viability of the existing services. That is common sense. That is the fact of the matter in the absence of any contradictory evidence. That is the situation in Winnipeg at this time.

5. WHO IS BEHIND THE TAXICAB AND LIMOUSINE SERVICE INDUSTRIES

The vast majority of those who own and operate taxicabs and limousines came to Winnipeg from elsewhere to participate in the wonderful experiment called Canada - the greatest, most inclusive, most caring country in the world – to work hard, to make a better life for their families and to provide for their children, grandchildren and extended family members.

They have chosen to do that primarily as owner/operators of a taxicab or limousine. Each is a small business. Many are owned and operated by brother teams, father/son teams or teams of friends. That this is so was readily recognized in the 1990 Norquay Report and remains true today.

What does this line of endeavour "entitle" taxicab and limousine owner/operators and drivers to do? Eleven things come to mind:

a) To keep the car on the road a minimum of six days per week, twenty-four hours a day and even seven days per week during peak operating times;

b) To invest money borrowed from a bank or credit union to purchase an initial licence, computer dispatch hardware and software and a vehicle. That investment, based on recent sales of Unicity and Duffy's licences, can exceed $200,000.00 and requires borrowers to mortgage themselves, their businesses and their property for the privilege.

c) To place themselves at risk. This is difficult, grueling and, at times, dangerous work. Lives have been lost. Happily, protective shields, cameras and other safeguards and the fact of Winnipeg being a relatively safe city ensures that tragedies remain few and far between. This does not lessen the anxiety, though, when one is operating a taxicab or limousine in unnerving circumstances.

d) To submit to regular safety inspections (twice yearly) and spot audits under the authority of The Taxicab Board. The Taxicab Board's Inspection Form appears behind **Tab F**.

e) To be subject to disciplinary action regarding complaints both under the authority of The Taxicab Board and under the authority of the individual taxicab or limousine companies. Moreover, with respect to Unicity's contract with Winnipeg Airports Authority, there is a separate schedule empowering the Authority to impose discipline.

f) To be susceptible to fluctuating fuel prices and be personally responsible for operating costs including significant insurance and variable maintenance costs of the vehicles.

g) To be faced with regulated fares in a City where a large fare is not more than fifteen dollars (the average Airport to downtown fare being thirteen or fourteen dollars) with the highest fares rarely exceeding twenty dollars.

h) To endure our winter driving conditions, spend time and money idling and otherwise scramble for enough business to turn a profit. Winnipeg Airports Authority's data on waiting appears behind **Tab G**. For taxicabs waiting times average 46 minutes; limousines average 72 minutes.

i) To submit a business plan anytime a licence is transferred and while holding a licence, to attempt to turn a profit based on that business plan which necessarily includes financing costs on the capital expenditure.

j) To hope beyond hope that their investment will pay off. The point is this. An investment of $200,000.00, based on current prices, only makes sense if that value holds. Debt service on that amount, even at current low interest rates of, say, six or seven percent nonetheless totals $12,000.00 to $14,000.00 per year and this without paying down any of the principal. If business erodes in Winnipeg, licence values will necessarily follow suit.

That will reduce, and perhaps significantly reduce, the one form of "nest egg" that any owner/operator relies upon for the future.

k) Transfers of licences are regulated and controlled by the Taxicab Board. Applicants need to meet rigid criteria relative to personal background, financial wherewithal, sound business plan and insurance requirements.

These are, in short, the most regulated, competent, hard-working, experienced, underpaid and reliable taxi and limousine operators in the country.

There is more. Behind **Tab H** is a Unicity Taxi Driver List by licence number, name, and address. Characteristics of the Unicity personnel are common to the other companies. These people live in your wards. They own houses. They pay taxes. They vote. They bring their families here. They contribute to our city, our province and our country. They are model citizens.

6. TAXICAB/LIMOUSINE OWNER OPERATORS AND AVION – A COMPARISON

Again using Unicity as an example, being the largest taxicab company in the city, is instructive. It is no monolith. Rather, it is an administrative and dispatch service owned by its shareholders.

Who are the shareholders? The same people whose names are on the list behind Tab G.

There is an elected board. The board governs the affairs of the company and involves itself in administrative operations and disciplinary activities when necessary. Unicity employs twenty or thirty others within its offices including the dispatchers who are present on site until midnight at the Airport to assist travellers with obtaining taxicabs.

Turning to the limousine sector, London Limos is owned by a long-time member of the Winnipeg transportation community, Herb Hajer. London Limos owns eight Towncars and eight stretch limousines. It is a family business. It supports all of its employees and gives back to the community. The majority of limousine businesses are owner operated one or two car operations.

Contrast with Avion. Avion is a corporation. A corporate search appears behind **Tab I**. Although a separate corporate entity, Avion essentially owns and operates the services provided at the Airport as a subsidiary of Winnipeg Airports Authority. More information about Avion, obtained from its website, appears behind **Tab J**.

The chair of Avion's Board is Barry Rempel. Mr. Rempel is also president and CEO of Winnipeg Airports Authority.

The Winnipeg Airports Authority Inc. assumed operation of the Winnipeg International Airport on January 1, 1997 under a 60-year lease. In exchange for paying rent to the federal government, the Authority assumed the role of a local operator with exclusive responsibility for financial and operational management.

The Authority is a not-for-profit corporation, exempt from paying income tax, whose profits from operations are to be used to fund airport capital investments. As a not-for-profit, non-shareholder corporation, the Authority is supposed to be a cost-efficient public resource serving local community interests, including the enhancement of regional economic development.

Winnipeg Airports Authority gave Unicity exclusive rights, pursuant to a contract to provide service at the Airport. A copy of that contract is behind **Tab K**.

It is acknowledged that the September 1, 2006 report by Dave Wardrop, director of Winnipeg Transit, recommended that the City enter into an agreement with Avion renewable at five year intervals that contains eight separate conditions. The thrust of Mr. Wardrop's recommendation was that Winnipeg Transit would have no difficulty with Avion's proposed services so long as Avion remained distinctive and distinct from the services offered by Transit itself. In fairness, Mr. Wardrop was not asked to address, nor did he address, the extent to which Avion's services would compete with or otherwise be similar to the services provided by Winnipeg's taxicab and limousine service providers.

The eight conditions recommended by Mr. Wardrop are self explanatory and do go some distance toward ensuring that the City Connect Shuttle Service proposed by Avion would be objectively distinct from the services of Winnipeg Transit. Particularly, it is noteworthy that Mr. Wardrop considered it necessary that a one-way passenger fare charged by Avion be at least four times the value of the regular cash fare (presently two dollars) charged by the Winnipeg Transit System. No consideration was given to the fact that the single person fare of nine dollars proposed by Avion is little more than two-thirds the average fare charged by a taxicab for a trip between the Airport and downtown. That is, if more than one passenger departs in a taxicab, the net cost per passenger of the taxicab services is actually less than that of City Connect. Also, the proposed Avion fare is disarmingly similar to the limousine service fares involving a shared price of $9.75 per person to a maximum of $32.00 per load, with a maximum limousine load being eight people – the equivalent of $4.00 per person.

While certain of the other conditions proposed by Mr. Wardrop are sensible from the perspective of the City and of Winnipeg Transit's operations (including the requirement for vehicle inspections, the requirement of sufficient liability insurance and an indemnity in favour of the City, and the requirement of Public

Utilities Board approval of the agreement – the latter, though, arguably amounting to inviting the Provincial regulatory body to be at play when it is "too little, too late"), there are other aspects of this proposed contract and service that simply have not been addressed. They include:

a) As alluded to earlier, no information has been provided to suggest that there is any identifiable need for this service. Other cities may have it. Other cities have lots of things Winnipeg does not. Winnipeg has things that other cities envy. Chief among them is the fact that the average wait time for a taxicab or limousine at our Airport is virtually nil except in the most extraordinary of circumstances, usually related to weather. For that matter, the average wait time for taxicabs throughout our city generally is extraordinarily low compared with other cities. In that respect, simply as a piece of anecdotal evidence that is not unique, behind **Tab L** is a Canadian Press news item and two Alberta sourced items from the week before last confirming that in Edmonton and Calgary holiday celebrants who wanted to drink but not drive are finding it virtually impossible to obtain a cab. In Calgary, passengers are being told to book a cab three days ahead and even then getting one to come on time is difficult.

b) The fact that owner/operators will not be involved. Instead, hired drivers will be utilized leading to concerns about service levels and quality, training, lack of commitment, lack of investment and quite frankly, lack of all those elements of the service equation that come with pride of ownership.

c) As a captive component of the Avion business model, no information has been provided via a business plan or proposed profit and loss statement relative to economic viability. Perhaps it is to be operated as a loss leader. Perhaps not. Perhaps the initial proposed fare of nine dollars makes sense. Perhaps it does not. Regardless, no useful information has been provided that would enable an objective analysis of Avion's plan.

d) No information has been provided relative to the types or vintage of the multi passenger vehicles Avion proposes to use.

e) Avion's security personnel operate within and outside the Airport. Consequently, in a very real sense on-site dispatchers of Unicity will be competing against those paid by Avion to ensure that fares are not lost.

There is a final word that must be said about Avion. Why Avion? Why now? Why through a contract with the City? There is a much larger question, of course. Is this a first step in the privatization of transport services (other than those provided by Winnipeg Transit) from the Airport to downtown and, in future, other destinations?

Upwards of forty percent of Unicity's fares from the Airport involve trips to downtown. In 2006 the total dollar value of those fares was in excess of 2.2 million dollars. Consequently, $900,000.00 of Unicity's Airport based business is in jeopardy if Avion is allowed to operate in competition with it and particularly if the competition is not on a level playing field. For the privilege of transporting a downtown fare from the Airport Unicity pays a total of $1.35 plus GST. Included behind **Tab M** are the monthly statements referable to those fees paid to Winnipeg Airports Authority. In 2006 they totalled more than $250,000.00. They are governed by the contract that exists between Winnipeg Airports Authority and Unicity. And yet Winnipeg Airports Authority is prepared to allow Avion to compete directly with Unicity. That is a problem. That is not right. The City of Winnipeg should not participate in that arrangement.

7. CONCLUSION

Following the conclusion of the November 29, 2006 meeting of Executive Policy Committee, Avion's spokesperson was quoted in the local media. She made a number of statements that caused concern to the consortium that now opposes Avion's application. Regardless whether the spokesperson knows that "... people are not starving in other cities because of [shuttle services]...", Unicity and its allies are concerned that that is precisely what could happen in Winnipeg if Avion is allowed to operate and particularly if on a significant scale.

The spokesperson was also quoted as saying: "I'm a little upset the City feels it should regulate private industry, because I don't think that's the City's job...This is pretty sad."

Last week, following the January 9, 2007, meeting of the Standing Policy Committee on Infrastructure Development and Public Works, Avion's spokesperson had more to say. In the January 10, 2007 edition of the Winnipeg Free Press, she was quoted as follows:

> "This is a nightmare, as far as I'm concerned. If I was not a Winnipegger and not a Manitoban, I would not want to do business here... We're a separate company and I have to fight and grovel just like anybody else."

Beyond being intemperate, if not entirely inappropriate, if those comments echo the philosophy of Avion or its parent WAA, then the citizens of Winnipeg and its elected officials should be very concerned indeed. Those comments demonstrate a complete lack of respect for the processes at City Hall, a blatant disregard for the taxicab and limousine businesses in this City, and an "if we're

not successful, we'll take our ball and go home" attitude that has no place in our City's corporate culture.

This City functions as well as it does precisely because its elected officials have, where appropriate, taken great care to ensure that private industry not do anything that could impact detrimentally upon the services available in the City. The taxicab and limousine service industries are precisely those forms of services. The City has done well by them. They have done well by the City. Avion has presented no good reason why in exercising its responsibilities and duties to the citizens of Winnipeg, the City should upset the equilibrium that has been established through the years and decades of successful operations of the taxicab and limousine industries in Winnipeg.

DATED this 9th day of January, 2007 and respectfully submitted.

TAB A

THE TAXICAB BOARD

March, 1990

REPORT AND RECOMMENDATIONS

WINNIPEG TAXICAB SERVICE

AND REGULATION

EXECUTIVE SUMMARY

The Taxicab Board is a five member independent administrative tribunal established by an Act of the Legislature to administer a system of economic regulation of the taxi industry in the City of Winnipeg. Three of the members are appointed by the Lieutenant Governor-in-Council, one is a delegate of the Chief of Police, and one is a member of City Council.

The Board has been conducting extensive consultations with interested parties since August, 1988, on issues relating to industry structure and financial position, the quality and condition of vehicles in service, the adequacy of the existing limit on the number of licences, the feasibility of wheelchair accessible taxis, the appropriateness of Board regulation of services restricted to the handicapped, and other matters.

Interested parties have been consulted primarily through public hearings conducted in January and February, 1989. In addition, the Board directed the performance of economic research, and the Board Chairman and staff consulted a number of individuals on an informal basis.

This report represents the culmination of this work. In it, the Board makes the following key recommendations:

1. adoption of Board policies respecting the provision of cost information by taxi licence holders and annual reviews of the limit on the number of licences, which will ensure reasonable taxi fares, an adequate number of taxis, the viability of the industry, and stable prices for taxi businesses;

2. improved Board vehicle inspection criteria and more objectively determined compliance action, which will improve the general condition of vehicles in service;

3. creation of an additional class of taxi service, at a higher fare, operating new full-size vehicles of superior quality, which will:

   (a) provide an opportunity for taxicab operators to stimulate growth in demand for taxi services in a market segment that is not currently adequately served, and thereby increase their efficiency and profitability;

   (b) provide greater consumer choice and allow the service requirements of more users to be satisfied;

(c) enhance the image of Winnipeg without cost to users in other market segments or the taxi industry; and

(d) enhance the level of competition in the industry as a whole, and thereby improve the overall quality of vehicles in service without cost to users in other market segments;

4. incremental increases in the limit on the number of taxis, tied to the placing in service of superior vehicles, which will ensure the anticipated increased demand for taxi services will be adequately met, without adversely affecting existing taxi licence holders;

5. creation of a fund, through the tendering of the proposed new taxicab licences, from which existing taxi licence holders may be compensated for the potential reduction in the value of their businesses;

6. a requirement for taxicab companies to operate a minimum number of wheelchair accessible taxis at regular taxi rates, under licences issued by the Board for a nominal fee, in order that the companies fulfill their legal obligation to provide reasonable accommodation for the special needs of the disabled, without undue hardship;

7. removal of the restriction to wheelchair passengers in existing handivan licences on certain conditions, in order that the Board fulfills its legal obligation not to discriminate on the basis of physical disability, which will

(a) enhance the feasibility and thereby lower the cost of taxi services to the handicapped; and

(b) provide a supply of experienced operators who may enter into arrangements with taxi companies to operate wheelchair accessible taxis on behalf of the companies, allowing the companies to fulfill their legal obligation to provide reasonable accommodation, without undue hardship;

8. improved regulation of service levels through the adoption of a Code of Conduct for taxi operators, requirements for industry self-enforcement of service standards, greater Board resources for inspections, and the provision of broader disciplinary power to taxi dispatch companies and the Board; and

9. expansion of the membership of the Board, to provide for a greater base of knowledge of industry and user concerns.

The Board believes implementation of the 31 recommendations in this report will substantially enhance the overall quality of taxicab service in Winnipeg, without impairing the financial position of existing operators. The enhancement of service quality will improve the image of the City, to the benefit of all its citizens.

TAB B

Taxicab Board

The Taxicab Board is an independent quasi-judicial administrative tribunal established under the authority of The Manitoba Taxicab Act. As legislated, Board membership includes a member of the City of Winnipeg Council, the Chief Constable of the Winnipeg Police Force, and five other persons appointed by the Lieutenant-Governor in-Council.

The mandate of the Taxicab Board is to ensure that persons within Winnipeg receive adequate taxicab service at a reasonable cost. The Taxicab Board fulfils this objective, within the limits set by its statutory jurisdiction and budgeted resources, through engaging in the following activities:

- Conducting public hearings to consider applications for a variety of perceived needs, such as more and/or different classes of licences, fare increases, industry proposals, interest group(s) proposals, etc.;
- Establishing, reviewing, and revising the limit on the number of taxicab licences, as determined by public convenience and necessity;
- Controlling and issuing of taxi business licences;
- Reviewing and approving taxi business licence transfers;
- Issuing taxicab drivers' licences;
- Facilitating training for taxicab drivers;
- Assessing and establishing the fare structure and monitoring actual rates charged;
- Implementing a comprehensive inspection program for taxicabs including general inspections, street patrols, mechanical safety inspections, and taxicab meter inspections;
- Investigating and resolving complaints against taxicab operators and drivers;
- Disciplining taxicab operators and drivers by conducting Show Cause Hearings upon perceived violations of legislation and regulations, or upon complaints;
- Monitoring the accessibility of transportation services for the physically disabled;
- Monitoring the health and viability of the taxicab industry in Winnipeg;
- Determining policy and procedures which arise in the exercise of the Board's discretionary powers and providing policy input to the Government on broader taxicab policy issues; and
- Maintaining a liaison with the taxicab industry, user interest groups, other taxicab regulatory agencies and governments.

Operational Statistics

In 2005/2006, the Board issued 40 new taxicab business licences, 33 of which were temporary operating authorities and 7 new operating authorities. The Board also renewed 539 business licences, which includes 409 standard taxicabs, 20 accessible taxicabs, 64 handicab vans, 31 limousines, and 15 executive cars. There were 1659 taxicab driver licences issued: 145 new licences and 1514 renewal/replacement licences. There were 234 English Language Assessments administered and certificates issued.

There were 3304 taxicab inspections performed during the year which are categorized as follows: 1756 street patrol inspections and 1544 inspections performed at the Taxicab Board office which included general inspections and meter inspections. The Board received a total of 262 public complaints, all of which received written responses.

There were 23 board meetings, 1 public hearing regarding a fare increase application, 12 licence application hearings, and 7 Show Cause Hearings/dispositions during the year. The Taxicab Board approved 48 requests for Power of Attorney, and 66 sale transfers. In 2005, the highest value of a sale transfer had decreased to $204,000 from a record setting value of $230,000 in 2004.

