

Rahman Amini

President of London Taxi Association

Councillor Harold Usher, Chair

Members of the Community and Neighborhoods Committee

Re: Public Participation Meeting on November 29/2011

I, as president of London Taxi Association, representing London taxi drivers, would like to express my deep and intense concern about the new draft by-law. This city has to begin to understand that a limousine is not a taxi, and this city which is unique in allowing limousine to operate like a taxi. If such a condition continues to exist, then the taxi industry will be destroyed. It started in 1991 and steadily hurt the taxi industry which affects over a thousand families in London. You need to have strength and courage to repair the mistakes made by previous councils. Our business as taxi industry has been invaded and violated by other businesses especially by limousines for many years. By ignoring the by-law and turning a blind eye, you have allowed and will continue to allow them to violate the by-law.

I present the following 8 items which are supported by taxi drivers of the city of London:

London Taxi Association requires 8 changes to the by-law

1- Limousines are contract carriers, and like all other cities in Canada and the United States, must be restricted from taking street fares

2 - The difference between Taxi and Limousine fares must be at least 15% or greater

3 - The minimum age of a vehicle to be put on as a taxicab is 4 model years, operating until it is 7 model years old. The minimum age of a sedan to be put on as a limousine is 2 model years, operating until it is 6 model years old.

4 - The only stands available in the City of London are taxi stands. Limousines cannot park in taxi stands as this would promote taking hails and street fares. All major bars and night clubs in the downtown area have a designated taxi stand that exists between 23:00 and 05:00 .

5 - Trip sheets has the following information: date and time of pickup, location of pickup, number of passengers and fare amount only. Trip information must not be left in the car after the end of the shift as information contained within is private and doing anything else would break PEPIDA rules.

6 - The London Taxi Association supports having an additional full time by-law enforcement officer.

7 - The increase in licensing fees is too high, even considering the additional bylaw officer.

8 - If the License Manager wishes to revoke a license, it must be recommended to the CNC committee along with 3 members of the industry to be debated.

Rahman Amini

President of London Taxi Association