



231 Parlette Ave.  
Scarborough, ON, M1C 2S6

In 2009 Uber created a community of riders and drivers utilized today by three generations in the city of Toronto. Closely followed was the creation of Lyft which was also followed by other Rideshare apps.

What we know now that we didn't know then was their entire business strategy was based on exploitation of the very Community they created.

The community itself is something wonderful and at the core of our cultural growth over the past generation.

This cultural phenomenon is here to stay.

Unfortunately, what we have found is that the Rideshare apps are horrible stewards of this wonderful system.

They have created systemic, discriminatory, and pervasive poverty affecting thousands of families within our city boundaries all the while destroying the Legacy taxi industry.

It is very important to understand that without the aid and corporate partnership of the city of Toronto this would not have been possible.

Therefore, it is incumbent on this Committee to look through the recommendations provided within the city manager's report, including the wage study, and help pave a way forward that's found to be equitable for all stakeholders.

Found within the city manager's report are two of the three pillars that the Rideshare Drivers Association of Ontario consider to be critical for the Rideshare industry to be sustainable here in the greater Toronto area.

The first pillar is wage equity.

The wage study speaks for itself and reiterates what all stakeholders have been saying for years.

Torontonians providing the all-important public service the ridership deserves in the greater Toronto area by choosing to who work for Rideshare apps have self-funded the entire model.

With 80,000 cars on the road drivers represent more than a 5-billion-dollar private investment in City infrastructure.



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Having such a significant investment in the operation of all Rideshare apps one would think that drivers would have a say on how these Rideshare app companies would operate, but we all know that is not the case.

So now drivers must look to the other partner in the industry, the city of Toronto, for accountability.

We expect you to do your part in protecting the wage rights of your constituents and given the new upfront artificially intelligent algorithm fare calculator, this will be no easy feat.

RDAO recommends that all AI-powered fare calculators be banned in the city limits within the bylaws because it is very discriminatory. As has been customary for decades, a Rate Card MUST be mandated within the city Bylaws.

The second pillar is a fleet that represents a supply equal to the demand. Once again given that the Rideshare apps have no repercussions in oversupplying the demand and no inherent regulatory or social responsibility in Fleet Management, we once again look to the city of Toronto who are partnered with them to be accountable and do the right thing.

What we do expect is that the city having all the data at its avail will right-size the fleet to provide Equitable service and opportunities to earn for our drivers.

**The third pillar** is a driver-centric licensing system that removes the ability to manipulate the PTC licenses from the tech Giants and puts it back in the hands of ML & S where it should have been all along.

This third pillar is the most critical aspect of the road to success because it will require the tech Giants to compete for the fleet. That one pillar alone will increase the earnings for drivers and coupled with the consumer protections the city inevitably will build into the bylaws will help to sustain this industry for generations to come, help to level the playing field for taxi, and will also help to reduce one of the primary costs for drivers which is the cost of a safety certificate for their vehicle, increased this year up to 4-times the traditional annual cost.

In closing I need to drive home the accountability that resides within the city of Toronto for facilitating a corporate partnership that is harmful to Torontonians be they Riders or drivers.