

Community and Protective Services Committee:

My name is Fateh Bander and I’m contacting you regarding a matter I feel is important to many taxi drivers & myself in the city of London, Ontario. I want to propose an idea that would help many taxi drivers overcome the financial burdens in running a taxi, and also help PTC drivers migrate into the taxi industry with the least amount of money possible.

Before I get into my proposal I want to share a table outlining the costs associated with putting a taxi on the road with our current regulations:

| Start-Up Costs | PTC | GREEN TAXI |
|--|---|-------------------|
| Paint | N/A | \$847.50 |
| Meter Installation | N/A | \$275.00 |
| Meter | N/A | \$423.75 |
| Decals | \$56.50 | \$113 |
| Top Light | N/A | \$203.40 |
| Camera | N/A | \$1695.00 |
| Taxi Plate Lease | N/A | \$500 |
| Vehicle-Broker Affiliation Change* | N/A | \$210 |
| Vehicle Substitution/Replacement | N/A | \$210 |
| 20% Initial Commercial Insurance Payment** | Ride-Sharing Insurance is 1.5x regular premium. Doesn't require 20%. Limited to 20 hours a week. (2015 Hyundai Sonata - \$170.00) | \$1100.00 |
| Grand Total | \$226.50 | \$5577.65 |

**If the owner of the car can find a taxi plate to lease within the brokerage this fee can be avoided.*

***Regardless of how long you’ve been driving a taxi the insurance company will always require 20% of the premium upfront.*

If you had to make a choice whether to start a new career as a taxi driver or a PTC driver, what would you choose? Being a taxi driver today is far from favorable due to the overwhelming start-up costs. If this doesn’t change, we’ll most likely see

taxicabs disappear in the coming years. After surveying many taxi drivers, a lot have suggested that after their vehicle comes off the road (due to its end of life or total loss accident) they will not replace it due to the start-up costs. In the past you were able to recover your start-up costs fast, but now with a saturation of drivers in this city the recovery time is far too long. So what will these taxi drivers do? Many will just remain drivers and lease taxi shifts and avoid car ownership, others will consider becoming a PTC driver, and others will seek another career. You'll have to ask yourself the question of whether having taxis in this city are important or not? Can London survive without taxis? If you're open to helping taxi drivers eliminate some of the start-up costs mentioned above we might see an increase of interest in operating a taxi in London, ON. How can we get there?

Proposal:

1. **Taxi Paint:** I believe we should eliminate the need to paint a taxi. A top light alone with decals should distinguish a taxi to a client. This will allow taxi drivers more flexibility when switching in- between brokerages (cost & downtime), it will help save the resale value of the taxi drivers car, and allow PTC drivers to switch to the taxi industry without much start-up costs. (In GREEN TAXI we've had two vehicles come from UBER recently, but we've had a lot that turn us down due to the start-up costs.)
2. **Vehicle-Broker Affiliation Change:** Can we revisit this fee and see if it can be lowered or completely eliminated?
3. **Vehicle Substitution/Replacement/Plate Renewal/Plate Transfer :** Can we revisit this fee and see if it can be lowered or completely eliminated?
4. **Merge Class (A) cab owner and Class (B) cab owner Plate.**

Thanks for reading
this in full, Fateh
Bander