Taxicab Safety

All metered standard and accessible taxicabs are equipped with mandatory cameras, safety shields and first aid kits. Winnipeg is considered to have the safest taxicab work environment for taxicab drivers in North America. According to police crime data, there has been a reduction of 79% in theft and assaults against taxicab drivers since the introduction of the safety measures in 2002.

New vehicles in use as taxicabs and limousines

In 2005 a number of taxicab owners introduced fuel efficient hybrid vehicles for use as taxicabs. There were 5 Toyota Prius and 2 Volkswagon vehicles placed into service as standard taxicabs.

The Taxicab Board approved a new category of limousine called the specialty vehicle limousine. This category would allow the use of SUV, SUV stretch limousines and other luxury vehicles to be used as limousines. There were two specialty vehicle limousines licenced in 2005-2006.

Temporary licences popular

The Taxicab Board issues 35 seasonal taxicab licences which authorized the owner to operate a standard taxicab during the period December 1, 2005 to February 28, 2006 to meet the winter demand.

The Taxicab Board also approved the issuance of temporary limousine permits to meet peak demand periods such as graduations and Christmas parties. There were 36 temporary limousine permits issued in 2005-2006. This option was very popular during March 2005 when the Gemini Awards celebrations were hosted in Winnipeg. There were 37 temporary limousine permits issued in support of Gemini Awards travel needs.

Taxicab Business Activity

In 2005 there were 186,755 taxicab trips that originated from the Winnipeg International Airport. This represents an increase of 2% or 2,970 more taxicab fares from the Winnipeg International Airport compared to 2004. There were 20,137 limousine trips from the airport, representing an increase of 10% or 2029 more trips compared to 2004. The waiting time at the airport for taxicabs averaged 45 minutes in 2005 compared to 44 minutes in 2004. Waiting time between trips for limousines continues to decrease with a wait of 77 minutes in 2005 compared to 83 minutes in 2004.

During 2005 there were 262 complaints registered and followed up by the Board. The top 5 complaints were taxicab driver conduct, condition of the taxicab, poor service, taxicab driver road habits and overcharge of fare. The Board continues to work with the taxicab industry to improve taxicab service and condition of the vehicles.

2 (m-3) Taxicab Board

Expenditures Sub-Appropriation	Actual 2004/05 $	Estimate 2004/05 FTE	Estimate 2004/05 $	Variance Over(Under)	Expl. No.
(a) Salaries & Employee Benefits	409.1	9.00	493.2	(84.1)	1
(b) Other Expenditures	133.0		118.3	14.7	
Total Sub-appropriation	542.1	9.00	611.5	(69.4)	

Taxicab Industry Data

STANDARD TAXICABS

Number of Standard Taxicab Business Licences
(count/year)

Year	1999	2000	2001	2002	2003	2004	2005	2006
Licences	401	401	408	409	409	409	409	409

Source: Taxicab Board, Taxicab Operators' Files (as of July 2006)

Note: 1998: 2 accessible licences converted to standard.
1999: 9 standard licences issued in 1998; 2 standard converted to accessible in 1998; 3 standard converted to accessible in 1999.
2001: 7 accessible licences converted to standard
2002: 1 accessible licence converted to standard

Winnipeg Population
(population/year)

Year	1999	2000	2001	2002	2003	2004	2005	2006
Population	677,600	681,100	684,800	685,500	685,500	702,400	706,900	706,900

Source: Statistics Canada (Population last modified July 1, 2005)

Population Ratio per Taxicab, City of Winnipeg
(population per taxicab/year)

Year	1999	2000	2001	2002	2003	2004	2005	2006
Population	1,690	1,699	1,678	1,676	1,676	1,717	1,728	1,728

Calculation: Population / # of Standard Taxicabs in Winnipeg

TAB C

Table 1.1

Top 50 airports according to the number of enplaned and deplaned passengers, selected services

Tableau 1.1

Les 50 premiers aéroports selon le nombre de passagers embarqués et débarqués, certains services

Airport / Aéroport	Enplaned / Embarqués	Deplaned / Débarqués	Total		Change / Variation
			2003	2004	
	No.- Nbre				%
ABBOTSFORD BC	163,238	161,929	294,183	325,167	10.5
CALGARY INTL AB	4,345,276	4,366,785	8,240,242	8,712,061	5.7
CHARLOTTETOWN PE	82,596	82,282	161,428	164,878	2.1
COMOX BC	73,758	76,679	103,478	150,437	45.4
CRANBROOK BC	39,037	38,643	67,382	77,680	15.3
DEER LAKE NL	96,034	95,892	155,361	191,926	23.5
EDMONTON CITY CENTRE AB	38,252	39,240	81,658	77,492	-5.1
EDMONTON INTL AB	1,955,573	1,955,472	3,515,632	3,911,045	11.2
FORT MCMURRAY AB	111,449	110,882	204,246	222,331	8.9
FORT ST JOHN BC	41,865	38,305	86,467	80,170	-7.3
FREDERICTON NB	95,899	97,009	182,787	192,908	5.5
GOOSE BAY NL	36,991	36,398	75,616	73,389	-2.9
GRANDE PRAIRIE AB	77,292	77,442	158,296	154,734	-2.3
HALIFAX INTL NS	1,450,971	1,452,980	2,713,740	2,903,951	7.0
HAMILTON ON	297,969	296,659	883,033	594,628	-32.7
IQALUIT NU	51,379	51,009	107,240	102,388	-4.5
KAMLOOPS BC	72,813	76,214	137,705	149,027	8.2
KELOWNA BC	434,680	434,886	837,124	869,566	3.9
KINGSTON ON	x	x	x	x	x
LONDON ON	158,805	161,658	321,792	320,463	-0.4
MONCTON NB	232,541	229,824	425,945	462,365	8.6
MONTREAL/DORVAL INTL QC	4,676,569	4,693,015	7,752,372	9,369,584	20.9
MONTREAL/MIRABEL INTL QC	454,037	467,889	973,953	921,926	-5.3
NANAIMO BC	x	x	x	x	x
NANAIMO/HARBOUR BC	52,367	41,784	38,652	94,151	143.6
OTTAWA/MACDONALD-CARTIER INTL ON	1,790,261	1,791,135	3,124,396	3,581,396	14.6
PENTICTON BC	x	x	x	x	x
PRINCE GEORGE BC	161,647	157,519	330,456	319,166	-3.4
QUEBEC/JEAN LESAGE INTL QC	359,012	356,094	628,545	715,106	13.8
REGINA SK	368,802	371,617	685,039	740,419	8.1
SAINT JOHN NB	85,321	85,497	162,168	170,818	5.3
SASKATOON/JG DIEFENBAKER SK	397,757	394,686	689,357	792,443	15.0
SAULT STE MARIE ON	x	x	131,465	x	x
SEPT-ILES QC	45,219	47,583	72,745	92,802	27.6
SIOUX LOOKOUT ON	36,343	36,318	68,364	72,661	6.3
ST JOHN'S NL	454,899	451,079	833,411	905,978	8.7
SUDBURY ON	76,672	76,038	174,189	152,710	-12.3
SYDNEY NS	50,122	49,392	92,449	99,514	7.6
THOMPSON MB	x	x	x	x	x
THUNDER BAY ON	292,853	294,040	568,175	586,893	3.3
TIMMINS ON	55,086	55,230	110,450	110,316	-0.1
TORONTO/LB PEARSON INTL ON	13,365,079	13,465,428	22,982,920	26,830,507	16.7
VANCOUVER HARBOUR BC	165,735	170,214	172,453	335,949	94.8
VANCOUVER INTL BC	7,146,177	7,133,776	13,044,814	14,279,953	9.5
VICTORIA HARBOUR BC	119,365	116,448	161,412	235,813	46.1
VICTORIA INTL BC	598,205	605,035	1,154,728	1,203,240	4.2
WHITEHORSE YT	72,465	71,993	148,977	144,458	-3.0
WINDSOR ON	76,595	77,067	170,062	153,662	-9.6
WINNIPEG INTL MB	1,445,918	1,453,381	2,612,477	2,899,299	11.0
YELLOWKNIFE NT	141,393	139,699	307,943	281,092	-8.7
TOTAL CANADA	**43,670,602**	**43,813,948**	**78,391,224**	**87,484,550**	**11.6**

TAB D

Information on James A. Richardson


WAA's
Top 10
Holiday
Travel Tips


Delta
Winnipeg's newest air carrier begins service January 2007
* flights operated by Delta Connection carrier SkyWest

News

2006 First Quarter Results — 2006-05-03

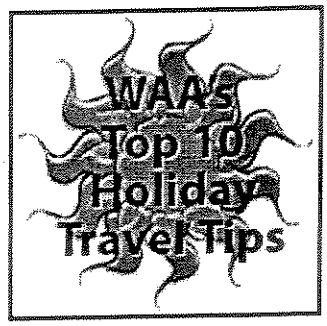
WINNIPEG - May 3, 2006- Winnipeg Airports Authority Inc. today released its unaudited consolidated financial results for the quarter ended March 31, 2006.

For the first quarter revenues of $15,131,000 (2005: $14,438,000) exceeded expenses before interest, taxes and amortization by $7,270,000 (2005: $6,921,000). The excess of revenue over expenses of $4,512,000 (2005: $4,632,000) are used exclusively for required airport infrastructure and debt service.

"The Airport's domestic passenger traffic, combined with the unique benefits of our market's cargo opportunities, have contributed to Manitoba's economic performance, " commented Barry Rempel, President & CEO of Winnipeg Airports Authority. "The performance, both financially and in terms of implementing the infrastructure redevelopment, continues to meet the objectives noted in redevelopment plans. We are very pleased to report the first phase of construction, the 1,559 stall parkade, is well underway and scheduled to be opened in time for the 2006 winter charter season."

Passenger traffic for the first quarter of 2006 (unofficial) was 822,000, an increase of 1.7% from 2005.

Information on James A. Richardson





News

2006 Second Quarter Results — 2006-07-27

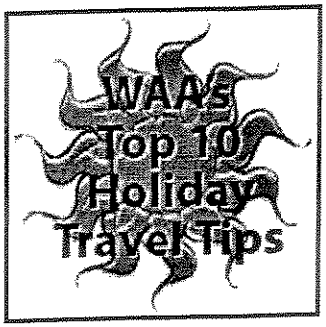
WINNIPEG - July 27, 2006 - Winnipeg Airports Authority Inc. today released its unaudited consolidated financial results for the quarter ended June 30, 2006.

For the second quarter excess revenue over expenses was $4,422,000 (2005: $5,599,000) based on revenue of $14,253,000 (2005: $13,679,000) and expenses before interest, taxes and amortization of $7,561,000 (2005: $7,291,000). For the six months ended June 30, excess revenue over expenses was $8,934,000 (2005: $11,734,000) based on revenue of $29,384,000 (2005: $28,117,000) and expenses before interest, taxes and amortization of $15,421,000 (2005: $14,808,000). The excess of revenue over expenses is used exclusively for required airport infrastructure and debt service.

Passenger traffic for the second quarter of 2006 (unofficial) was 806,000, an increase of 3.8% from 2005. For the six months ended June 30, passenger traffic was 1,628,000, an increase of 2.7% from 2005.

"Passenger and cargo growth is a reflection of a thriving community," commented Barry Rempel, President & CEO of Winnipeg Airports Authority. "Airport traffic is an indicator of growth and we are pleased to see major air carriers respond by offering air service to more destinations. With Airport Site Redevelopment well underway, we are poised to meet the needs of this community today and into the future."







News

Third Quarter Results — 2006-10-24

WINNIPEG - October 24, 2006 - Winnipeg James Armstrong Richardson International Airport continues to experience increases in both passenger and cargo activity.

For the nine months ended September 30th, approximately 2,563,000 (unofficial) passengers passed through this community, representing a 4.4% increase from 2005. Cargo activity continues with positive growth with a year to date increase of 5.1% in kilos handled.

During the third quarter, the most visible activity has been the construction of improved airport infrastructure. The new parkade is the first component of airport redevelopment nearing completion, with the first floor opening mid November and a final capacity of approximately 1600 vehicles. Work continues on road redevelopment as well as excavation and groundwork for the new apron and taxiways. Total capital investment to the end of the third quarter has reached $77 million and is funded through the excess of revenues over expenses, Airport Improvement Fees (AIF) and the revenue bonds issued in 2005.

Consolidated revenues were $15.8 million for the third quarter, an increase of 8.2% over the same period in 2005. Year to date, revenues are up $2.5 million an increase of 5.8%, due primarily to the increases in passenger and cargo volume.

Operating costs were $7.3 million for the third quarter, a decrease of 1.3% from the previous year. For the nine months ended September, operating costs have increased 2.3%, reflecting effective cost management in a period of increasing external costs.

The excess of revenues over expenses before interest, income taxes and amortization (EBITDA) increased to $22.5 million for the nine months, an increase of $1.9 million over 2005. EBITDA is used generally as a proxy to determine the Authority's ability to service its debt obligations. Net Interest on the revenue bonds was $2.5 million year to date (nil in 2005). The resulting excess of revenues over expenses (typically referred to as net income) was $6.7 million for the quarter (2005 - $6.3million) and $15.6 million year to date, a decrease of $2.4 million compared to 2005 results. The decrease results from increased interest and amortization.

"Winnipeg James Armstrong Richardson International Airport continues to be a busy environment as we work to accommodate both the growth in traffic and the development of required infrastructure to meet that demand," said Barry Rempel, President and CEO of Winnipeg Airports Authority. "The continuing rise in passenger and cargo traffic complements the timing of airport redevelopment and emphasizes the need for additional capacity at the gateway to Manitoba."
Winnipeg Airports Authority serves our region by providing value to our customers and community. A source of pride for our community, we strive to be a leader in its growth and development.

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Contact:
Christine Alongi
Manager Media and Community Relations
Winnipeg Airports Authority Inc.
249-2000 Wellington Avenue
Winnipeg, Manitoba R3H 1C2
Phone: 204-987-2021
24 Hour Media Line: 204.992.2791
www.waa.ca

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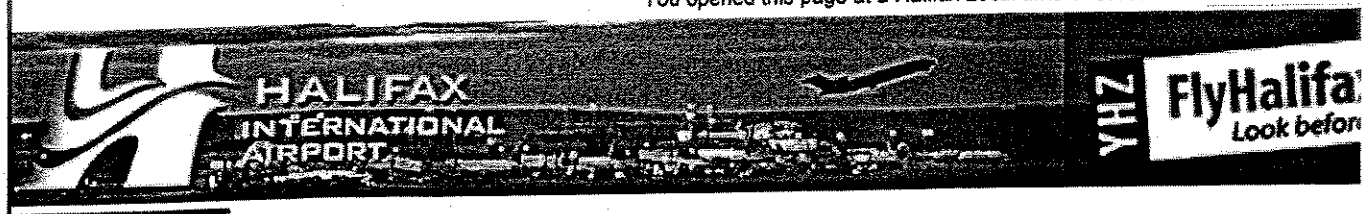
TAB E



Today's Flights

Traveler Information

Maps & Directions

Parking

Transportation Information

Airline Information

Luggage

Special Needs Travelers

Non-Stop U.S. Bound Travelers

International Travelers

Tourism Information

Travel Insurance

Safety & Security

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Newsroom

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Transportation Information | Taxi and Limo Service | Car Rentals | Bus Service

Airporter Inc. provides shuttle service to and from various hotels in the Metro Area. Core hours of operation are 6:00 a.m. - 1:00 a.m. daily.

Regular rates for the Airporter service are $16.00 (Canadian) one way or $28.00 (Canadian) for a return ticket. Children under 10 years of age accompanied by an adult ride for free.

For more information, call 902.873.2091 or check the Airporter Schedule (subject to change without notice).

Acadian Lines provides province-wide bus service, including service to and from Halifax International Airport. For more information, call 902.454.9321.

Other shuttle buses operate from Halifax International Airport to various destinations such as Sydney, Annapolis Valley, Yarmouth, Truro and Prince Edward Island, just to name a few. An Airport Shuttle Bus Schedule is provided for your convenience. For more information about these services please contact the Airport Visitor Information Centre at 902.873.1223.



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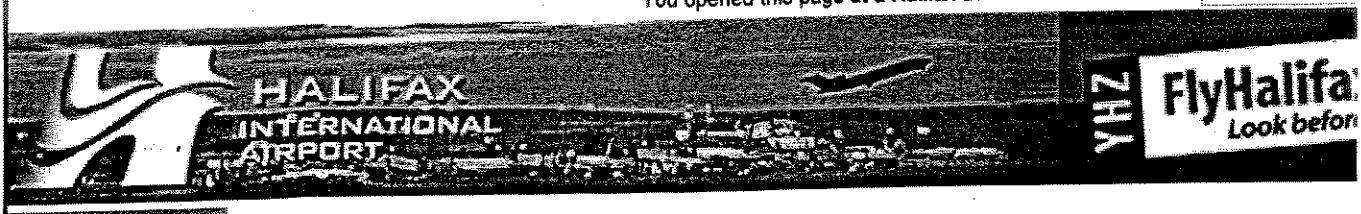

Today's Flights

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Traveler information



Halifax International Airport is located on 1 Bell Boulevard in Enfield, Nova Scotia, which is Exit 6 off of Highway 102. It is approximately 35 kilometres (22 miles) from downtown Halifax, and takes about 30 to 45 minutes to drive by car. The geographic coordinates are:

Latitude 44° - 52' - 51" North
Longitude 63° - 30' - 33" West
West Elevation 477' ASL

Map of Nova Scotia

Air Terminal Building Map

Airport Property Map



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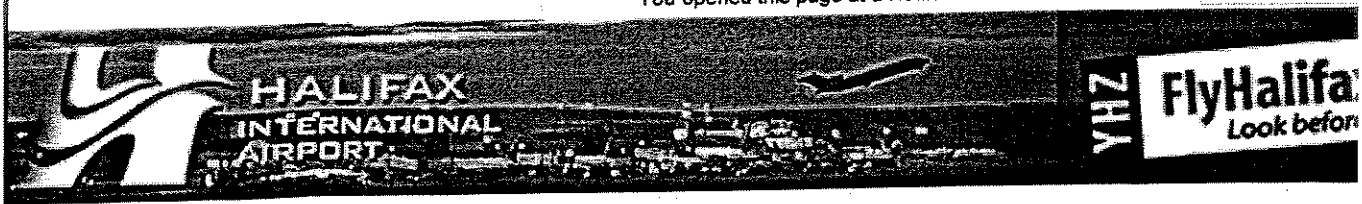

Today's Flights

Traveler Information

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Taxi and limousine services are available curbside in the Domestic Arrivals area for all arriving flights. A one-way trip to Halifax city center is $53.00 (Canadian) by taxi or by limousine.



