Response to The Taxicab Industry Review-Preliminary Findings
Peter Zahakos, Co-op Cabs

Sept 21. 2012

We wanted to thank the MLS staff for their hard work and the tremendous amount of consultation that they have undergone to produce their discussion paper.
In general we agree with the direction that the discussion paper is taking and agree that the industry is intricate and very complex and that staff need more time to do a thorough job before they can produce a final report.

However there are some issues that can be dealt with at the L&S committee meeting on the 21st of September.

We agree with the Principles for Regulating the Taxicab Industry however we strongly believe that a fourth Principle be adopted:

"The City should ensure that the Taxicab Industry be economically viable and sustainable."

The committee should immediately direct the staff to set up a taxicab advisory committee reporting directly to the L&S committee.

The single colour of taxicabs has been discussed in the past and City council has rejected this idea so this proposal should be taken off the table.

Unfortunately Ambassador owners are getting sick and are forced to park their cars. We strongly believe that an Ambassador owner should be allowed to hire a second driver with strict rules in these circumstances.

Unfortunately standard taxicab owners are passing away and we believe that the City of Toronto should show some compassion and allow for a one time automatic spousal transfer of the taxicab without any transfer fees.

On Demand Accessible taxi service does not exist in our City.

We recommend that the 100 Ambassador licenses sitting idle on the shelf be immediately re-issued to the drivers on the approved drivers list.

These newly issued ambassador owners should be required to purchase accessible side entry vehicles that would have a life of seven years. They should be required to complete the accessible course offered by the city and they should be required to join a brokerage of their choice. As ambassador taxicabs they would be able to serve a dual purpose thus making this service economically viable.

Thank You