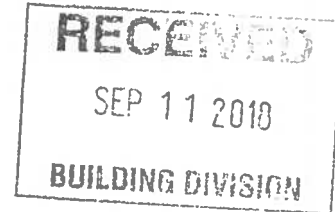


Taxi Broker's Joint Submission

**U-NEED-A CAB, YELLOW LONDON TAXI,
YOUR TAXI.LONDON, AND GREEN TAXI.**



TO: COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

Re: Proposed Amendment to Vehicle for Hire By-Law

Written Submission for Public Participation Meeting September 11, 2018.

Taxi companies in the City of London has been around for many years, and they have been providing safe and reliable transportation service for Londoners, and we strive to provide safe and reliable service at no extra cost. Our service is available for all Londoners, whether they have smart phone and credit card or not. We have over one hundred and fifty direct lines to make taxi service accessible for low income families, and seniors that can not afford wireless phone. City of London has spent thousands of taxpayer's money to improve the By-law, protect consumers, and the industry, but with the current proposal we are throwing away all efforts that was made by previous administration, and taxi association.

We want to be part of the solution not a problem, we simply ask for fair and transparent By-Law.

Below is the position of all taxi brokers regarding the items that are for discussion at the public participation meeting.

Cap on cabs

No change the cap on cabs, maintain the current ratio of 1:1100

As indicated in this Report of Mr. Kotsifa's, Cities that deregulated found that, the supply of taxicabs increased, as a result fares increased, service quality declined, there were more short-hall refusals, lower vehicle quality, lower driver income, and aggressive solicitation

of customers resulting from higher supply of taxicabs. There were only minor improvements in availability. Consequently, cities that deregulated taxi services re-regulated the industry.

As a matter of facts, no city is deregulating or removing the cap on cabs instead they are doing the opposite. The City of New York just capped the number of Uber, Lyft vehicles in the City. Similarly, the City of Kingston, Ontario passed a by-law to limit Uber, and Lyft.

Cap on accessible cabs

We have no objection to change the current ratio of 1:18 to 1:12 or to increase the accessible cabs to meet the demands.

As brokers we are willing to reduce the dispatch fee for accessible cabs to offset their cost.

Fares

We do not recommend any major changes to the fare for the following reason.

Fare regulations are necessary to protect the consumers, and for consistency within the City. But we are asking for a moderate increase on fares across the board, and change the calculation formula, this will help the drivers, and companies due to high cost of living and the minimum wage increase. Taxi industry has not seen fare increase in the last 10 years. We can work with city clerk office to agree on new formula on how to reshape the current Cab Tariff.

Base rate to remain the same \$3.50 would like to see an increase of 12% on the distance, and we would like to decrease that waiting time or when the cab is traveling at 17 km/hr. or less from 25 cents for 26 seconds to 25 cents for 45 seconds, this will help the consumers not pay to much while the cab is waiting for red light, heavy traffic or train.

Age of Vehicles

There should be no changes to the current vehicle age requirement of 8 years. It is absolutely not fare and make no sense to increase the vehicle age limit to 10 years for provide Vehicles for hire because when taxis/Limo come to the end of their 8 years that same vehicle can sign up with Uber and do the same thing. This is an erosion that will systematically destroy the taxi and the limousine and it must not be accepted.

Our aim is to provide safe, reliable, and cost-effective taxi service to our community, but in order to do that we need to have some rules and regulations in place to make that happen.

We hope the committee is taking into consideration the safety, and well being of our community into consideration, we are the fabric of this society, and we are the one that is contributing to the City of London.

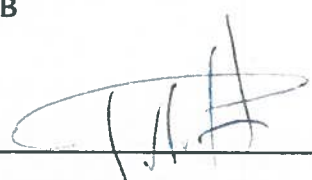
Vehicle Requirements – Cameras

We agree with the draft by-law

Regards

Ismail Omer:  _____


President of U-NEED-A CAB

Hasan Savehilaghi:  _____

President of Yellow London Taxi

Khalil Tarhuni:  _____

President of Green Taxi

Nema Abbasey:  _____

President of Your Taxi.london