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TAB F

TAXICAB INSPECTION

Manitoba Transportation and Government Services

Made Pursuant To The Taxicab Act

Taxicab Board
200-301 Weston Street
Winnipeg, MB R3E 3H4
Canada
(204) 945-8919

Board#

Insert sequential report number

Date (DD/MM/YY)	Time	Location	Company

Driver	Driver Licence Number	TDL

Owner	Year	Make/Model	Plate#

VIN#	Meter Make/Serial	Amount	Seal#

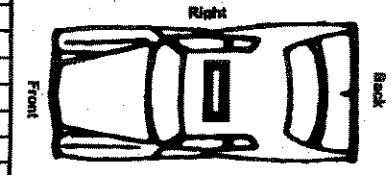
REASON FOR INSPECTION: Meter ☐ Patrol Check ☐ MPI ☐ Change of Vehicle ☐ Complaint ☐ Seasonal Licence ☐ Other ☐

DOCUMENTS				INTERIOR				ELECTRICAL				EXTERIOR				OTHER ITEMS			
No.	X	XX	Item	No.	X	XX	Item	No.	X	XX	Item	No.	X	XX	Item	No.	X	XX	Item
01			MB Driver Licence	06			Ashtray	25			Back-up & Lic. Plate Lamps	41			Authorized Decals	49			Unauthorized Decals
02			Vehicle Registration	07			Carpets	26			Daytime Running Lamps	42			Board Numbers	50			Wheel Covers
03			Taxicab Driver Licence	08			Dash Board Number	27			Emergency Light	43			Body Damage/Paint	51			Windshield
04			Trip Sheet	09			Defroster & Interior Heaters	28			Hazard Lamps	44			Exhaust System	52			Other
05			Other	10			Dirty Interior	29			Headlamp Aim	45			Hood & Safety Latch	ACCESSIBLE & HANDICAB VANS			
				11			Doors	30			Headlamp Operation	46			Mismatched Paint	No.	X	XX	Item
				12			First Aid Kit	31			Interior Lamps	47			Tariff Sticker	53			Accessibility Symbol
				13			Horn	32			Roof Light/Lettering	48			Tires	54			Anchorage Points
				14			Information Decal	33			Side Marker Lamps					55			Door Lighting
				15			Instrument Panel Lamps	34			Stop Lamps					56			Door Safety Feature
				16			Mirrors	35			Tail Lamps					57			Driver Control Door Locks
				17			Seat Belts/Tether Clip	36			Taxicab Camera					58			Fire Extinguisher
				18			Seats Front/Rear	37			Taxicab Meter					59			Grab Bars & Handles
				19			Shield	38			Trunk and Liner					60			Heaters
				20			Speedometer	39			Turn Signal Lamps					61			Mirrors
				21			Switches	40			Other					62			Mobility Secure. System
				22			Windows									63			Occupant Restraint System
				23			Windshield Wipers/Washers									64			Securement Port. Items
				24			Other									65			Step Marking
																66			Ramp Guards
																67			Ramp Securement
																68			Ramp Surface/Marking
																69			Other

These faults are contrary to the standards of the Taxicab Board. The faults are to be corrected and the vehicle returned for re-inspection on the time and date indicated. Failure to report for re-inspection will result in the vehicle being placed out of service. Bring form for re-inspection.

LOCATION OF DAMAGE/PAINT				No.	X	XX	Item
No.	X	XX	Item	79			Left Rear Fender
72			Front	80			Entire Left Side
73			Engine Hood	81			Right Front Fender
74			Windshield	82			Right Door(s)
75			Roof	83			Right Rear Fender
76			Rear including Trunk	84			Entire Right Side
77			Left Front Fender	85			Undercarriage
78			Left Door(s)	86			Interior

X Location of Damaged Areas



REMARKS **NO FAULTS FOUND** ☐

FEED FAX THIS END

FAX

To: CORY
Dept.: MONK - GOODMAN
Fax No.: 957-0423
No. of Pages: 6
From: JERRY KOZUBA
Date: JAN. 8 / 2007
Company: DBB
Fax No.:
Comments: As requested

RE-INSPECTION DATES	SUSP. TIME
(X) Minor Faults:	
Compete Date	
(XX) Major Faults	
Complete Date	
(O/S) Immediate Out Of Service	
RE-INSPECTION AT TAXICAB BOARD OFFICE ☐	RE-INSPECTION AT DISPATCH COMPANY ☐
Agency Reference Number	

Inspector Signature:

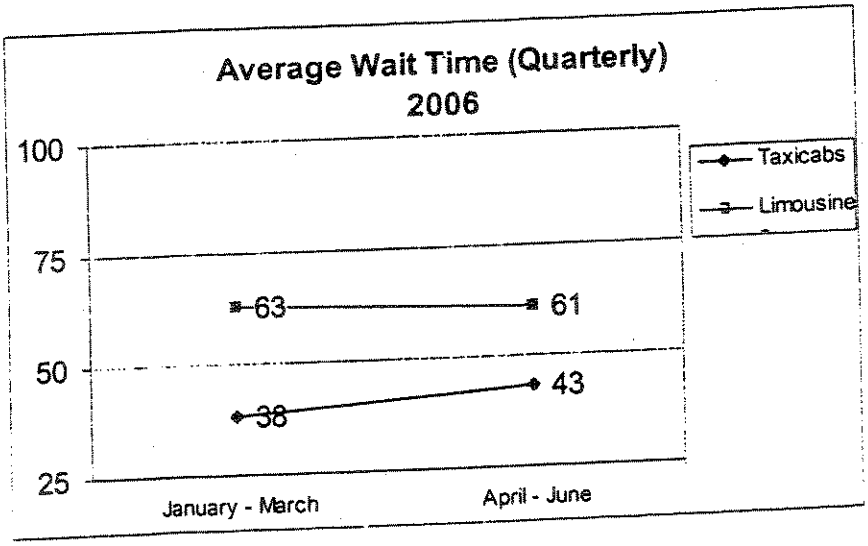
Driver Signature:

TAB G

Average Wait Time, Winnipeg Airport
(Wait time/year)

Taxis							
Year	2000	2001	2002	2003	2004	2005	2006 January - July
Wait time	42 minutes	42 minutes	50 minutes	44 minutes	44 minutes	45 minutes	46 minutes
Limos							
Year	2000	2001	2002	2003	2004	2005	2006 January - July
Wait time	87 minutes	108 minutes	104 minutes	89 minutes	83 minutes	77 minutes	72 minutes

wait time: time spent between entering holding area and departing airport



15

TAB H

/2/07

UNICITY TAXI DRIVER LIST

by Number

m	NAME	ADDRESS	CITY	POSTAL	PHONE
1	RANJIT SIDHU	SIDHU 60 NICHOLSON CRES	WPG, MB.	R2P 0P9	694-8635
2	BALWINDER S. MANN,	MANN 1230 E. MOLSON ST.	WINNIPEG MB.	R2K 3Y4	669-3389
3	DALJINDER S.CHAHAL	CHAHAL 34 MEADOWLAND DR	WINNIPEG. MB.	R2R 2R5	697/8585-333-5776
3	RAVINDER KAUR CHAHAL	RAVINDER K 34 MEADOWLAND DR	WINNIPEG,MB	R2R 2R5	697-8585/3335776
4	SAMSON KASSA	KASSA S 58 PENTONVILLE CR	WINNIPEG,MB		475-2006/997-7755
5	RAJINDER BRAR	BRAR 85 BENHEWAK BAY			633-4205
5	**********	**********			
6	AMOLK SINGH,	SINGH 10 DESNA PL	WINNIPEG MB.	R2P 2Y9	633-6845
7	SURINDERPAL S. GILL	GILL 100 CORAL REEL COVE	WINNIPEG MB.	R3X 1X3	256-8402
8	CHHINDER SINGH	SINGH 30 DERBYSHIRE PLACE	WPG, MB.	R2P 2Z2	694-9646
8	MANJIT S. PANESAR	SINGH,CH 18 BUTLER BLVD	WINNIPEG MB.	R2R 0Y6	632-5018
9	PRITAM S. DHALIWAL	DHALIWAL 65 SANTA FE DR	WINNIPEG, MB.	R2R 2W5	632-4367
9	DARSHAN SRAN	SRAN 132 EAGLEMERE DRIVE	WINNIPEG, MB.	R2P 2E6	
10	MANMOHAN BRAR	BRAR 51 MAPLETON DRIVE	WINNIPEG MB.	R2P 0J4	632-1992/9901496
10	KEWAL SINGH	SINGH K 14 DUNDURN PLACE			774-0111/996-3852
11	KULDEEP AULAKH	AULAKH 7 PETER HERNER BAY	WINNIPEG MB.	R2V 4V9	632-9780
12	HARDEEP GILL	GILL HARDE 1427 JEFFERSON AVE	WINNIPEG MB.	R2P 0R5	694-4455
13	JASPAL S. MANN	MANN 92 BEAUFORT CR	WPG, MB.	R3T 5V9	275-8339
14	NIRMAL S. DHALIWAL	DHALIWAL 57 PLAYGREEN CR	WPG, MB.	R2P 1E4	633-6845
15	JASWANT GREWAL	GREWAL 55 DESNA PLACE	WINNIPEG, MB.	R2P 2Z1	694-1991
16	IQBAL S. DHILLON	DHILLON 35 MALANCHUK PLACE	WINNIPEG MB.	R2P 2T8	697-1474/9551964
17	TEJINDER BRAR	BRAR 30 STILLMEADOW COVE	WPG, MB.	R2R 2R6	633-4337
17	AMARDEEP RAI	RAI AMARDE 138 PIPELINE RD	WINNIPEG,MB	R2P 0R2	632- 5985/2294116
18	ZENA MUSSIE	MUSSIE 224 ABBOTSFIELD DR	WINNIPEG MB.	R2N 4H2	989-0039 /291-8665
18	**********	******			
19	JAGTAR S. BRAR,	BRAR 35 GARDENTON AVE	WINNIPEG MB.	R2R 2W7	-
20	GURDIAL S. SARPAL	SARPAL 142 FOX MEADOW DR.	WPG, MB.	R3P 1T6	487-4107
21	SUKHDEV GILL	GILL 16 THORN DR	WINNIPEG MB.	R2P 2Z2	633-3863
22	JASPAL SINGH BASSI	BASSI 22 THORN DR	WINNIPEG MB.	R2P 2Z2	694-1198
22	GURJANT BRAR	BRAR 33 THORN DR	WINNIPEG MB.	R2P 2J2	694-1199-/9995268
23	CHARANJIT SINGH	SINGH 115 SOVEREIGN COVE	WPG, MB.	R2V 4X1	Ph: 632-7181 -
24	BALDEV S. HANS	HANS 15 BONDAR BAY	WINNIPEG MB.	R2P 1B3	694-6296
25	NARINDERPAL MUHAR	MUHAR 73 SANTA FE DR	WINNIPEG MB.	R2R 2W6	633-3583
25	BALJINDER S. SRAN	SRAN 2077 BURROWS AVE	WINNIPEG MB.	R2R 1A3	633-9890/2294473 -
26	RAJINDER BANSAL	BANSAL 144 INVERMERE ST	WINNIPEG MB.	R3Y 1P7	632-4563
27	LAKHVIR SINGH DHALIWAL	DHALIWAL 27-35 ROZMUS BAY	WINNIPEG MB.	R2P 1E2	694-4466
28	HARPREET SIDHU	SIDHU 77 MARIANNE RD	WINNIPEG MB.	R2R 1W4	
28	RAJINDER S. RAI	RAI 77 MARIANNE RD	WINNIPEG MB.	R2R 1W4	633-0547
29	ROBERT PERRON	PERRON 165 HUMBOLDT AVE.	WINNIPEG MB.	R2M 0M2	253-5858
30	CHAMKAUR S. BRAR	BRAR 11 NORTHMOUNT COVE	WINNIPEG,MB	R2V 4X4	694-3359
31	SARBJIT SINGH	SINGH 121 MASSENA CR	WINNIPEG,MB	R2P 0K8	632-5458
31	BALWANT SINGH DHALIWAL	DHALIWAL 56 FILKOW BAY	WINNIPEG,MB	R2P 1N2	694-7981/952-1357
32	DALJINDER CHAHAL	CHAHAL 34 MEADOWLAND DR.	WINNIPEG MB.	R2R 2R5	697-8585
33	KULDEEP S. BATH	BATH KUL 102 - 1215 LEILA AVE	WINNIPEG,MB	R2P 2Y5	283-0612

m	NAME		ADDRESS	CITY	POSTAL	PHONE
34	TARLOCHAN S. GILL	GILL	58 WOODCROFT BAY	WINNIPEG MB.	R2R 1C7	694-2448
35	MANJIT DHILLON	DHILLON	93 SHAMROCK DRIVE	WINNIPEG MB.	R2J 3W4	788-4962
36	JASVINDER SINGH JASWAL	JASWAL	756 BEAVERBROOK ST	WINNIPEG MB.	R3N 1N9	772-1018
36	.....	.....	.....	.....	.....	.....
37	HARNEK S. SANDHU	SANDHU	192 TUPELO AVE	WINNIPEG MB.	R2K 3S6	669-7511-/ 294-1449
37	**********	**********				
38	HARJINDER BAJWA	BAJWA	11 BUTLER BLVD.	WINNIPEG MB.	R2R 0Y7	632-8342 / 228-7710
38	NARINDER KALKAT	KALKAT N	1126 COLBY AVE	WINNIPEG,MB	R3T 2P9	694-3676 / 227-1469
39	LACHMAN S. DHALIWAL	DHALIWAL	141 RAGSDILL RD.	WINNIPEG MB.	R2G 4C7	294-2772
40	EDWARD E. LOS	LOS	119 MEREDITH BAY	WPG, MB.	R2V 3P7	334-7766 /Cell:
41	PARDEEP S. GILL	GILL	311 INKSTER GARDEN DR	WINNIPEG MB.	R2R 2R4	6948247/999-8248
41	RAMINDER S. GILL	GILL RAMIN	311 INKSTER GARDEN DRIVE	WINNIPEG,MB	R2R 2R4	
42	DAVINDERPAL KAMBO	KAMBO	1445 JEFFERSON AVE	WINNIPEG MB.	R2P 0R5	632-0678
43	SARBJIT BRAR	BRAR	1371 JEFFERSON AVE.	WINNIPEG MB.	R2P 0R6	633-6215
43	HARNEK BRAR	BRAR	78 MAGENTA CR	WINNIPEG,MB	R2P 0B5	291-4223
44	RAMANDEEP SINGH KAILEY	KAILEY	50 MYLES ROBINSON BAY	WINNIPEG MB.	R3X 1L1	951-4774
45	GURSHARN SANDHAWALIA	SANDHAWALI	197 LINDENWOOD DR EAST	WPG, MB.	R3P 1S7	488-7580
46	INDERJIT SINGH	SINGH	27 LINDENSHORE DR	WINNIPEG MB.	R3P 2N1	694-2131
47	JASWANT S. GREWAL	GREWAL J	55 DESNA PLACE	WINNIPEG MB	R2P 2Z1	6941910/999-9694
47	**********	**********		WINNIPEG MB		
48	GURDIAL SINGH	SINGH	286 ARTHUR WRIGHT CRES	WINNIPEG MB.	R2P 1M4	333-5140
48	GURNIHAL KAHLON	KAHLON BAL	743 ADSUM DR	WINNIPEG MB.	R2P 1L5	694-2454
49	GURMAIL S. GILL	GILL	540 ADSUM DRIVE	WINNIPEG MB.	R2P 1B5	633-1260
49	**********	**********	**********	**********	**********	
50	LAKHVIR S. GILL	GILL	7 WENDON BAY	WINNIPEG MB.	R2R 1Y5	632-9198
50	**********	**********	**********	**********	********	
51	SUKHJINDERPAL SANDHU	GILL	373 MANDALAY DR	WINNIPEG,MB	R2P 1E6	632-7185
51	RAJINDER RAI	RAI,RAJIND	77 MARIANNE RD	WINNIPEG,MB	R2R 1WY	633-0547/999-9889
52	BALDEV S. GILL	GILL	10 TOMLINSON AV	WPG, MB.	R2K 3J9	228-6853
53	TARLOCHAN SAINI	SAINI	30 JACK KOLT PLACE	WINNIPEG MB.	R2P 2M3	694-8360
54	DEVINDER P. MUKER	MUKER	525 MANDALAY DR	WINNIPEG,MB	R2P 1J9	632-7885/999-9292
54	HARMINDER P. MUKER	MUKER	525 MANDALAY DR	WINNIPEG,MB	R2P 1J9	632-7885/9999272
55	SUKWINDER DHALIWAL	DHALIWAL S	101 KINVER AVE	WINNIPEG,MB	R3A 0J5	6978494
55	**********	**********	**********	**********	**********	
56	JASPAL SINGH	SINGH	485 ARLINGTON ST.	WINNIPEG MB.	R3G 1Z3	775-7332
57	RAVINDER GARCHA	RAVINDER G	1212 CLIFTON ST	WINNIPEG,MB	R3E 2T9	999-2701
58	NARINDER SINGH	SINGH	546 ADSUM DR	WPG, MB.	R2P 1B5	694-5430 / 228-6587
58	JASWANT SINGH	SINGH JASW	50 MARGATE RD	WINNIPEG MB.	R2P	632-8152/979-8152
59	INDERJIt SINGH BEDI	BEDI	531 MANDALAY DR	WINNIPEG,MB	R2P 1J9	633-3288/997-0311
59	MANJEET S. BEDI	BEDI	527 MANDALAY DR	WPG, MB.	R2P 1J9	275-2396/999-3076
60	JAGJIT SINGH DEOL	DEOL	39 DESNA PL	WINNIPEG MB.	R2P 2Y9	632-9902 / 294-1313
60	SUKHWINDER SIDHU	SIDHU	66 MALDEN CLOSE	WINNIPEG,MB	R2P OB9	633-1029
61	BEANT SINGH	SINGH	59 RUDOLPH BAY	WINNIPEG MB	R2K 3G2	667-3394 / 227-852
61	JAGTAR SINGH	SINGH	66 NORILYN BAY	WINNIPEG,MB	R2K 3K3	654-4172

