

Sep.21, 2023

Good morning, Madam Chair, and respected Committee members.

Thank you for giving me the opportunity to speak my mind.

I welcome recommendations 1-16 of the Staff report. As a matter of fact, this report is culmination of one of the recommendations of Licensing and Standard Committee (2016. LS10.3).

The concern or reservation I have about this report is recommendation no. 17. Which states, City Council amend City of Toronto Municipal Code, Chapter 441, Fees and Charges, to undo the temporary 50 percent reduction of renewal fees adopted by City Council on February 18, 2021 (EX21.2 - 2021 Capital and Operating Budgets) as a COVID-19 financial relief measure for certain vehicle-for-hire licensees, and return the fees to their 100 percent rates beginning on January 1, 2025, substantially in accordance with Table 1 below.

Madam Chair before you adopt this recommendation, this Committee should know some facts.

In 2016 City Council passed A New Vehicle-For-Hire By-Law to regulate Toronto's Ground Transportation Industry. This By-law was introduced to accommodate PTCs (Private Transport Companies i.e., Uber and Lyft). This By-Law basically killed the Cab Industry. Council at the time foresee that the new By-law will have a huge impact on the Cab Industry, so they passed three additional recommendations,

City Council direct the Executive Director, Municipal Licensing and Standards to report on:

a. the feasibility of lowering the fee for Standard Plate owner renewals by 75 percent.

b. the feasibility of establishing a transition fund for taxicab plate owners who investments have been negatively impacted by new market entrants; and

c. the outcome of a study that assesses and measures the impacts of the volume of PTC vehicles and drivers.

and direct the Executive Director, Municipal Licensing and Standards to report back on Parts a and b above by September 2016.

Madam Chair and respected Councillors, the impact of the new By-law on the Cab Industry is as big that even after 7 years, the Cab Industry could not recover. Almost two third (1800 approx.) of total Licences (5200 approx.) are sitting on the shelf or owners are holding them at home. There is not enough business so that all 5200 Licenses could start working. Plate owners last their all investment. The plate value before Ground Transportation By-Law was \$2,75000. Today there is no buyer for even \$7000.

For the benefit of the Committee members, it's worth to note that Staff is recommending \$338.83 for the renewal of Taxicab Operators (6682) whereas PTCs driver (55,534) is paying \$15 to renew the license. Taxicab Operator is contributing \$66 for AFP (accessible Fund Program) whereas PTCs driver is contributing \$7.69.

Please correct me if I am wrong that PTCs are paying \$0.4 for each ride. If so than City may have collected \$1.65mls. last year because PTCs provided 42,104,194 billable trips when the City was still under COVID19 impact. This year these trips should be twice as much.

So, at the end I would request this Committee, to ask staff to report back on the recommendations passed by the Council mentioned above before you make any decision.

Thanks,

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