

From: [Mohammad Ejaz Butt](#)
To: [councilmeeting](#)
Subject: [External Sender] RE: VEHICLE FOR HIRE BYLAWS RECOMANDATIONS
Date: December 11, 2024 9:29:41 AM
Attachments: [image001.png](#)

19.3 & 19.4 BOTH PARTICULARLY VEHICLE FOR HIRE BY LAWS REVIEWS.

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On Wed, Dec 11, 2024 at 9:23 a.m., [councilmeeting](#)
<councilmeeting@toronto.ca> wrote:

Good morning M. Ejaz Butt.

We have received your communication multiple times but you have not specified an Item number or title to add them to.

You must provide us with the Item number and title to which you would like your comments attached.

The agenda for the December 17th meeting of City Council will be published tomorrow morning and can be viewed at the link below:

<https://secure.toronto.ca/council/#/committees/2462/24408>

You may submit your comments by either clicking on the relevant Item number on the published agenda or by emailing us the **Item number and title**. We need this information to be able to include your comments on the agenda.

Alternatively, you can directly email the Mayor and Councillors your comments. Information for the Members of Council can be found at the link below:

<https://www.toronto.ca/city-government/council/members-of-council/>

Regards,

Nydia Robin
Committee Secretary
City Clerk's Office, Secretariat
[City of Toronto](#)

Tel: 416-338-5855

Email: councilmeeting@toronto.ca



From: Mohammad Ejaz Butt <aa.limo@yahoo.com>

Sent: Tuesday, December 10, 2024 5:00 PM

To: Carleton Grant <Carleton.Grant@toronto.ca>; Clerk <clerk@toronto.ca>

Subject: [External Sender] VEHICLE FOR HIRE BYLAWS RECOMANDATIONS

OLIVIA CHOW
ESQUIRE MAYOR OF TORONTO &
HONORABLE CITY CONCILLORS.

Recommendations for Revising Toronto's Vehicle-for-Hire Bylaws

Submitted by: M. Ejaz Butt, President, Toronto Licensed Drivers Association (TLDA); Secretary, i-Taxi Workers Association of Toronto; Representative of Black Car and Uber Drivers

1. Cap and Regulate Commercial Licenses for Vehicle-for-Hire (VFH) and Private Transportation Companies (PTCs)

We recommend the City of Toronto impose a cap or temporary moratorium on the issuance of new commercial licenses, including those for Taxis, Limousines, and PTCs, for a minimum of five years.

- Following the model of New York City, we propose limiting PTC vehicles to 12,000, with the introduction of city-issued plates for accountability.
- A total cap of 18,000 VFH vehicles, encompassing Taxis, Limousines, and PTCs, would optimize the transportation infrastructure and contribute to a safe, clean, and sustainable environment for Toronto residents.

2. Adjust Fare Structures to Reflect Operational Costs

To ensure fairness for drivers and sustainable service delivery, we propose the following:

- Increase the regulated fare rates for Taxis and Limousines by at least 20%, accounting for the rising costs of operation, including fuel price increases due to carbon taxes.
- Require PTC companies, such as Uber, to adjust their fares accordingly and ensure that drivers benefit from these increases.
- While GTAA has adjusted its fare rates twice since 2016, the City of Toronto's fare structure has not been revised in the same period, leading to financial strain on drivers.

3. Standardized Insurance Policy Across All Sectors

We recommend implementing a unified commercial insurance framework for all VFH sectors, including Taxis, Limousines, and PTCs.

- A standardized policy with \$2–\$3 million liability coverage should be mandated to simplify compliance and reduce cost disparities among drivers.

- The City Council has the authority and responsibility to streamline insurance requirements across the industry, ensuring equitable treatment for all operators.

4. Extend Vehicle Lifespan to 8 Years

We urge the City Council to extend the operational lifespan of VFH vehicles to 8 years (from the current limit of 7 years), with additional considerations for vehicles affected by the pandemic:

- During COVID-19, Taxis and Limousines were largely inactive, with drivers experiencing significant financial losses. As a result, many were unable to service their loans.
- Extensions were previously granted for older vehicles (e.g., 2013 models were permitted 10 years, 2014 models 9 years). However, vehicles from 2017–2020, which were also impacted by the pandemic, were not offered similar accommodations.
- We request an additional one-year extension for vehicles manufactured between 2017 and 2020 to align with pandemic-related adjustments.

5. Parking and Traffic Enforcement in the Downtown Core

Traffic congestion in downtown Toronto significantly impacts VFH operations. We recommend the following:

- Taxi and Limousine drivers actively engaged in client pick-ups or drop-offs should be exempt from parking enforcement penalties in designated areas.
- Clear guidelines should be established to allow temporary stops for VFH drivers without the risk of fines, ensuring smoother operations and better service for passengers.

Closing Remarks

These recommendations aim to create a fair and sustainable framework for Toronto's transportation industry. By addressing these issues, the City Council can ensure a balanced approach that benefits drivers, passengers, and the environment alike.

Submitted by:

M. Ejaz Butt

President, Toronto Licensed Drivers Association (TLDA)

Secretary, i-Taxi Workers Association of Toronto

Representative of Black Car and Uber Drivers

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