um	NAME	ADDRESS	CITY	POSTAL	PHONE
62	BALJINDER .S.BHATTI	BHATTI 9 HENRIETTA STREET	WPG, MB.	R2K 3J6	661-1277 -
63	HARPREET BAINS	BAINS 77 BRANSON CR	WPG, MB.	R3T 5W1	269-4123
63	UPKAR BAINS	BAINS UPK 435 KIRKBRIDGE DR	WPG, MB.	R3T 5R1	333-5654
64	JAGMOHAN SINGH	SINGH 137 ALBINA WAY	WPG, MB.	R2R 1G5	
65	AMANDEEP SIDHU	SIDHU AMAN 485 SEATON ST	WINNIPEG,MB	R3K IM3	976-6500
65	**********	********** **********	**********	**********	896-6859/9972766
66	HARJINDER SINGH	SINGH HARJ 254 PRINCETON BLVD	WPG, MB.	R3R 0X8	269-5052/952-3108
66	BHUPINDER S. MANN	MANN BHUPI 227 LAKERIDGE RD	WINNIPEG,MB	R2Y 1K3	832-1315/997-3695
67	NIRPINDER BRAR or P. BRAR	BRAR 7 CALVERT CLOSE	WPG, MB.	R2P 2G7	694-8093
68	AVNISH NAGPAL	NAGPAL 23 UPTON PLACE	WINNIPEG MB	R2N 1S8	233-7644
69	HARPREET SANGHA	SANGHA H 10 HUTTON ST	WINNIPEG,MB	R2V 4K4	334-9171-292-9997
69	**********	JAWANDA **********	**********	**********	334-9171/292-9997
70	SUKHJIT S. SIDHU	SIDHU 1277 MOLLARD RD	WEST	R2P 2T6	694-2037
70	HARNEK DANDIALA	SIDHU 20 NOVARA DR	WINNIPEG MB.	R2P 2W8	694-5610/9971799
71	ALEM HAILEMARIAM	HAILEMARIA 43 BLUE HORIZON COVE	WINNIPEG MB.	R3W 1N9	669-8176
71	GEDION HAILU	HAILU G 108 - 433 EDISON AVE	WINNIPEG MB.	R2G 0M2	996-2276
72	SATWINDER SRAN	SRAN 27 ALLANBLYE DR	WINNIPEG MB.	R2P 2S5	
73	HARDAM WARRING	WARRING H 262 MAHONEE DR	WINNIPEG MB.		667-0522/9998359
73	**********	********** *			669-9680/999-4132
74	JAGJIT S. MOOKER	MOOKER 695 RENFREW ST	WINNIPEG,MB	R3J 1K1	
75	JATINDER GILL	GILL 11 HOOD AVE	WINNIPEG, MB.	R2P 1Y9	
75	SURJIT BAWA	SURJIT BAW 76 RABER ROAD	WINNIPEG,MB	R2R 1A4	632-7855/995-7855
76	BALDEV K. BHARDWAJ	BHARDWAJ 2528 BURROWS AVE.	WPG, MB.	R2R 2N4	694-3780/9992528
77	GURKIRPAL S. JAUHAL	JAUHAL 103 BUDDEN DRIVE.	WINNIPEG MB.	R2K 4C5	667-7202
78	DILBAGH HOTHI	HOTHI 48 SIDDAL CRES.	WPG, MB.	R2K 3W6	667-7931/999-3233
79	MAJOR DHALIWAL	DHALIWAL 43 NOVARA DR	WPG, MB.	R2P 2W8	694-0478/2295885
79	**********	**********			
80	JAGIT MANGAT	MANGAT 14 ASHMORE DRIVE	WINNIPEG MB.	R2P 0Z7	633-6619
81	DEVINDER SARAN	SARAN 43 BRAMBLE DRIVE	WPG, MB.	R3M 3M9	885-6802
82	JASVINDERPAL CHATTHA	CHATTHA 29 AMELIA CRES.	WPG, MB.	R2K 3X8	663-7281 /UNLISTED
83	SHERZARD TOVI	TOVI 15 BARRIWOOD COVE	WINNIPEG,MB	R3P 2P4	889-8615/228-5861
84	GURSEWAK SEKHON	SEKHON 86 WALTER COPP CR	WINNIPEG MB.	R2K 4H6	667-7192/2296464
84	JAGDEEP BRAR	BRAR 86 WALTER COPP CR	WINNIPEG MB.	R2K 4H6	667-7192/229-6464
85	DALIP S. GILL	GILL 151 ALBERHILL CRES	WINNIPEG MB.	R2G 4B1	663-2663/997-9798
85	**********	**********			
86	GURMIT GREWAL	GREWAL 2103 BURROWS AVE.	WPG. MB.	R2R 1A3	229-6506
86	MANDEEP RANDHAWA	RHANDAWA 487 ADSUM DR	WINNIPEG MB.	R2P 0W8	227-0557
87	RAJINDER JAWANDA	JAWANDA RA 5 GOVERNORS COURT	WINNIPEG MB.	R2J 4K7	
87	**********	SIDHU **********			694-7659/9995367
88	RIAZ HUSSAIN	HUSSAIN 362 BAIRDMORE BLVD	WINNIPEG MB.	R3T 5W4	275-2177
89	KHALID I. KHAN	KHAN 10 BEAULYNN COVE	WINNIPEG MB.	R3T 5G4	275-7585
90	JASPREET PANESAR	PANESAR 132 EAGLEMERE DRIVE	WINNIPEG,MB	R2K 4K9	667-3149/999-3149
90	MANJIT S. PANESAR	PANESAR 132 EAGLEMERE DR	WINNIPEG,MB	R2K 4K9	6667-3149
91	GURINDER PAL SINGH	SINGH 57 MAEVISTA PLACE.	WINNIPEG, MB.	R2P 0L8	228-4289

m	NAME		ADDRESS	CITY	POSTAL	PHONE
92	ANDREW KMET	KMET	19 CASLON PLACE	WPG, MB.	R2P 0X2	339-9569
92	GURMEET GILL	GILL	110 YANOSKY WAY	WINNIPEG ,MB	R2V 4M7	339-9569
93	BALJINDER BHUMBER	BHUMBER	2 BLOSTEIN BAY	WINNIPEG MB.	R2C 4T2	222-0980
94	JAGTAR GILL	GILL	P.O.BOX 49003	WPG, MB.	R2V 4G8	632-1547
95	HARMANDER S. BUTTAR	BUTTAR	25 TRIESTE WAY	WPG, MB.	R2P 2Z5	697-1980
96	TAMIRAT MEKONNEN	MEKONNEN	1008 - 33 HARGRAVE STREET	WINNIPEG MB.	R3C 3T9	943-8581
97	RAJSUKHJINDER GILL	GILL	113 KAIRSTINE LANE	WINNIPEG MB.	R2R 1E9	697-4775
98	RAJINDERPAL S. JAMMU	JAMMU	10 ODESSA COVE	WINNIPEG,MB	R2P 2Z6	694-3547/997-0411
98	HARPREET JAMMU	JAMMU	10 ODESSA COVE	WINNIPEG,MB	R2P 2Z6	694-3547/997-0411
99	RISHPAL KHANGURA	KHANGURA	39 COUNTRY SIDEWAY	WINNIPEG MB.	R2G 4C1	999-4057/654-1751
100	SANTOKH DHILLON	DHILLON	46 MANSFIELD CRES.	WPG, MB.	R2N 1R6	756-9836
100	**********	**********				
101	NARINDER CHAHAL	CHAHAL	11 ALLAN BLYE DRIVE	WINNIPEG MB.	R2B 2S5	694-8674
102	SATWANT BHATHAL	BHATHAL	2 MUSKA BAY	WINNIPEG MB.	R2R 0V4	697-3548
103	VARINDERJIT GREWAL	GREWAL	63 DOWHAN CRES.	WINNIPEG MB.	R2X 4J5	663-1489
104	SANTOKH S. SAINI	SAINI	35 ROYAL OAK DRIVE	WINNIPEG, MB.	R3Y 1R2	
105	SUKHJEET BRAR	BRAR	77 KENVILLE CRES	WPG, MB.	R2P 0X6	694-5053 /292-8806
105	**********	**********	**********			**********
106	HAZURA S. JATANA & B. JATANA	JATANA	16 WALTER COPP CRES	WINNIPEG,MB	R2K 4H5	667-3993
107	AHMED OMAR	OMAR	144 HAZELWOOD CR	WPG, MB.	R2M 2T7	237-9085
108	SUDESH AGGARWAL	AGGRARWAL	14 LARKSPUR DR	WINNIPEG MB.	R2R 2T3	633-9386 /228-6489
108	MOHINDER PAUL AGGARWAL	AGGARWAL	5 - 130 MAPLEGLEN DR	WINNIPEG,MB	R2P 0A6	694-2872 / 229-7669
109	BALBIR S. GILL/GURPREET GILL	GILL	51 HARBINGER BAY	WINNIPEG MB.	R3X 2B2	697-1700 / 228-6528
109	**********	**********	**********	**********	**********	
110	SHAHZAD ANWAR	ANWAR	82 AGNES ARNOLD PLACE	WPG, MB.	R2P 0Z5	697-9557/C633-2359
111	YEGZAW BERHANE	BERHANE	219-150 ADSUM DRIVE	WINNIPEG MB.	R2P 0W1	633-1029/9999906
111	MOHAMED MOHAMED ABDI	ABDI	219-150 ADSUM DRIVE	WINNIPEG MB.	R2P 0W1	633-1029/9999906
112	SADHU SINGH	SINGH	404 BEVERLEY STREET	WINNIPEG MB.	R3G 1T8	783-5676
113	DIWINDERPAL S. RANDHAWA	RANDHAWA	376 MANDALAY DR	WINNIPEG MB.	R2P 1K3	694-8549/227-4045
113	JASPAL SINGH	SINGH JASP	10 KAIRISTINE LANE	WINNIPEG MB.	R2R 1E8	338-3075
114	SUKHDEV SINGH	SINGH	26 MADDIN CRES.	WINNIPEG, MB.	R2P 0S7	697-0173
115	TARANJIT S. KANG	KANG	2 ELM GROVE DR	WINNIPEG MB.	R2R 2G3	633-2884
115	IQBAL PANESAR	PANESAR	210 WEITZEL ST.	WINNIPEG MB.	R2R 2M5	633-3185-
116	AMRITPAL GILL	GILL AMRIT	2 PETRIW BAY	WINNIPEG MB.	R2P 1J9	633-4542-997-4542
116	PARAMJIT SINGH	SINGH	737 ADSUM DRIVE	WINNIPEG,MB	R2P 1L5	697-4979/2934979
117	KALA RAM SHARMA	SHARMA	80 BRASWELL BAY	WINNIPEG,MB	R3X 2B6	663-6166/2915472
117	RAJESH AMILAL	BRAR	8 HAMPSHIRE BAY	WINNIPEG, MB.	R2J 2L7	231-8142
118	HARPREET BAGRI	BAGRI	26 TRIESTE WAY	WPG, MB.	R2P 2Z5	694-7671 /228-9295
118	HARPAL BEDI	BEDI	43 DINGLE ST	WINNIPEG MB.	R2R 0Z1	694-5246 / 294-3711
119	SHIVNATH BRAR	BRAR	39 DEERING CLOSE	WPG, MB.	R2K 4K6	663-6890/333-5092
119	**********	**********				
120	AMRIK GOSAL	AMRIK GOSA	84 RAVENHILL RD	WINNIPEG,MB	R2K 3K5	668-8924
121	RAMANDEEP S. KAILEY	KAILEY	50 MYLES ROBINSON WAY	WINNIPEG MB.	R3X 1L1	285-7633/951-4774
121	**********					

Num	NAME		ADDRESS	CITY	POSTAL	PHONE
122	KARMJIT S. RANU	RANU	256 ARTHUR WRIGHT CRES.	WPG. MB.	R2P 1M4	694-5241/292-0777
122	JOGINDER BRAR	BRAR	845 SHEPPARD ST	WINNIPEG MB.	R2P 0L2	697-4548/
123	SURINDER S. MANGAT	MANGAT G	79 GRANDMONT BLVD	WINNIPEG,MB	R3V 1M8	275-0299
124	JASWANT S. MANGAT	MANGAT J	373 BAIRDMORE BLVD	WINNIPEG MB.	R3T 6B1	275-3035
125	LAKHVIR SINGH	SINGH	3083 SINCLAIR ST	WPG, MB.	R2V 4W5	632-0279
125	**********	**********	**********		R2V 4R3	
126	SHAMIM KHOKHAR	KHOKHAR	14 COLSHORT PLACE	WINNIPEG MB.	R2N 4P4	257-8068
127	HARJIT CHAHAL	VIRDI	39 WOODCOURT PL	WINNIPEG MB.	R3P 2K4	269-5094/997-1377
127	JAGDEV KALSI	KALSI	19 SANSOME AVE	WINNIPEG MB.	R3K 0N6	8319522/2929422
128	CHARANJIT MANN	MANN	92 BEAUFORT CRES.	WPG, MB.	R3T 5V9	275-8339
128	JATINDER GILL	**********	254 PRINCETON BLVD	WPG, MB.	R3R 0X8	889-9418/223-6484
129	SUKCHAIN BRAR	BRAR	50 CAIL BAY	WINNIPEG, MB.	R2P 1X4	694-4525/9977707
130	BHUNPINDER MANN	MANN	97 LUCAS AVE.	WINNIPEG, MB.	R2R 2S8	694-7211
131	JAGTAR SIDHU	SIDHU	82 EGLINTON CRES	WINNIPEG, MB.	R3Y 1E5	489-6672
132	HOSHAIR GILL & DARYAI GILL	GILL	13 CODE ST	WINNIPEG, MB.	R2R 0Y9	632-9574
132	**********		**********			
133	BAHADUR DEOL	DEOL	321 ADSUM DR	WPG, MB.	R2P 0V9	697-4Z75
133	CHARANJIT S. SIDHU	SIDHU	53 SOROKIN STREET	WINNIPEG, MB.	R2P 1R2	633-1972 / 999-5241
134	GURMIT S.SRAN	SRAN GURMI	69 CHARTER DRIVE	WPG, MB.	R2R 1H8	
134	**********	**********	**********	**********	**********	
135	SIMNEH ASSAYE	ASSAYE	2005 - 411 CUMBERLAND AVE	WINNIPEG MB.	R3B 1T7	257-3044
135	**********	**********				
136	GURDIAL SINGH	SINGH	246 BARNHAM CRES.	WINNIPEG MB.	R2R 2T6	694-7059 /229-3473
136	DARSHAN SINGH	SINGH	2519 KING EDWARD ST	WINNIPEG MB.	R2R 2W8	632-6511
137	PARAMJEET S. MUHAR	MUHAR	53 SANTA FE DR	WINNIPEG, MB.	R2R 2W5	999-8988
138	HARVINDER BRAR/KARAM BRAR	BRAR	6 CHANNING ST	WPG, MB.	R2R 1T2	633-0494
139	AMRIK SINGH KAINTH	KAINTH	539 MANDALAY DR	WINNIPEG, MB.	R2P 1J9	694-7638
139	BEANT SINGH DHALIWAL	DHALIWAL	106 GATESIDE WAY	WINNIPEG, MB.	R2V 4N8	694-7638
140	MANJINDER SEKHON	SEKHON	750 CHARLESWOOD ROAD	WINNIPEG, MB.	R2R 1K6	897-7942
140	INDERJIT SODHA	SODHA	17 BUTLER BLVD	WINNIPEG, MB.	R2R 0Y7	694-9667/999-3229
141	BIRAM SANDHU	SANDHU	36 SARATOGA CRES.	WPG, MB.	R2P 1J4	697-3798 /229-3879
141	JASWINDER GREWAL	GREWAL	710 SHEPPARD ST	WINNIPEG, MB.	R2P 0E6	639-8796
142	PARDEEP GILL	GILL	116 FOREST COVE DR	WINNIPEG, MB	R2R 2L5/333	632-5927/3335348
142	GURMEET SANGHA	SANGHA	116 FOREST COVE DR	WINNIPEG, MB	R2R 2L5	694-6522
143	KULJIT GILL	GILL K	956 LONDON ST	WINNIPEG,MB	R2K 3S2	667-0551/294-2299
144	KALIFA ATTA HUSSEIN	HUSSEIN	965 ALDGATE RD	WPG, MB.	R2N 4M3	957-7921
144	BERHANU AYELE	AYELE	23 HOCHMAN AVE	WINNIPEG, MB.	R2N 3Y5	694-6832
145	ASEFA CHERNET	CHERNET		WINNIPEG, MB.		947-2371
146	BALWINDER S. GILL	GILL	43 DOWHAN CRESC.	WPG, MB.	R2K 4J2	-
147	JASPAL SINGH	SINGH	10 KAIRISTINE LANE	WPG, MB.	R2R 1E8	338-3075
148	GURMAIL S. GILL	GILL	57 PLAYGREEN CR	WINNIPEG, MB.	R2P 1E4	999-3535/633-5113
149	JAGSIR S.SANDHU	SANDHU	7 HERMAN AVE	WPG, MB.	R2R 1L8	633-6585
149	RAJWINDER GILL	GILL	83 CHARTER DRIVE	WINNIPEG, MB.	R2R 1H8	633-5757
150	GURSHVINDER SINGH DHILLON	DHILLON	162 EBB TIDE DR	WINNIPEG, MB.	R2J 2K1	663-3401/996-0359

