

Good Morning Madam Chair and committee members. My name is Kurt Enders president of Checker Transportation and a director of the Calgary Livery Association.

I am representing Associated Cabs, Checker Transportation, Mayfair Taxi and Calgary United Cabs all of which establish in collective membership in the CLA. This stakeholder group applies to licenced private for hire vehicles, TNC's, Taxi and Limousine brokers, drivers, mechanical maintenance facilities, and provincially licensed auto mechanics.

We are strongly urging that the fee review be put on hold until after a livery bylaw review is completed to determine exactly what the correct rates should be and in the interim all livery fees should be made equal across the board.

We are also recommending that until the livery bylaw is reviewed and completed, City Council freezes the number of registered licenced TNC's at the current level. As of March the current number of TNC's is 4305 licenced vehicles and drivers. Just so we are clear on what we are asking for, if a TNC falls off the platform no new car or driver can be added to replace the one that has fallen off the platform.

We have repeatedly asked for more information and transparency on how the license fees are determined by Summit 72. We fail to understand how the fee review could arrive at the schedule it has, and why Summit 72 is placing so much emphasis on the taxi plate other than to meet the 4.4 million dollar budget.

There is an extreme disparity between business licence rates applied to the taxi and limousine sectors and the cost of licences for other businesses, including so called ride sharing companies.

Taxis are limited to 1,881 vehicles. TNCs can have unlimited vehicles on the road. It means reduced trips, and income for drivers of all licenced for hire passenger vehicles operating in the City of Calgary. We are asking for a freeze to help ensure that all drivers in the industry make a living wage. I know this is not important to some sectors of the industry but it is important to the CLA members. Other important reasons for the freeze is to reduce congestion on city streets, cut down on pollution and free up parking spaces for Calgarians.

The number of professional taxi drivers is dwindling. They are having a tough time making ends meet and are now doing second jobs to bolster their income just like TNC drivers are doing. This is happening at a time when they are being forced to pay a disproportionate amount of money to get a business licence to earn their living. We are told the reason why the fees are different is because TNCs have a different business model. What does a business model have to do with a licence to do business? I ask you does a Chinese restaurant pay more for a business licence than an Italian restaurant?

The taxi industry has been put at an unfair advantage with the current bylaw. It is becoming tougher and tougher to attract drivers to the taxi industry when the barrier to enter the TNC market is so much lower through qualifications and fees paid to become a TNC driver.

We feel proper training for all drivers in the industry is necessary. Training should encompass customer service, disability awareness, as well as geographic training and how the bylaw affects everyone in the industry. We believe that both in class and online training should be available to all Taxi and TNC drivers.

If City Council adopts the LTS recommendation to leave the fee structure at 2019 levels until the bylaw is completed, a TNC will pay \$229 to register the driver and the vehicle, a taxi driver will pay \$141 to just get their taxi badge (TDL) and \$912 to register his vehicle as a taxi cab. That is a huge disparity.

The CLA has come up with a few different examples of what a more equitable fee structure might look in the interim period like without using the surplus. See fee chart.

We are asking for:

1. Bylaw review be done immediately.
2. A Freeze on current number of TNC's on the road till after the review is done.
3. Accept one of our proposed fee suggestions or just equalize fees across the board
4. Training for Taxi and TNC drivers.

In closing we have to remember the mandate of the current bylaw is to:

A: to ensure public safety, service quality, and consumer protection for customers and service providers in the livery industry.

D: to create and maintain a sustainable livery industry that considers the interest of service providers and meets the needs of the traveling public in the city.

E: to provide the administrative and regulatory mechanisms to administer a controlled entry licensing system and ensure sufficient industry supply to meet consumer demand.

Thank you

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