



Mayor and Members of Council
Corporation of the City of London
300 Dufferin Avenue, London ON

31 January 2012

Re: For-Hire-Vehicle By-law (formerly the Taxicab/Limousine By-law)

Your Worship and Members of Council,

It has been a long road to get to this point. For those of you who have sat on the ETC and the CNC years you are aware of the time that has gone into the preparation of this new by-law. ABOUTOWN's interest is in both the Taxicab and Executive Limousine industries as we operate large fleets of both forms of For-Hire-Vehicles.

Tonight we have only two simple requests.

1. Maintain the staff recommendation to prohibit Limousine Drivers from accepting hails by re-inserting clause (x) of section 3.1 on Schedule B of the draft by-law as presented to the Committee stating:
3.1 *No Licenced Limousine Driver shall:*
(x) *provide a Conveyance Service where the Passenger has hailed the Limousine while it is in motion*

This is not only a matter of equity and fairness in the industries but also a public safety issue. Anyone who drives a Lincoln Town Car or Chrysler 300 can tell you that driving through the city core in the late evenings can be challenging. Potential passengers don't recognize the difference between a limousine and a private car. Most drivers of private cars are not prepared to have a pedestrian on the side walk step out into traffic to "hail" their private car.

The current proposed restriction does not require prearrangement. It simply restricts that an Executive Limousines travelling on the road may not respond to a person waving their hand as the car passes by. An Executive Limousine parked in a legal parking space, in front of a hotel or restaurant or in a City Limousine Stand may accept a passenger who walks up to the vehicle to engage service. This by-law does not restrict the passengers, only the drivers and operators which is easily enforceable. City Staff would be able to confirm this for Council.

The total proposed Executive Limousine fare increase is only \$0.75 per trip this year and \$0.75 per trip next year with a final total increase of only \$1.50 per trip. This is far less than many of us in the industry wanted, however will help to cover a small portion of the new cameras and newer cars mandated by this by-law. The cost of the fare is not the primary concern of Executive Limousine clients but rather it is the level of service and luxury of the vehicle.

2. Our second request is that this draft by-law, as it was prepared by City Staff, be passed in its entirety. Though the draft by-law is not entirely what we had hoped for, it is a fair and workable by-law that all parties can live with and will allow the vehicle for hire industries to move forward with business in London.

We again like to thank the City Staff for substantial time and effort put forth to this by-law.

Sincerely,

James R. Donnelly
Vice-President
The ABOUTOWN Group of Companies