um	NAME		ADDRESS	CITY	POSTAL	PHONE
150	**********	**********	**********	**********	**********	
151	HARCHAND S. CHAHAL	CHAHAL	140 FOXWARREN DR	WPG, MB.	R2P 2X3	633-5132
152	JASMAIL SIDHU	SIDHU	52 NICHOLSON CR	WINNIPEG, MB.	R2P 0P9	694-4493/291-4069
152	BAL SATNAM	SATNAM	301 ADSUM DR	WINNIPEG, MB.	R2P 0V9	229-6375/946-9402
153	NACHHATTER SIDHU	SIDHU	3 DUNHAM STREET	WINNIPEG, MB.	R2P 2A8	697-2122
154	GEMIL PETROS	PETROS	250 EAGLEMERE DR	WPG, MB.	R2K 4E6	669-8738
154	RAHMA KASSAY	KASSAY	605-660 DAKOTA ST	WINNIPEG, MB.	R2M 1S3	2371937/2371937
155	HARPREET BAINS	BAINS	77 BRANSON CR	WINNIPEG, MB.	R3T 5W1	269-4123
156	LAKHBIR SINGH	SINGH	46 RAVEN HILL RD	WINNIPEG, MB.	R2K 3K5	663-0293
156	RAJBIR SINGH BRAR	BRAR	46 RAVENHILL RD	WINNIPEG, MB.	R2K 3K5	663-0293
157	TAHIR RAZAQ	RAZAQ T	48 CODE ST	WINNIPEG, MB.	R2R 1A1	694-3521/9994777
157	**********	**********				
158	HARVINDER SRAN	SRAN	18 ROBIN NEST BAY	WINNIPEG, MB.	R2R 2W6	694-6882
158	GURTEJ SRAN	SRAN	89 MALLARD WAY	WINNIPEG,MB	R2R 1X6	694-6882
159	HARPREET BAGRI	BAGRI	26 TRIESTE WAY	WINNIPEG, MB.	R2P 2Z5	697-9520
159	PARAMJEET S. BANGAL	BANGAL	11 AMBER TRAIL	WINNIPEG,MB		697-9520
160	MANJINDER BRAR	BRAR	813 BEECHER AVE	WINNIPEG, MB.	R2V 4R3	632-0279
161	BHUPINDER SINGH THIND	THIND	43 BRAMBLE DRIVE	WINNIPEG, MB.	R3R 3M9	885- 6802
161	**********	**********	**********	**********	**********	**********
162	JAGRUP BHANDAL	BHANDAL	110 SANTA FE DR	WINNIPEG, MB.	R2R 2W5	633-6871
192	PARDEEP CHOPRA	CHOPRA	23 PARK TERRACE DRIVE	WINNIPEG, MB.	R2J 2C6	254-0804
201	KULDIP BHULLAR	BHULLAR	96 ROCKSPUR STREET	WINNIPEG, MB.	R2K 4G7	-
202	KULDIP S. BRAR	BRAR	46 CAIL BAY	WINNIPEG,MB.	R2P 1X4	697-9279
202	DALBIR S. SIDHU	SIDHU	73 PLAY GREEN CR	WINNIPEG,MB.	R2P 1E4	339-6820/9906820
203	GOVINDER SINGH	SINGH	570 ADSUM DR	WINNIPEG, MB.	R2P 1B5	697-0394
203	JASPAL S. DHALIWAL	DHALIWAL	1257 MOLLARD RD	WEST ST PAUL,	R2P 2T6	
204	PARDEEP BRAR	BRAR	90 KOWALL BAY	WPG, MB.	R2P 1A6	633-9645
204	**********	**********	**********			
205	JASWANT S. DEOL	DEOL	27 RUDOLPH BAY	WINNIPEG, MB.	R2K 3G2	667-9866/227-1498
206	CHAMKAUR DHILLON	DHILLON	641 SHEPPARD STREET	WINNIPEG, MB.	R2P OH4	697-1474
207	GURMEET SARAN	SARAN	43 BRAMBLE DR	WINNIPEG, MB.	R3R 3M9	885-6802
208	PARAMJIT S. SAINI	SAINI	30 CAIL BAY	WPG, MB.	R2P 1X4	632-1805
209	JERRY GRANBERG	GRANBERG	1038 JESSIE AVE.	WINNIPEG, MB.	R3M 1B2	475-4077
210	JASWINDER S. UPPAL	UPPAL	31 ALSIP DR	WINNIPEG, MB.	R2R 2N7	632-1236/294-8393
210	JATINDER PAWAR	PAWAR	321 ARTHURWRIGHT CL	WINNIPEG, MB.	R2P 1M5	633-6142 / 294-8393
211	NARINDER DHANJOON	DHANJOON	65 BONDAR BAY	WINNIPEG, MB.	R2P 1C3	697-0652/9620388
211	GURDIP SINGH	KHERA	90 AMBER TRAIL	WINNIPEG,MB	R2P 2S5	
212	JAGDEV DHALIWAL	DHALIWAL	35 DANUBE DR	WPG, MB.	R2P 2Y9	633-1212/9995911
213	JASPAL MANN	MANN JASPA	92 BEAUFORT CR	WINNIPEG, MB.	R3T 5V9	275-8339
214	ASHOK SHARMA	SHARMA	18 VOYAGEUR AVE.	WINNIPEG, MB.	R2Y 0H5	837-8252
215	SUKHMANDER S. SRAN	SRAN	27 ALLEN BYLE DR	WINNIPEG, MB.	R2P 2X5	694-6578
216	JASWANT S. SIDHU	SIDHU	18 CARDERO PL	WINNIPEG,MB	R2R 2B7	633-1797
216	**********	**********				
217	GURMINDER HUNJAN	HUNJAN	35 RANCHGROVE BAY	WINNIPEG, MB.	R2C 4Y2	222-4381

um	NAME		ADDRESS	CITY	POSTAL	PHONE
218	GURDIP S. SIDHU	SIDHU	7 ONEIDA PLACE	WPG, MB.	R2P 2X9	694-7659/229-9686
218	**********	**********				
219	KULWANT MUHAR	MUHAR	43 SANTA FE DRIVE	WINNIPEG, MB.	R2R 2W4	633-0290
220	YOHANNES GAIM	GAIM	443 YOUNG STREET	WPG, MB.	R3B 2S7	944-9158
220	**********	**********				
221	HARINDER S. MAAN	MAAN	11 COLEBROOK DRIVE	WINNIPEG, MB.	R3T 5X8	275-2310
221	CHARANJIT MAAN	MAAN	11 COLEBROOK DR		R3T 5X8	999-3292/275-2310
222	KARAMJIT KENSRAY	KENSRAY	26 BUTLER BLVD	WINNIPEG, MB.	R2R 0A6	694-3768
222	DHARMINDER S. DHALIWAL	DHARMINDER	1 TIMMINS AVE	WINNIPEG,MB	R2R 2M3	688-0024
223	SOLOMON DAMTWE / H. SAMMERSON	DAMTWE	198 FULTON ST	WINNIPEG,MB.	R2N 4C3	292-3818/255-2219
224	SEWA S. GILL	GILL	58 WOODCROFT BAY	WPG, MB.	R2R 1C7	
225	MANJIT SIDHU	SIDHU	110 GOLDEN EAGLE DR	WINNIPEG, MB.	R2K 4K7	228-4267
226	BAHAL S. GHUMAN	GHUMAN	102 STRASBOURG DR	WINNIPEG, MB.	R2P 2Z8	999-0986
226	SURJIT SINGH SIBIA	SIBIA SURJ	169 CHARTER DR	WINNIPEG, MB.	R2P 2N3	999-5297
227	GURPREET S. GREWAL	GREWAL	380 THURSO STREET	WINNIPEG, MB.	R3M 3E2	474-2051
228	JAGROOP S. BRAR	BRAR	239 EAGLEMERE DR	WINNIPEG, MB.	R2K 4E6	488-0951
228	**********	**********				
229	GURMAIL S. MANGAT	MANGAT	177 AUGUSTA DR	WINNIPEG, MB.	R3T 4H3	275-0299
230	JAGTAR S. KHOSA	KHOSA	75 JONATHAN CR	WINNIPEG, MB.	R2R 1Z3	694-9183
230	SUKHWINDER SINGH	SINGH	75 JONATHAN CR	WINNIPEG, MB.	R2R 1Z3	694-9183
231	SURINDERPAL GREWAL	GREWAL	31 COURLAND BAY	WINNIPEG, MB.	R2P 2X2	
232	HARDEEP BRAR	BRAR	66 GREENVALLEY BAY	WINNIPEG, MB.	R2K 3K8	668-0997
232	AMANDEEP SANDHU	SANDHU	66 GREENVALLEY BAY	WINNIPEG,MB	R2K 3R8	668-0997
233	GURPREET S. SANDHU	SANDHU	16 PETRIW BAY	WPG, MB.	R2R 1J8	694-7033
233	HARWINDER S. SANGHA	SANGHA	576 ADSUM DR	WINNIPEG, MB.	R2P 1B5	694-5632/997-1011
234	PARAMJIT S. BHANGOO	BHANGOO	67 WOODCOTT PLACE	WINNIPEG, MB.	R3P 2K2	489-1662
235	GURMIT S. MANGAT	MANGAT	245 HOLDE DRIVE.	WINNIPEG, MB.	R3V 1C7	269-1385
236	HARINDER S. SARAN	SARAN	43 BRAMBLE DR	WPG, MB.	R3R 3M9	885-6802
237	GURCHARAN S. DHALIWAL	DHALIWAL	172 FOXWARREN DR	WINNIPEG, MB.	R2P 2X4	694-2746
251	LASHKAR SINGH	SINGH	300 MARGATE ROAD	WPG, MB.	R2P 1X3	694-1138
306	SUKHJIWAN SIDHU	SIDHU	86 WERRELL CRES	WINNIPEG, MB.	R2K 3X9	668-9819
307	ASHVINDRA MAAN	MAAN	221 KINVER AVE	WINNIPEG, MB.	R2R 1G9	697-1901/227-0101
307	**********	**********				
308	BALKAR JATANA	JATANA	18 WALTER COPP CRES.	WPG, MB. R2K	R2K 4H5	667-3993
308	**********	**********	**********	**********	**********	
309	KARAMJIT MUNDI	MUNDI	31 JEFFREY CRES	WPG, MB.	R2K 4C4	663-6690
310	AZAM ALI KHAN	DHALIWAL	469 ADSUM DR	WINNIPEG, MB.	R3B 3J6	957-5433/2271260
310	GURJINDER S. THIND	THIND	400 MANDALAY DR	WINNIPEG,MB	R2P 1K3	694-40000/998828 -
311	HARVINDER SINGH	SINGH	219 WEITZEL ST	WINNIPEG, MB.	R2R 2L5	697-1881/999-3024
311	AMRIK DHALIWAL	DHALIWAL	130 GARTON AVE	WINNIPEG, MB.	R2R 1Y9	633-4512
312	PARAMJEET GREWAL	GREWAL	26 FOREST LAKE DR	WINNIPEG, MB.	R3T 4E7	276-6277
312	JAGDEV KALER	KALER	70 COLEBROOK DR	WINNIPEG, MB.	R3T 5Y8	275-6277
313	BALJEET SANDHU	SANDHU	32 RAVENHILL ROAD	WINNIPEG, MB.	R2K 3K5	-
314	OSMAN ALI AMIN	AMIN	384 LINDENWOOD DR EAST	WINNIPEG, MB	R3P 2H1	956-2985

Num	NAME	ADDRESS	CITY	POSTAL	PHONE
314	**********	**********			
315	GURMAIL MANGAT	MANGAT 177 AUGUSTA DR	WINNIPEG, MB.	R3T 4H3	275-0299
316	HARKEWAL S. BRAR	BRAR 23 WENTWOOD CRES.	WINNIPEG, MB.	R2P 2A8	697-0644
316	KULDEEP SINGH	SINGH KUL 35 WOODLARK AVE	WINNIPEG, MB.	R2V 4L2	694-9850/999-9433
317	BALJIT S. BIRDI	BIRDI 15 RANCHGROVE BAY	WPG, MB.	R2C 4N3	222-3365
322	BUTA S SANDHU	SANDHU 50 STONINGTON BAY	WINNIPEG, MB.	R3P 2K3	489-9862
322	PARMJEET BAJWA	BAJWA 27 SIMSBURY PLACE	WINNIPEG, MB.	R3P 2H4	694-8842
323	GURDEV SINGH	SINGH 30 DRAHO CR	WPG, MB.	R2N 4H1	779-8850
323	**********	**********			
324	EZRA WEBB	WEBB 1016 BEACH AVE	WPG, MB.	R3L 1E4	668-4774
325	DAVINDER SINGH	SINGH DAV 39 DOUBLEDAY DR	WINNIPEG,MB	R2P 0P3	694-16720/ 228-5752
326	TSEGAI GOLOM	GOLOM 262 EAGLEMERE DRIVE	WINNIPEG, MB.	R2K 4E6	669-3919
326	TILAHUN GEDLU	BRAR 14 HONEYWOOD ST	WINNIPEG, MB.	R2G 1W7	944-8399/2299719
327	ELVIN FAKHARUDDIN	FAKHARUDDI 27 NAULT CR	WINNIPEG, MB.	R2N 4R1	999-1980/2833425
328	DARSHAN SINGH	SINGH 175 BRIXTON BAY	WINNIPEG, MB.	R2N 2M7	257-7888
357	RAKESH SHARMA	SHARMA 35 MANNATO CRESCENT	WINNIPEG, MB.	R2P 0S5	694-9492/2942767
357	MANJIT S. AHLUWALIA	AHLUWALIA 307 ADSUM DRIVE	WINNIPEG,MB	R2P 0V9	
358	HAMID MATIN	MATIN 20 - 130 TUXEDO AVENUE	WINNIPEG, MB.	R3N 1X8	487-7457
359	BACHITTAR BRAR	DHILLON 65 THORN DR	WINNIPEG, MB.	R2P 2Z2	663-3401/996-0359
359	**********	**********			
500	UNICITY TAXI LTD. (ADMIN)	ZZZ ADMIN 340 HARGRAVE PLACE	WINNIPEG, MB.	R3C OX5	
501	BAHADUR DEOL	DEOL 321 ADSUM DR	WINNIPEG MB.	R2P 0V9	697-4775
502	GURCHARAN S. DHALIWAL	DHALIWAL 172 FOXWARREN DR	WINNIPEG, MB.	R2P 2X4	
503	JASWINDER TOOR	TOOR 31 COLVACK COVE	WPG, MB.	R3T 5L4	896-6859
504	KULDIP S. BRAR	BRAR 46 CAIL BAY	WINNIPEG,MB.	R2P 1X4	697-9279
505	GURSHVINDER S. DHILLON	DHILLON 162 EBB TIDE DRIVE	WINNIPEG, MB.	R2J 2K1	663-3401/996-0359
506	BALKAR JATANA	JATANA 18 WALTER COPP CRES	WPG, MB.	R2K 4H5	667-3993
507	SUKHMANDER S. BRAR	BRAR 28 EAGLEMERE DR	WINNIPEG MB.	R2K 4K3	654-3097
508	DALIP S. GILL	GILL 151 ALBERHILL CRES	WINNIPEG MB.	R2G 4B1	663-2663/997-9798
509	JAGROOP S. BRAR	BRAR 239 EAGLEMERE DR	WINNIPEG, MB.	R2K 4E6	488-0951
510	CHARANJIT MANN	MANN 92 BEAUFORT CRES	WINNIPEG, MB.	R3T 5V9	275-8339
539	GURSHVIDER DHILLON	DHILLON 95 SAGEWOOD AVE.	WINNIPEG, MB.	R2G 2X1	667-0617
600	UT A/R TRANSFER	ZZZ ADMIN 340 HARGRAVE PLACE			
620	SUNDAY AKINOLA OLUKOJU	OLUKOJU 79 ST. DUNSTAN'S BAY	WINNIPEG,MB.	R3T 3H6	261-8300
629	ADEBUKOLA A. KESTER	KESTER A 76 SANDPOINT BAY	WINNIPEG, MB.	R2K 3X6	
630	MUKHTIAR SIDHU	SIDHU M 170 CARTWRIGHT ROAD	WINNIPEG, MB.	R2P 0W4	586-4744
636	SOLEIMAN MAROUFI-AZAR	MAROUFI-AZ 602-375 ASSINIBOINE AVE.	WINNIPEG, MB.	R3C 0Y3	
640	B. FAMAKIN / G. CHAHAL	CHAHAL G			
641	FRED MCGINNIS	MCGINNIS F 27 GARDENIA BAY	WINNIPEG MB.	R2P 0Y6	632-5953
642	JASPAL S. BRAR	BRAR JASPA 6618-130 STREET	SURREY B.C	V3W 4J3	632-8695
643	ANTHONY OLORUNDARE	ZZZ ADMIN 1309 ROSEMOUNT AVE.	WINNIPEG, MB.	R3T 0W2	477-5184
644	ANAND RAMESH	RAMESH A 50 WESTLAKE CRES	WINNIPEG, MB.	R3T 4T3	275-5490
664	C.CHAHAL	CHAHAL J	WINNIPEG,MB	R3V 1M1	
664	JAGMOHAN ARORA	JAGMOHAN A 883 CANADIAN PL	WINNIPEG,MB	R3T 4P9	269-9546

TAB I

```
CBO5 BASIC DATA                COMPANIES OFFICE              2007/01/03  09:27:38
FUNCTION CODE I   MAINT CODE              FILE NO 3711251   OTHER SELECTION CB 05
                                          BN15 886581651MC0001

NAME AVION SERVICES CORP.

OL

FILE # 3711251 TYPE 41 FED SHARE NDIS   STATUS ACT ACTIVE              1997/09/05
INC/REG 1997/05/21 JURIS FD FEDERAL                        DATE REG 1997/09/05
 LAST ANNUAL RETURN/RENEWAL 2006 NAME CHANGE SR+ 2003/04/24

ADDRESS CODE                  REGISTERED OFFICE ADDRESS
        249-2000 WELLINGTON AVE       -
CITY    WINNIPEG                      PROV/ST MB  PSTL CD R3H-1C2
 COUNTRY CA  FOREIGN PROV                      FOREIGN MAILING CODE
LANGUAGE PREFERENCE E  DEFAULT DATE
COMMENTS

050 CURRENT DISPLAY FUNCTION IS COMPLETE - YOU MAY INITIATE A NEW FUNCTION.
```

CB08 CHRONOLOGY COMPANIES OFFICE 2007/01/03 09:27:58
ADD ONLY SCREEN BN15 886581651MC0001 FILE NO 3711251 OTHER SELECTION CB 08

NAME AVION SERVICES CORP.

