

# Barrie Taxi Ltd. City Council Deputation License Fees & Structure

Prepared by: Tom Watson-Giles  
Operations Manager  
Barrie Taxi Ltd.

March 27<sup>th</sup>, 2017

# Leveling The Playing Field

## Section 34, pg. 6

**“In order to ensure a minimum public safety standards and level of services to the public, any regulations put in place, should apply as equitably as possible to both the traditional taxi industry as well as ride sharing and driver for hire services”**

- If the proposed licensing fees and structure are passed as is, the Taxi industry is already starting at a disadvantage before anyone turns a wheel due to the barriers for entry for Taxicab Companies, Taxicab Owners, and Taxicab Drivers
- The licensing fees and structure that are applied to each participant in the transportation industry need to be the same

# Proposed Amendments to Staff Report

1. Eliminate the three different licensing categories for taxis
2. Charge the Taxi Company the same license fee per driver/car as PTCs/DFHCs
3. Do not charge Taxi Companies a per trip fee/levy

# Eliminate Taxi Licensing Categories

Section 41, pg. 7

**“Continuing the three business licence categories is recommended at this time and would be reevaluated as part of the review of the By-law to determine if the taxicab companies are adequately prepared to assume responsibility for administering and providing documentation related to their drivers and vehicles”**

- We have been collecting and keeping these documents in house for 27 years
- The technical infrastructure that we've invested over \$1,000,000 in has the capability to monitor the upkeep of such documentation

# Eliminate Taxi Licensing Categories

Alternative 4, pg. 10

**“the three different licensing categories with the taxi industry be eliminated and only the taxi company be licensed by the City, with the company responsible for providing necessary documentation related to drivers and vehicles”**

- It also states that “the alternative **IS** available and that it would further assist in levelling the playing field from a regulatory perspective for all of the operations” but that “the current operators within the City may not be adequately prepared to assume responsibility for providing and monitoring their drivers and vehicles at the time”
- Though we agree that some companies may not be, we (Barrie Taxi Ltd.) are and we already do

# License Fees

Alternative 4, pg. 10

**“there is some risk that the taxi cab companies will not manage their drivers and vehicles, leading to public safety issues, if the companies are not ready to assume the responsibility. This would be reevaluated at the time of the review of the By-law”**

- The risk is no greater than the risk that Uber (or other PTC or DFH companies) won't
- Waiting until the end review of the bylaw/pilot project does not create a level playing field where Taxi Companies can compete with other transportation providers
- Those existing providers that **ARE** capable, Barrie Taxi Ltd. being one of them, should be able to benefit from the new rules that the new transportation providers will

# License Fees

Alternative 9, pg. 11

**“the fees in Appendix “B” have been established to provide cost recovery from the industry for costs where the user (licensee) is the benefiting party (whether it recognizes it or not) from being licensed”**

- The licensee (in the Taxi Industry's case) is also the suffering party (whether the City recognizes it or not) from paying higher fees to be licensed while other companies have not been licensed in the past and are now potentially getting licensed for a significantly lower cost

# License Fees

Section 60, pg. 12

**“Decreases in the fees for the taxi cab driver (approximately 35%) and vehicle (approximately 30%) are proposed”**

- While we appreciate the proposed reduction in fees it is still not adequate enough to create a level playing field

# License Fees

Section 61, pg. 12

**“Staff have utilized data regarding the existing time requirements associated with reviewing applications and information from other municipalities to estimate the amount of resources that will be required to address the licensing of both ride sharing and driver for hire operations”**

- The amount of resources that will be required to address licensing of both PTC and DFH operations would be the same for taxi operations
- Therefore, the resulting licensing fee amounts should be the same

# Per Trip Fee

Section 39, pg. 7

**“As Uber would not have an office in Barrie, and the vehicles utilized are not marked, there may be additional time spent by enforcement staff in addressing any complaints about their operations. Uber has proposed that it pay to the City a per trip fee of \$0.11, on a pilot basis, to allow the City to recover any additional costs it may have associated with administering/enforcing their business.”**

- Seeing as Barrie Taxi Ltd. has an office in the City of Barrie, and all of our vehicles are clearly marked in a uniform fashion, there should not be a per trip fee imposed on Barrie Taxi Ltd., or any other Taxi Company that meets these requirements

# Milk Analogy

- You cannot have three convenience stores where one pays for a business license and the others do not
- You cannot have three convenience stores where clerks at one store have to buy a license to sell milk and the others do not
- You cannot have three convenience stores that pay different amounts of money for their licenses to sell milk