TYPE 41 FED SHARE NDIS

FNC	MC	DATE	SEQ	TRAN	DESCRIPTION	ADDITIONAL DESCRIPTION
		2006/09/26	001	CDR	CHG DIRECTORS	
		2006/06/26	001	ARF	ANNUAL RETURN	2006
		2005/09/15	002	CDR	CHG DIRECTORS	EFF JUNE 21/05
		2005/09/15	001	ARF	ANNUAL RETURN	2005
		2005/06/30	001	DFL	DEFAULT	
		2004/06/29	001	ARF	ANNUAL RETURN	2004
		2003/06/09	001	ARF	ANNUAL RETURN	2003
		2003/04/24	002	SR+	SREG NAME CHG	
		2003/04/24	001	ARF	ANNUAL RETURN	2002
		2002/06/30	001	DFL	DEFAULT	
		2002/01/02	001	ARF	ANNUAL RETURN	2001
		2001/06/30	001	DFL	DEFAULT	
		2001/02/01	001	CRO	CHG REG OFFICE	EFFECTIVE JAN 29/01
		2000/12/21	001	ARF	ANNUAL RETURN	2000

79 PRESS ENTER TO VIEW MORE CHRONOLOGY.

CB08 CHRONOLOGY COMPANIES OFFICE 2007/01/03 09:28:14
ADD ONLY SCREEN BN15 886581651MC0001 FILE NO 3711251 OTHER SELECTION CB 08

NAME AVION SERVICES CORP.

TYPE 41 FED SHARE NDIS

FNC	MC	DATE	SEQ	TRAN	DESCRIPTION	ADDITIONAL DESCRIPTION
		2000/06/30	001	DFL	DEFAULT	
		2000/05/04	001	CRO	CHG REG OFFICE	BY LETTER - EFFECTIVE APRIL 27, 2000
		1999/07/08	001	ARF	ANNUAL RETURN	1999
		1998/08/05	001	ARF	ANNUAL RETURN	1998
		1998/06/30	001	DFL	DEFAULT	
		1997/09/05	001	REG	REGISTERED	

78 NO MORE CHRONOLOGY DATA FOUND.

CB07 EXTRA DATA COMPANIES OFFICE 2007/01/03 09:28:28

BN15 886581651MC0001 FILE NO 3711251 OTHER SELECTION CB 07

NAME AVION SERVICES CORP.

SIC CODE 0899 MISC SERVICES

ATTN TYPE 41 FED SHARE NDIS

RENEWAL ADDRESS CODE ATTY ADDRESS CODE

249-2000 WELLINGTON AVE AIKINS & CO

30TH FLOOR-360 MAIN ST

CITY WINNIPEG CITY WINNIPEG

PROV/ST MB POSTAL CD R3H 1C2 PROV MB POSTAL CD R3C 4G1

COUNTRY CA FOREIGN PROV FOREIGN MAIL CD

SHARE CODE SHARE TYPE AUTHORIZED ISSUED CONSIDERATION

INDEX NAME 0000245 AVION

54 LOGON ID NOT AUTHORIZED TO ADD/UPDATE.

CB10 OLD/OTHER NAMES COMPANIES OFFICE 2007/01/03 09:28:43
FUNCTION I BN15 886581651MC0001 FILE NO 3711251 OTHER SELECTION CB 10
NAME AVION SERVICES CORP.

TYPE 41 FED SHARE NDIS

FNC IDENT CD & DESC
1 PREV NAME NAME WINNIPEG AIRPORT SERVICES CORP.

FILE NO

ADDR -
CITY PROV POSTAL CD NCDT 2003/04/24
SHARE CODE # OF SHARES SHARE CODE # OF SHARES
A DIRECTOR NAME BARRY REMPEL

FILE NO

ADDR 249 2000 WELLINGTON AVE -
CITY WINNIPEG PROV MB POSTAL CD R3H-1C2 NCDT / /
SHARE CODE # OF SHARES SHARE CODE # OF SHARES
A DIRECTOR NAME CATHERINE KLOEPPER

FILE NO

ADDR 249 2000 WELLINGTON AVE -
CITY WINNIPEG PROV MB POSTAL CD R3H-1C2 NCDT / /
SHARE CODE # OF SHARES SHARE CODE # OF SHARES

MORE ADDS? Y

054 LOGON ID NOT AUTHORIZED TO ADD/UPDATE.

CB10 OLD/OTHER NAMES COMPANIES OFFICE 2007/01/03 09:29:01
FUNCTION I BN15 886581651MC0001 FILE NO 3711251 OTHER SELECTION CB 10
NAME AVION SERVICES CORP.
TYPE 41 FED SHARE NDIS

FNC IDENT CD & DESC
E SHAREHOLDER NAME WINNIPEG AIRPORT SERVICES CORP.
FILE NO

ADDR -
CITY PROV POSTAL CD 000-000 NCDT / /
SHARE CODE A # OF SHARES 1 SHARE CODE # OF SHARES
F MANAGER NAME SHELLEY TATARYN
FILE NO

ADDR 249 2000 WELLINGTON AVE -
CITY WINNIPEG PROV MB POSTAL CD R3H-1C2 NCDT / /
SHARE CODE # OF SHARES SHARE CODE # OF SHARES
G OFFICER NAME WAYNE FORD
FILE NO

ADDR 249 2000 WELLINGTON AVE -
CITY WINNIPEG PROV MB POSTAL CD R3H-1C2 NCDT / /
SHARE CODE # OF SHARES SHARE CODE # OF SHARES

MORE ADDS? Y

054 LOGON ID NOT AUTHORIZED TO ADD/UPDATE.

CB10 OLD/OTHER NAMES COMPANIES OFFICE 2007/01/03 09:29:13
FUNCTION I BN15 886581651MC0001 FILE NO 3711251 OTHER SELECTION CB 10
NAME AVION SERVICES CORP.

TYPE 41 FED SHARE NDIS

FNC IDENT CD & DESC
T CHAIRMAN NAME BARRY REMPEL

FILE NO

ADDR 249 2000 WELLINGTON AVE -
CITY WINNIPEG PROV MB POSTAL CD R3H-1C2 NCDT / /
SHARE CODE # OF SHARES SHARE CODE # OF SHARES
NAME

FILE NO

ADDR -
CITY PROV POSTAL CD NCDT
SHARE CODE # OF SHARES SHARE CODE # OF SHARES
NAME

FILE NO

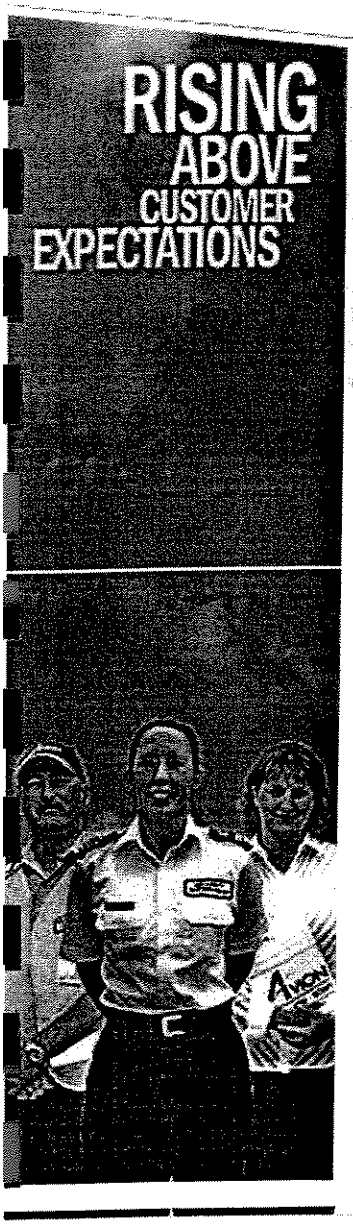
ADDR -
CITY PROV POSTAL CD NCDT
SHARE CODE # OF SHARES SHARE CODE # OF SHARES

MORE ADDS? N

054 LOGON ID NOT AUTHORIZED TO ADD/UPDATE.

TAB J


AVION
PARKING - RETAIL - SECURITY
RISING
ABOVE
CUSTOMER
EXPECTATIONS
home
about us
PARKING
SPECIALTY & RETAIL
SECURITY
our team
careers
links
contact
designed & created by:
MODERN EARTH INC.



AVION
PARKING - RETAIL - SECURITY

ABOUT US

Avion Services Corp. (Avion) was created out of a partnership that began in April of 1999 and became fully independent in May of 2002. Avion is an energetic Winnipeg based company whose vision is "To provide an experience of value to our customers and community". In pursuit of this goal Avion has ensured that we have both the technical and the entrepreneurial experience that is ideally suited to a growing company.

We currently provide a number of services to the Winnipeg community including security and parking services, and retail services such as The UPS Store. Operating from our corporate offices at the Winnipeg International Airport, Avion's revenues now exceed $4 million annually as a result of developing many successful client relationships.

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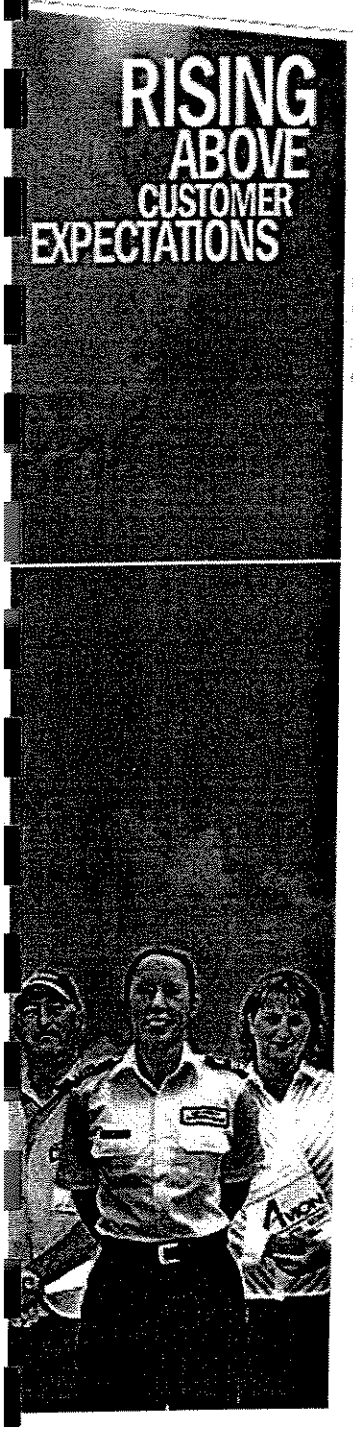
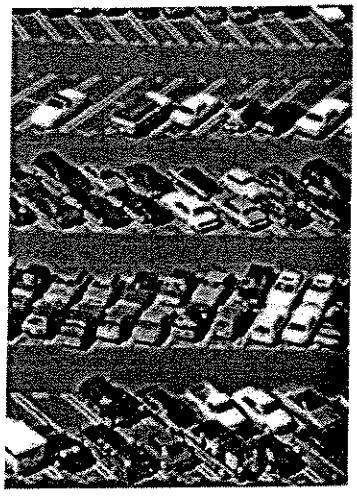
MODERN EARTH INC.



AVION
PARKING - RETAIL - SECURITY

PARKING
SERVICES



Parking is fast becoming one of the largest revenue generators in a variety of commercial properties. The responsibilities inherent in carrying out the operations, maintenance and repair of these facilities and their equipment are a significant burden on property managers. Our mission is to help you to dedicate your expertise to your company's mission by freeing you from the tasks associated with the operations and maintenance of your parking facility.

We therefore propose to take on the performance of these tasks and to carry out this work within a well designed Implementation and Performance Program which is in harmony with your needs for security, safety, operations and maintenance. Avion understands the complexities of operating a parking operation. With our knowledge and experience we can assure the investment in your facility is secure.

In developing a working partnership with Avion, we will research and create an in depth analysis for the parkade in order to form the foundation of an Implementation and Performance Program for the facility. This formalized plan would be created with data available at the time of operation and as well as new data collected by our team while the parkade continues to be managed by the current operators. This plan would become the basis of a formal contract.

Details of the Implementation and Performance Program would include:

- Facility Upgrades
- Marketing
- Operations
- Safety and Security

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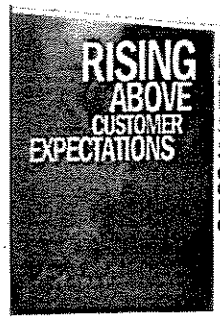
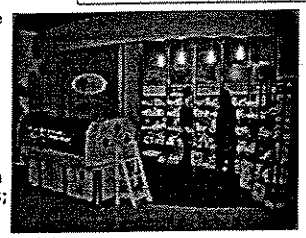


Avion - parking, specialty & retail security

Avion is an innovator in land use and retail programs. We contribute to overall community image and help to ensure an optimal consumer experience.



Our retail services include:

The Relax Shoppe
Spoil yourself today with our selection of products; a relaxing cd, a sensual gift for your loved one, or an energizing body spray. Comfort yourself with our heat packs and massage accessories for use on your flight, at your hotel or at home.

Call **(204) 784-5794** for more information or to order personalized gift baskets.

Click here for current coupons

The UPS Store
Whether it's copying and digital printing solutions, document services, great shipping options, our full-service packaging, or mailbox services, you can get it all done at Winnipeg Airport UPS Store location. We are located in the terminal next to arrivals area B.

Ask us about our innovative Christmas gift ideas.
Call **(204) 784-5799.**

Click here for current coupons

Baggage Storage
"I'm on my way to Mexico, but where do I keep my coat?" or "If I arrive at the airport early, where can I store my bags?"

Our storage facilities are safe and secure and access is available 24 hours a day/7 days a week! Please call for pricing.



Storage services are all located via the UPS Store at the Winnipeg Airport, in arrival area B. After hours services are located just around the corner.

Call **(204) 784-5799** for more details and store hours.

Click here for current coupons

'Can't Take It'
In cooperation with CATSA, Avion conceived, developed and operates a program to provide an option to the traveling public. If a passenger cannot take an item onboard a flight, that is deemed prohibited, 'The Can't Take It' service provides choices to deal with the item. Items can be sent to a location or held at the airport for a nominal cost or donated to Canadian Diabetic Association.

Call **(204) 784-5799** for more information.

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[redacted]

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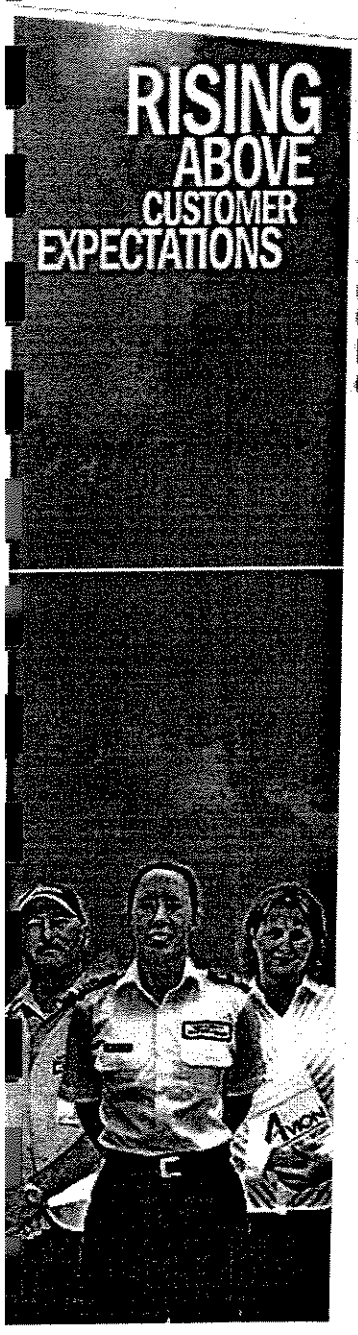

AVION
PARKING - RETAIL - SECURITY

SECURITY
SERVICES



Avion currently provides security services to the Winnipeg Airports Authority, Saskatoon Airport Authority, Parks Canada, Nelson River Construction, Cadillac Fairview (Polo Park Shopping Centre), and Northwest Airlines.

We have the ability to offer a wide variety of positions for security staff ranging from access control verification to operation of mobile explosive vapor detection equipment. This diverse range allows security staff at Avion the chance to learn an assortment of new skills and provide an opportunity for advancement. We also provide a range of training for staff to be sure they are capable of delivering the expectations placed upon them. This opportunity to develop career enhancing skills has allowed Avion to attract the "best in class" and grow to employ in excess of 150 staff members. Avion also ensures that staff are thoroughly checked and bonded for site work.

Our current capabilities in security operations include but are not limited to:

- Security audits and reviewing with recognized industry regulators
- Security personnel for general and specialized projects
- Physical and electronic security consulting
- Mobile patrol and CCTV surveillance
- Project security escorting

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TAB K

LICENSE

License No. WAA-512*	Control No. 1008	Effective Date April 1, 2004
THE LICENSEE: Unicity Taxi 340 Hargrave Place Winnipeg, MB R3C 0X5		**THE AUTHORITY:** Winnipeg Airports Authority Inc. Winnipeg International Airport Rm. 249 - 2000 Wellington Avenue Winnipeg, Manitoba R3H 1C2
CONTACT: Mr. R. Adrian Peters General Manager		**CONTACT:** Mike O'Gorman Manager Operations Performance
TELEPHONE (204) 925-3030 CELL (204) 795-7072		TELEPHONE (204) 987-9102 FACSIMILE (204) 987-9790
TERM: This License shall commence on April 1, 2004 and terminate on March 31, 2006 (the "Term"). The Term is subject to a one year renewal option mutually agreed to by both parties.		

DESCRIPTION OF LICENSE:

The Authority hereby grants to the Licensee the right and privilege to park, pick-up and drop-off passengers on and from the Winnipeg International Airport. The Licensee shall provide, maintain and make available to the public a Taxi Service (the "Licensed Service"), in accordance with all applicable laws and regulations as may exist and subject to the conditions of this License.

1. Consideration:

For the period April 1, 2004 to December 31, 2004 the Licensee shall pay a fee of **$1.30** for each regular trip and **$0.50** for each short trip* by a vehicle permitted to provide the Licensed Service; and

For the period January 1, 2005 to March 31, 2006 the Licensee shall pay a fee of **$1.35** for each regular trip and **$0.50** for each short trip* by a vehicle permitted to provide the Licensed Service; and

For the option year period April 1, 2006 to March 31, 2007 the Licensee shall pay a fee of **$1.35** for each regular trip and **$0.50** for each short trip* by a vehicle permitted to provide the Licensed Service.

**Fees will be invoiced by the Authority monthly for the month just ended. The Licensee shall pay the invoice upon receipt.

*A short trip is defined by the length of time the vehicle is away from the Airport. The maximum length of time will be defined as 15 minutes.

**The Authority shall determine and may waive the fee in the event that a driver opts to abandon his/her position at either the North or South Terminal doors and leaves the Terminal empty.

The Licensee agrees that any fees paid or payable to the Authority pursuant to this License are not to be designated in the Licensee's charges to the Licensee's customers as a separate item; and the Licensee or the Licensee's agents, employees, or contractors shall not provide written or verbal information by any method whatsoever, to the Licensee's customers or prospective customers, about the specific fees payable to the Authority by the Licensee with respect to this License; and further, breach of this covenant will be sufficient grounds for the Authority to terminate the Licensee's privileges pursuant to this License.

Should the Authority wish to make any changes to the term and conditions of this License it shall give the Licensee not less than 60 days notice of the intended change. The Licensee shall have a period of 30 days within which to, upon

request, meet with the Authority and provide input on the proposed change. The Authority shall give not less than 30 days of written notice of any intended change.

2. **Ground Transportation System Transponders:**

Only those vehicles equipped with a transponder approved by the Authority shall be permitted to provide the Licensed Services. The Licensee agrees to pay on demand to the Authority, the amount of $65.00 plus applicable taxes, for each transponder required by the Licensee.

3. **Cancellation:**

This License may be cancelled at any time during the term by either party by providing the other party with written notice, in which event the cancellation shall be effective on the date ninety (90) days after the notice was delivered.

4. **Standard Operating Procedures and Minimum Service Requirements:**

The Licensee must comply with the Standard Operating Procedures and minimum service requirements detailed in **Appendices "A" and "B"** attached to this License.

5. **American Currency**

The Licensee shall accept U.S. currency in payment for providing services hereunder at such rates of exchange as may be approved by the Authority from time to time. The exchange rate granted will be the "buy" rate set by a chartered bank, determined by the Authority.

6. **Service To Persons With Disabilities**

(1) The Licensee shall provide a service capable of accommodating persons with disabilities, to the satisfaction of the Authority. Service animals shall be permitted to accompany the customer in the passenger compartment of the vehicle. Aids to mobility for persons with disabilities shall be carried consistent with the capability of the vehicle. There will be no extra charge to transport service animals or aids to mobility.

(2) The Licensee shall provide its personnel who may interact with the travelling public at the Airport with the level of training required to ensure that they possess the knowledge, skills and attitudes necessary to assist persons with disabilities in an effective and sensitive manner. All such training shall comply with the Personnel Training Regulations for the Assistance of Persons with Disabilities (Regulations).

The Licensee shall ensure that all personnel shall complete their initial training within sixty (60) days after the commencement of their duties as well as receive periodic refresher training sessions appropriate to the requirements of their function.

The Licensee shall keep its training program current and available for inspection by the Canadian Transportation Agency and the general public. The training program shall contain the information set out in the Regulations. The training program shall be submitted to the Authority at the commencement of this License. Any changes made to the training program during the currency of the License shall also be submitted to the Authority.

7. Insurance:

The Licensee must comply with schedules of insurance coverage as stated in **Appendix "D"** attached to this License.

8. Enforcement:

Any failure by the Licensee to comply with the requirements set forth in **Appendix C** shall constitute a breach of the conditions of this License and shall be subject to the provisions of Article 14.

9. Assignment:

The Licensee shall not make any assignment of this License, or transfer or sub License any portion of the Licensee's rights, privileges or obligations pursuant to this License, without obtaining the prior written consent of the Authority.

10. Liability

(1) The Licensee shall not have any claim or demand against the Authority or Her Majesty the Queen in right of Canada ("the Head Landlord") or any of their officers, employees or agents for detriment, damage, accident or injury of any nature whatsoever or howsoever caused to any person or property, unless such damage or injury is due to the negligence of the Authority or Her Majesty or any of their officers, employees or agents while acting within the scope of their duties or employment.

(2) Without limiting or restricting the generality of subclause (1) above, the Licensee shall not have nor make any claim or demand, nor bring any action or suit or petition against the Authority or the Head Landlord for any damage which the Licensee may sustain by reason of any temporary suspension, interruption or discontinuance, in whole or in part, from whatever cause arising in services supplied by the Authority hereunder to the airport.

11. Indemnity

The Licensee shall at all times indemnify and save harmless the Authority and the Head Landlord, their officers, employees and agents from and against all claims, demands, loss, costs, damages, actions, suits or other proceedings by whomsoever made, brought or prosecuted in any manner based upon, occasioned by or attributable to or arising out of the Licensed Service or any other thing done in the carrying out of this License, or any action taken or things done or maintained by virtue hereof, or the exercise in any manner of rights arising out of this License.

12. Attornment and Subordination:

The Licensee agrees that in the event of an early termination of the Head Lease entered into between the Authority and the Head Landlord, and a re-entry by the Head Landlord pursuant to the terms of the Head Lease, then, at the option of the Head Landlord, the Licensee shall attorn to the Head Landlord for the unexpired term of this License on the same terms and conditions as contained in this License.

13. Relationship:

The Licensee agrees that it will not assert that a joint venture, partnership or principal-and-agent relationship exists between the Authority and the Head Landlord or between the Licensee and the Authority.

14. Default Or Breach

Notwithstanding anything in this License, any default, breach or non-observance by the Licensee at any time in respect of any covenants, provisoes, conditions or reservations herein contained which is not cured within 15 days from the date of written notice from the Authority to the Licensee, or such longer period as may be in the opinion of the Authority reasonably necessary to cure such default considering the nature thereof and steps taken within such period to cure such default, breach or non-observance, the Authority may terminate this License by giving to the Licensee a notice in writing and thereupon this License shall be determined and ended.

15. Appendices

Appendices A, B, C, and D are integral parts of this License and any breach or non-observance of or non-compliance with these appendices shall be considered a default of this License.

16. Notice

(1) Whenever in this License it is required or permitted that notice or demand be given or served by either party to or on the other, such notice or demand will be in writing and will be validly given or sufficiently communicated if forwarded by registered mail, priority post mail, facsimile or delivered by hand.

(2) Such addresses may be changed from time to time by either party giving notice as above provided.

(3) If any question arises as to whether any notice was or was not communicated by one party to the other, it shall be deemed to have been effectively communicated or given on the next business day if sent by courier or facsimile or on the fifth day after it was mailed or received, whichever is the earlier.

17. Changes to Airport

The Licensee acknowledges that the Airport (i) may from time to time undergo construction and other modifications; and (ii) the Authority may from time to time adopt rules and regulations relating to safety, security and operational concerns that may affect the Licensed Service. Such construction programs might involve barricading, road diversion, noise, the presence of workers and equipment, rearrangement, utility interruptions and other inconveniences normally associated with construction. Although the Authority will use reasonable efforts to minimize the effect on the Licensee's business, the Licensee acknowledges that such activity may have some effect on its operations. Without limiting waivers set forth elsewhere in this License, the Licensee hereby waives all claims against the Authority and releases the Authority from all losses that the Licensee suffers or incurs arising out of any changes to the Airport and the Licensee will not be entitled to any fee abatement in connection with any changes to the Airport.

WINNIPEG AIRPORTS AUTHORITY INC.

PER:

_____ _____

WITNESS

_____ Diane Jones, Vice President Operations

DATE TITLE

PER: Unicity Taxi

_____ _____

WITNESS

_____

TITLE

APPENDIX A

STANDARD OPERATING PROCEDURES

FOR GROUND TRANSPORTATION SERVICES

AT WINNIPEG INTERNATIONAL AIRPORT

In addition to all applicable laws, regulations, codes and by-laws, the standard operating procedures outlined below must be adhered to by **all** Ground Transportation Service operators at Winnipeg International Airport. Failure to do so may result in suspension of privileges for a period to be determined by the Authority or cancellation of the operator's license.

A1. TRANSPONDERS:

Licensee's vehicles must be equipped with a transponder in order to operate at Winnipeg International Airport. The transponders must be fixed to the vehicle according to the specifications provided by the Authority and must remain fixed and in good working order while operating at the airport.

A2. PASSENGER LOADING & HOLDING AREAS:

The Authority has approved loading and holding areas for ground transportation services in the following locations:

a) **LIMOUSINES:**

Authority approved limousines may **load** in the following location:

i) Stall designated "Airport Limousine Zone" at the north end ATB main curb (north of door #1)

ii) Stall designated "Airport Limousine Zone" at the south end ATB main curb (south of door #6)

iii) In the 4th curb lane for pre-arranged pickups only.

These services may wait their turn to load in the following holding area:

i) one stall designated "Airport Limousine Waiting Zone" at the north end main curb (north of door #1) behind the taxi queue

ii) one stall designated "Airport Limousine Waiting Zone" at the south end main curb (south of door # 6)

iii) in the holding area on Wellington Avenue at the east entrance to the airport

b) **TAXIS:**

Airport taxicab services may load in the following locations:

i) Stalls designated "Airport Taxi Zone" at the north end main curb (north of door #1)

ii) Stalls designated "Airport Taxi Pickup Zone" at the south end main curb (north of door #6)

These services may wait their turn to load in the holding area on Wellington Avenue at the east entrance to the airport

Short Trip Procedure:

If a taxi exits the airport and returns to the holding area within the short trip threshold, that taxi receives the next available loading position on the main curb.

A driver will be advised that they are eligible for a short trip by the entrance verification sign when entering the holding area. The driver must proceed and wait in the short trip lane to be queued.

c) **COURTESY SERVICE VEHICLES:**

Courtesy Service Vehicles must load in the 4th curb lane in the area reserved for "Authorized Commercial Passenger Vehicles". These spaces are available on a first come/first served basis. Waiting at this curb is subject to a 20 minutes time limit. Users must adhere to the posted signage.

d) **COMMERCIAL SERVICE VEHICLES:**

Commercial Service Vehicles must load in the 4th curb lane in the area reserved for "Authorized Commercial Passenger Vehicles". These spaces are available on a first come/first served basis. Waiting at this curb is subject to a 20 minute time limit. Users must adhere to the posted signage.

e) **SPECIAL EVENT BUSES/VANS:**

Special event buses/vans must load in the 4th curb lane in the area reserved for "Special Event Vehicles". Special event buses/vans may wait to load in the holding area on Wellington Avenue. Waiting at this curb is subject to a 20 minute time limit. Users must adhere to the posted signage.

A3. PASSENGER DROP-OFF:

a) **LIMOUSINES:**

Passengers may be dropped off on the main curb in the area reserved for "Public Pickup/Dropoff".

b) **TAXIS:**

Passengers may be dropped off on the main curb in the area reserved for "Public Pickup/Dropoff".

c) **COURTESY SERVICE VEHICLES:**

Passengers must be dropped off by Authority approved courtesy vehicles in the 4th curb lane in the area reserved for "Passenger Pickup/Dropoff".

d) **COMMERCIAL SERVICE VEHICLES:**

Passengers must be dropped off by Authority approved commercial passenger vehicles in the 4th curb lane in the area reserved for "Passenger Pickup/Dropoff".

e) **SPECIAL EVENT BUSES/VANS:**

Passengers must be dropped off by Authority approved special event buses/vans in the 4th curb lane in the area reserved for "Special Event Vehicles".

f) **PERSONS WITH DISABILITIES:**

Licensee's carrying passengers with disabilities may drop these passengers off on the main curb in the areas reserved for drop off/pick up of disabled persons. The vehicle must depart as soon as the passenger is dropped off.

A4. PRE-ARRANGED PICK UP:

Pre-arranged pickups, including charters, are allowed **ONLY** from the 4th curb lane for licensed operators **ONLY**, unless otherwise approved by the Winnipeg Airports Authority.

a) **LIMOUSINES/TAXIS:**

Licensed Limousines/Taxis must be loaded from the 4th curb lane. A driver meeting a pre-arranged pickup must be able to produce the name of the client(s), the airline, flight number and time of arrival upon request. The passenger(s) may be met inside the Air Terminal Building and escorted to the vehicle. The driver may carry a sign displaying the company logo and the passenger(s) name in order to identify him/herself to the passenger(s). Waiting at this curb is subject to a 20 minutes time limit. Users must adhere to the posted signage.

b) **COURTESY SERVICE VEHICLES/COMMERCIAL SERVICE VEHICLES:**

Licensed Courtesy Service/Commercial Service Vehicles must be loaded from the 4th curb lane. Courtesy Service/Commercial Service vehicle drivers may leave their vehicles on the 4th curb lane to locate their passengers. A driver meeting a pre-arranged pickup must be able to produce the name of the client(s), the airline, flight number and time of arrival upon request. The passenger(s) may be met inside the Air Terminal Building and escorted to the vehicle. The driver may carry a sign displaying the company logo and the passenger(s) name in order to identify him/herself to the passenger(s). Waiting at this curb is subject to a 20 minutes time limit. Users must adhere to the posted signage.

c) **SPECIAL EVENT BUSES/VANS:**

Special Event buses/vans must use the 4th curb lane or the Premium parking lot as approved by the Winnipeg Airports Authority. Waiting at this curb is subject to a 20 minutes time limit. Users must adhere to the posted signage.

A5. PROCEDURES & DEPORTMENT:

LIMOUSINES AND TAXIS: The following conditions will be enforced:

i) Soliciting is not allowed.

ii) Signs are not to be used to solicit for ground transportation services.

iii) Drivers will not loiter on the main curb or around the Air Terminal Building entrance doors but will remain within 2 metres of their vehicles.

iv) The Licensee must inform the Authority thirty (30) days prior to any fare change.

v) Drivers/operators must not obstruct any public area.

vi) Drivers/operators shall not create a nuisance by making loud noises or disturbances.

vii) Drivers/operators shall not obstruct or hinder the orderly and efficient operation of the ground transportation system at Winnipeg International Airport.

viii) Licensees may give fare information for their service only.

ix) Limousine Service and Taxi Service Licensees may deliver the following respective message to potential customers: "Limousine/Ground Transportation service for hire - flat rate fare" or "Taxi Service for hire - metered fare".

Licensee are to contact Airport Security and/or the Airport Duty Manager **IMMEDIATELY** should a conflict arise.

A6. GENERAL:

Double parking on the 4th curb lane or main curb **IS NOT PERMITTED.** Repairs to Licensee's vehicle are not permitted on WAA property.

A7. INSPECTIONS:

WAA reserves the right to inspect Licensee's equipment and personnel to determine compliance with Province of Manitoba regulations and this License.

A8. COMPLAINTS:

Licensees should report any complaints providing as many details (i.e. time, license numbers, vehicle numbers, witnesses, locations, etc.) as possible to Winnipeg Airports Authority, Attention: Ground Transportation Coordinator, who will action the complaint accordingly. A written response will be provided to the Licensee outlining any action taken.

APPENDIX "B"

MINIMUM SERVICE REQUIREMENTS

B1. HOURS OF SERVICE

Licensed Limousine Service and Licensed Taxi Service shall be provided on a 24 hour per day basis. Other Ground Transportation services shall be provided as per Licensee's schedule. While the normal operational period shall be the hours of active operation of the airport, all scheduled and charter flights must be serviced.

At the sole discretion of WAA, alternate service providers may be requested to augment licensed service if the Licensee fails to meet passenger demand.

B2. DRIVERS

All Licensed Limousine Service providers must:

a) be suitably attired in business apparel, normally consisting of a suit, dress shirt, neckpiece, dress shoes and top coat, or attired in clothing consistent with a driver's religious requirements; all clothing must be kept clean and pressed at all times;

b) conduct themselves at all times in a proper and orderly manner when dealing with or in view of the public; and

c) have and retain all appropriate Licenses and permits required by the Province and the Municipality.

B3. VEHICLE STANDARD

The vehicle standard of fitness shall be as determined by the Taxicab Board of Manitoba. No employee, representative or agent of the Authority shall arbitrarily or unilaterally superimpose a standard of fitness or suitability which alters or otherwise exceeds the criteria established under the regulatory authority of the Taxicab Board.

B4. REFUSAL TO TRANSPORT

No passenger shall be refused transport unless that person is, in the opinion of a peace officer as that term is defined in the Criminal Code, or a ground transportation inspector, intoxicated or conducting himself in a disorderly manner. Passengers shall not be refused transportation on the basis of the distance or location of the passenger's destination. No surcharge or special tariff shall be assessed to passengers for short haul trips or to disabled passengers.

B5. CREDIT CARDS

The Limousines servicing the airport must accept as payment of fares those credit cards which are specified by the Authority.

B6. FARES

The Licensee shall transport passengers and their baggage at rates as determined by the Manitoba Taxicab Act.

B7. CUSTOMER SERVICE

Licensees shall provide service in a manner befitting service expectations of a "First Class Facility".

Licensed service providers shall make every effort to assist passengers with luggage and entry/exit of vehicle.

APPENDIX C

ENFORCEMENT

1. INFRACTIONS	DEMERIT
1. Failure to comply with A-1	10
2. Failure to comply with A-2	5
3. Failure to comply with A-3	5
4. Failure to comply with A-4	5
5. Failure to comply with A-5	5
6. Failure to comply with A-6	5
7. Failure to comply with A-7	5
8. Failure to comply with A-8	5
9. Failure to comply with B-2	5
10. Failure to comply with B-3	10
11 Failure to comply with B-4	10
12. Failure to comply with B-5	10
13 Failure to comply with B-6	10
14. Failure to comply with B-7	5

2. PENALTIES

(a) Demerits are issued to Licensee's drivers/operators

(b) Demerits shall expire 3 months after issue

(c) When 10 or more demerits are accumulated, the Licensee's driver/operator shall be suspended from providing service for 3 days

(d) When a second (2) subsequent suspension is issued within 1 year, the suspension will also include an additional 4 days for a total of 7 days.

(e) When a third (3) subsequent suspension is issued within 1 year the driver/operator shall be permanently removed by the Licensee from providing service at the airport

3. SUSPENSION AND TERMINATION

Where a Licensee's driver/operator or equipment has received a notice of suspension or termination, the Licensee shall immediately remove that person or equipment from WAA property. Failure to do so shall constitute a breach of the License.

APPENDIX "D"

The Insurance shall be as follows:

LIABILITY

Comprehensive general liability insurance on an occurrence form for a limit of not less than two million ($2,000,000.00) Dollars per occurrence and covering all operations and activities of the Licensee.

Coverage will include, without limitation, claims for the following:

a) Bodily injury;
b) Property damage and loss;
c) Personal injury;
d) Blanket contractual liability;
e) Defense costs;

The above insurance shall name both the Winnipeg Airports Authority and the Crown as Additional Insured.

All policies will contain a Cross Liability clause and a Severability of Interest clause.

AUTOMOBILE

a) **<u>For vehicles with passenger capacity of 8 or less:</u>**

Two Million ($2,000,000.00) Dollars inclusive limits public transportation automobile liability insurance, covering all licensed vehicles owned, operated or leased by the Licensee and the Licensee shall ensure such coverage is in place with respect to any licensed vehicle operated on its behalf.

b) **<u>For vehicles with passenger capacity of 9 to 15:</u>**

Three Million ($3,000,000.00) Dollars inclusive limits public transportation automobile liability insurance, covering all licensed vehicles owned, operated or leased by the Licensee and the Licensee shall ensure such coverage is in place with respect to any licensed vehicle operated on its behalf.

c) **<u>For vehicles with passenger capacity of 16 to 24:</u>**

Five Million ($5,000,000.00) Dollars inclusive limits public transportation automobile liability insurance, covering all licensed vehicles owned, operated or leased by the Licensee and the Licensee shall ensure such coverage is in place with respect to any licensed vehicle operated on its behalf.

TAB L

REGINA — RCMP in Saskatchewan are calling for 250 reinforcements to help deal with an ongoing strike by unionized public sector workers.

RCMP Sgt. Brad Kaeding says the extra Mounties from Alberta and Manitoba are needed to serve as guards at correctional and youth facilities.

— From the news services

Need a cab ride home in Alberta? Good luck

EDMONTON — Sadly, it has become Alberta's unofficial holiday drinking song: Taxi! Hey, taxi! Come back! Aggghh, $%&! !!!!

With thousands of newcomers arriving in the booming province, those who want to drink but not drive are finding it harder and harder to find transportation.

Taxi operators are swamped and there's a call for more volunteers this holiday season to help the red-posed get home safely.

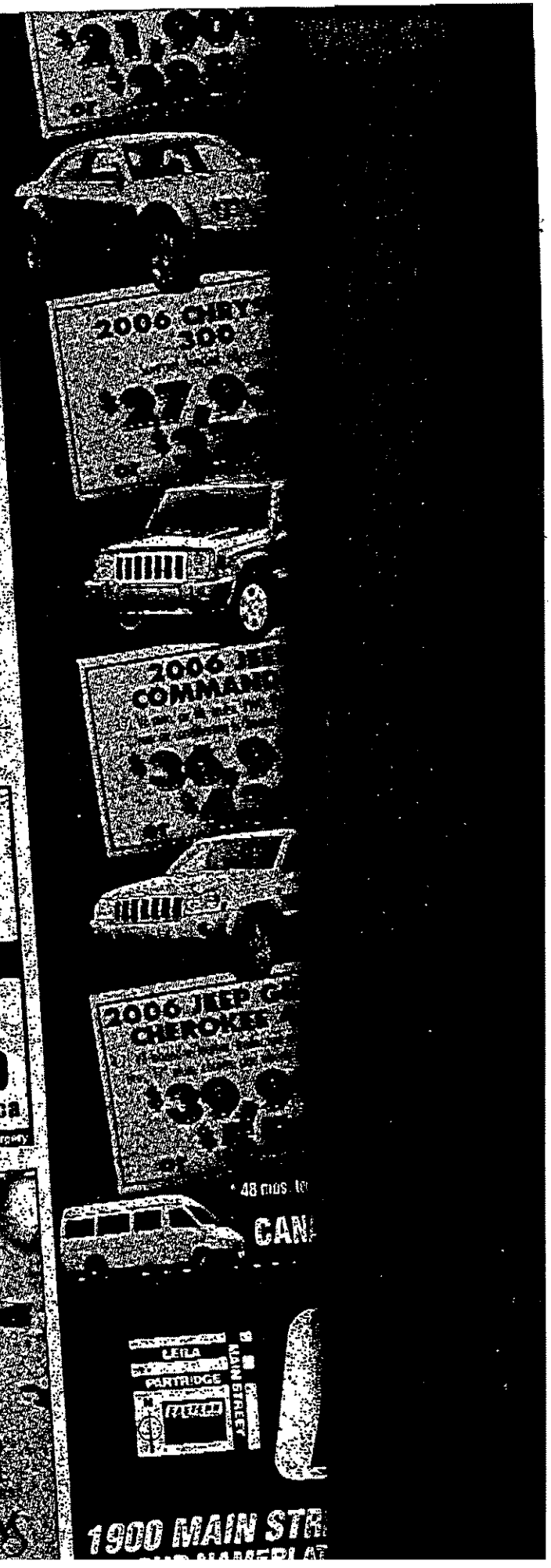
"The problem with drinking and driving in Alberta is you can't get a cab," said Jim Korchinski, owner of Blue Sky Limos.

In Calgary, passengers are being told to book a cab three days ahead and even then getting one to come on time is difficult.

— Canadian Press







canoe network ... cnews
EDMONTON SUN

December 29, 2006

Growing pains

The Alberta boom has its drawbacks

By JAMES STEVENSON, CP

CALGARY -- People in boomtown Alberta who hope to grab a cab to that party this holiday season had best start hailing ahead - by about three days.

"I was told that if we didn't book, we might not get one," says Tim Richter, explaining why he began calling around on a Thursday for a taxi to take him to his Calgary-based company's party on a Saturday night.

"When I called them, they said the cab could be on time or it could be an hour and a half late - they couldn't guarantee the time."

NEW REALITY

It's enough to beat the spontaneity out of celebrating a successful year. But it's also the new reality in Alberta, where critical labour shortages are affecting even the smallest aspects of daily life - from going to work to buying a cup of coffee.

Alberta's shocking success over the last four years means it now rivals China as one of the fastest-growing economies in the world.

But just as the proliferation of shiny new cars and sprawling stucco mansions point to the astounding wealth created by the longest energy boom on record, prosperity's dark underbelly is more visible all the time in every corner of the province.

The two biggest cities, Calgary and Edmonton, face soaring legions of working homeless as low-end wages fail to keep pace with eye-popping rent increases.

Freeways are often choked to a standstill with traffic jams, and a desperate need persists for new schools, hospitals and a long list of other services, thanks to the arrival of thousands of new Albertans each month.

While there are jobs a-plenty, the cost of living has soared. Office space and parking in downtown Calgary has eclipsed Toronto as the most expensive - and hardest to find - in Canada.

"Everybody thinks it's a golden opportunity, and maybe there is some money out there for the right people," says Al Enders, president of Checker Cabs, one of Calgary's largest taxi firms.

"But for the average company, it's stressful and the margins get eaten up real quickly.

"Guys say: 'Gee, I've got to make a whole bunch of money because my rent is so high and this is so high. And it causes a spiralling effect - and it's really difficult.' "

Drive down almost any major urban street in Alberta and you'll see a thicket of "employees wanted" and "now hiring" signs.

The service industry is struggling to keep afloat. A lack of staff has meant that even iconic Canadian caffeine provider Tim Hortons (TSX:THI) has been forced to modify some of its store hours. In some cases, only its drive-thrus are open.

Other well-known chains such as Boston Pizza (TSX:BPF.UN) and retailer Canadian Tire (TSX:CTC) have brought in workers from Sri Lanka and Mexico to help keep certain Alberta locations open.

In Edmonton, a November dump of nearly 50 centimetres of snow within two weeks caused a serious headache for city planners when they could find only 42 graders to clear major arterial roads and bus routes. The job normally requires about 130 hired graders.

Many of the graders are in northern Alberta, feeding the oil and gas industry's insatiable demand for machines and manpower.

Operators who have stayed "south" take their pick of private snow-clearing jobs that offer less frustration and better hours.

In desperation, the city "sweetened the pot" by offering contract grader operators two extra hours of pay each day.

MIGRANT WORKERS

The boom has resulted in a burst of migration, as people flood into Alberta looking for work. Most run smack into a lack of housing.

A count by the city of Calgary in the early summer revealed more than 3,400 homeless people - up 30% from two years ago and nearly double from 2002.

A similar count in Edmonton showed about 2,600 homeless - a 20% jump in two years.

canoe network ··· cnews

January 3, 2007

Calgary's oil rush rash

By ROB GRANATSTEIN

CALGARY -- Welcome to a city that's going boom and Kaboom! at the same time.

Everyone in Canada knows about the boom sweeping Alberta that has Calgary rolling in money. Oil is gold right now, and there's lots fuelling the economy here.

The streets are filled with shoppers dumping loads of cash on big-screen HDTVs and $60,000 pick-up trucks. If you've got it, flaunt it and they certainly are.

There are jobs for everyone. Unemployment is a tiny 3.4% and falling. Ontario's is 6.3%.

It may look perfect, but there's an underlying problem. There aren't enough people to do the day-to-day jobs necessary or enough places for the gold-rushers to live.

Let's start with the jobs. Try to find a taxi in this town. Good luck. Has your car ended up in the ditch in the snowstorm? Abandon it until summer because there aren't enough tow trucks to yank you out. The airport shuttle you're waiting for? Keep waiting. The business shut down at the end of November after its proprietor couldn't find enough people to drive the buses.

Anyone who wants to drive for a living has left town for the big money driving gargantuan gravel trucks in Fort McMurray.

Shop 'till you drop doesn't apply. There aren't enough people to man the stores. Over Christmas, malls actually reduced hours.

Beds in Calgary's hospitals are being closed due to nursing shortages.

Construction workers are in high demand. Need something fixed? Good luck.

EnCana announced plans to build a 59-storey, $1 billion office tower in the heart of the city and everyone wondered who would build it.

Traffic? It stinks. It's a city allergic to public transit, but is finding the cure must come as gridlock strangles the town.

Then there's the homeless here in Boomtown. There are about 3,500 homeless people in Calgary, up 32% in the last two years. There aren't even enough places for the employed to live in some cases. Rents have soared while vacancies plummeted. Shelters are at capacity. The city just took over an abandoned Brick furniture store to house up to 300 people a night. People are picked up downtown, shuttled to the human warehouse, then bused back downtown in the morning.

Unlike Toronto, where it seems like the homeless are on every street corner, Calgary's

homeless are grouping together and becoming a menace to citizens walking on paths along the Bow River downtown. I watched this summer as a group of boozy men went after a bicyclist, then told me the path was not a safe place to walk my baby.

Calgary even had to enact a public behaviour bylaw, fining those who spit, brawl, loiter or urinate in public. How civilized.

Most disturbing is while the residents in the city and province are rocking and rolling, and provincial government coffers are overflowing, the schools are crumbling and there aren't enough rinks or community centres for the people who have arrived. And at the same time, the province handed everyone $400 in Ralph Bucks for a job well done -- that is watching the price of oil soar.

Calgary is drowning in the troubles brought on by explosive growth.

And remember, this is an economy built on one industry. It's like a unicyclist balancing an entire province's future on his shoulders.

Just one oil field being put on hold could have a devastating effect. It seems hard to fathom with $10 billion in oil sands projects on the books, but a bust has hit here before.

You might recall the last boom in Alberta, and its devastating pop. "Please God, send us another oil boom, and this time I promise not to piss it all away," the popular bumper stickers read.

Those who lived through the first boom in the '70s and bust in the '80s are playing it a little safer.

As for the gold rushers who have flocked to Alberta, could history be repeating itself or will it just be the fact no one's around to service them that will cripple Calgary this time?

If you're heading for the hills be warned: This isn't the promised land you might have expected.

TAB M

Winnipeg Airports Authority Inc.
Room 249, Administration Building
2000 Wellington Avenue
Winnipeg, MB, R3H 1C2, Canada
Phone: (204) 987-9468
Fax: (204) 987-9401

INVOICE

DATE : Dec 29, 06
NO.: M12043
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
	FOR NOV 30/06 TO DEC 29/06	19,423.44
	CREDIT FOR SHORT TRIPS	-1,113.02
	CREDIT FOR EMPTY CABS	-467.17
	GST	1,070.60

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
Make Remittances Payable in Canadian Funds, or U.S. Equivalent
GST # 136628591

TOTAL 18,913.85

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INVOICE

DATE : Nov 30, 06
NO.: M11936
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
	FOR OCT 31/06 TO NOV 30/06	25,783.69
	CREDIT FOR SHORT TRIPS	-1,530.80
	CREDIT FOR EMPTY CABS	-476.18
	GST	1,426.64
	TOTAL	25,203.35

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
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Form No. Sol IV-v4 ARINV Trans-Micro Electronic Forms (800) 749-2335

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INVOICE

DATE: Oct 31, 06
NO.: M11834
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
		25,966.48
FOR SEPT 28/06 TO OCT 31/06		850.75
FOR OCTOBER 18/06		490.33
FOR OCTOBER 19/06		-1,499.53
CREDIT FOR SHORT TRIPS		-304.72
CREDIT FOR EMPTY CABS		1,530.24
GST		

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
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GST # 136628591

TOTAL	27,033.55

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INVOICE

DATE : Sep 29, 06
NO.: M11718
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES — DESCRIPTION	AMOUNT
FOR AUG 30/06 TO SEPT 28/06	21,326.15
CREDIT FOR SHORT TRIPS	-1,239.72
CREDIT FOR EMPTY CABS	-215.47
GST	1,192.29
TOTAL	21,063.25

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
Make Remittances Payable in Canadian Funds, or U.S. Equivalent
GST # 136628591

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INVOICE

DATE : Aug 31, 06
NO.: M11579
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES DESCRIPTION	AMOUNT
FOR JULY 31 TO AUG 30, 2006	19,596.37
CREDIT FOR SHORT TRIPS	-1,368.83
CREDIT FOR EMPTY CABS	-138.45
GST	1,085.35

1110.0001
2200.0001

SEP 8 2006

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
Make Remittances Payable in Canadian Funds, or U.S. Equivalent
GST # 886581651

590

TOTAL	19,174.44

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INVOICE

DATE : Jul 31, 06
NO.: M11462
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
		18,244.08
FOR JUNE 30 TO JULY 31, 2006		
		-1,301.46
CREDIT FOR SHORT TRIPS		
		-194.95
CREDIT FOR EMPTY CABS		
		1,004.88
GST		

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
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GST # 136628591

TOTAL	17,752.55

Form No: Sol IV-v4 ARINV Trans-Micro Electronic Forms (800) 749-2335

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INVOICE

DATE : Jun 30, 06
NO.: M11368
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
	FOR MAY 31 TO JUNE 30, 2006	21,543.24
	CREDIT FOR SHORT TRIPS	-1,302.01
	CREDIT FOR EMPTY CABS	-214.72
	TRIP FEES JUNE 20, 2006	672.48
	TRIP FEES JUNE 21, 2006	312.90
	GST	1,470.81

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
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TOTAL	22,482.70

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INVOICE

DATE : May 31, 06
NO.: M11247
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES — DESCRIPTION	AMOUNT
FOR APR 28/06 TO MAY 31/06	23,283.10
CREDIT FOR SHORT TRIPS	-1,424.35
CREDIT FOR EMPTY CABS	-284.58
GST	1,510.18
TOTAL	23,084.35

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
Make Remittances Payable in Canadian Funds, or U.S. Equivalent
GST # 136628591

Form No: Sol IV-v4 ARINV Trans-Micro Electronic Forms (800) 749-2335

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INVOICE

DATE : Apr 28, 06
NO.: M11127
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES — DESCRIPTION	AMOUNT
FOR MAR 31/06 TO APR 28/06	19,551.04
CREDIT FOR SHORT TRIPS	-1,185.23
CREDIT FOR EMPTY CABS	-295.93
GST	1,264.87
TOTAL	19,334.75

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
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GST # 136628591

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INVOICE

DATE : Mar 31, 06
NO.: M11038
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
	FOR FEB 28/06 TO MAR 31/06	23,419.36
	CREDIT FOR SHORT TRIPS	-1,377.48
	CREDIT FOR EMPTY CABS	-329.35
	GST	1,519.87

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
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TOTAL	23,232.40

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INVOICE

DATE : Feb 28, 06
NO.: M10928
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES	DESCRIPTION	AMOUNT
		21,924.27
FOR JAN 31/06 TO FEB 28/06		
		-1,252.76
CREDIT FOR SHORT TRIPS		
		-347.48
CREDIT FOR EMPTY CABS		
		1,422.67
GST		

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
Make Remittances Payable in Canadian Funds, or U.S. Equivalent
GST # 136628591

TOTAL	21,746.70

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INVOICE

DATE : Jan 31, 06
NO.: M10821
CUSTOMER NO.: C71811
TERMS.: Due on Receipt

UNICITY TAXI
340 HARGRAVE PLACE
WINNIPEG, MB R3C 0X5
CAN

PER TRIP FEES — DESCRIPTION	AMOUNT
FOR DEC 30/05 - JAN 31/06	21,638.19
CREDIT FOR SHORT TRIPS	-1,241.64
CREDIT FOR EMPTY CABS	-348.50
GST	1,403.35

Details of Charges Attached
Please Pay Invoice, NO Statements will be issued
Interest will be Charged on Overdue Accounts
Make Remittances Payable in Canadian Funds, or U.S. Equivalent
GST # 136628591

TOTAL	21,451.40

rm No: Sol IV-v4 ARINV Trans-Micro Electronic Forms (800) 745-2335

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