

Licensing Personal Transportation Providers

Creating a level playing field for a presently
unregulated industry and an existing one

	Commercial PTP	Independent PTP	Taxicabs
Licence Fees	Flat annual fee + per trip fee paid by PTP to city of \$0.25	Fee paid by driver, vehicle owner, and/or dispatcher	Fee paid by driver, plate owner, and/or dispatcher
Licence Fee Breakdown	\$50,000 dispatch fee + \$500,000 one time start up registration fee to offset costs of AODA non-compliance + \$0.25 per trip	\$1000 dispatcher fee yearly + \$10,000 one time start up registration fee \$390 licence/driver fee	\$1038 dispatcher fee \$190 licence/driver fee \$604 renewal per plate fee
Police Checks	Hamilton Police Service	Same	Same
Inspections	Annual Safety Certificate (MTO) +Annual City Inspections + Spot Checks	Same	Same
Training	On-line course, to include the AODA, Defensive Driving and Customer Service	Same	Same
Markings and Identification	Requires City logo defining yearly licensing and PTP logo front, back and side locations	Same	Requires Brokerage logos, plate number s+ roof light
Insurance	\$2,000,000 Commercial Liability Coverage	Same	Same

One Time Registration Fees

- The Government of Ontario has **mandated** all business' in the province be ready and able to provide service to everyone regardless of position or special need.
- The cost of a special needs van conversion is \$15,000. With 16 special needs vans presently on the road, and a further 16 being proposed, the total costs would be \$480,000 for conversions.
- Why should any new start-up be exempt? This is a breach of the AODA Legislation.

Vehicle Restrictions

- All vehicles, regardless of affiliation, PTP or Taxi, should be no older than 7 model years.
- Special Needs vehicles should have an exemption allowing for 12 model years in age, with semi -annual inspections after their tenth model year.
- Be out fitted with winter tires from December 15 to March 30.
- Have an operational camera installed for the safety of both the passenger and the driver.
- Allow seating for 4 or more passengers, with seatbelts for each passenger.
- Adhere to all MTO laws and regulations, including proof of proper insurance requirements to operate as a passenger carrying vehicle for hire.

Schedule 25 Changes

- **Only** taxis can perform street hails/ exclusive access to taxi stands.
- Training course reduction and on-line availability.
- Increase age of taxi vehicle by one year.
- Cap the cost of taxi licence.
- Waive accessible taxi licence and renewal fee.
- **Allow** Interior and Exterior Advertising to help the Industry offset operational costs.

PTP Enforcement and Penalties

- Revocation of license for any fare not received as a result of a phone app
- Revocation of license for soliciting in designated taxi stands or sub stations
- Revocation of license for accepting any form of payment directly
- Host app fined for any violation by its driver

Hamilton's Platform

- The city prides itself on the mantra of being a Safe, Healthy, Sustainable Community and a Great place in which to work, live and play that offers residents and business' growth and opportunity.
- To this end, **a liveable wage must be earned** to support these goals

Hamilton's Responsibility

- To ensure the safety of all of its residents in any form of transportation required.
- To have all business' licensed to ensure all rules and regulations are adhered to.
- To have in place a system to guarrantee the rights of all residents in accordance to Provincial and Federal Laws (AODA, Charter of Rights and related acts)

Canadian Cities

- In Canada similar problems have been solved by legislating bans or partial bans on Uber,
- Vancouver, Calgary, Mississauga and Brampton have banned Uber.
- Ottawa has banned them from the airport, and the Ottawa Taxi industry has started a \$217 Million Dollar class action law suit against the City for allowing their Taxi Industry to be decimated by an unlicensed competitor.
- Kitchener is legislating rules similar to its Taxi Industry, including cameras in all PTP vehicles

Where is Uber banned?

- Governments across the globe have reacted in different ways to the Uber dilemma of not following rules, or making its own rules in which to operate. The following countries have **outright banned Uber**.
- Thailand, Romania, Spain, Finland, France and South Korea. Nevada has also **banned the service**.
- India, Japan, Switzerland and Alaska have **partially banned the service**.

Insurance Requirements

- Uber presently operates with a by use rider for its drivers through Intact Insurance, meaning in the event of an accident, it will fall under the no fault rules. How does this offer any recourse to children, unlicensed patrons or the vulnerable sector.
- A Personal Injury Lawyer would find that The City of Hamilton itself allowed this to happen, and as such would also be considered liable in a court of law.
- No toboggan required.

Actions speak louder than Words

- It seems that By-law, and its Agents, have continued to be merciless in the pursuit of ticketing and fining drivers and stakeholders in the Taxi Industry. While telling our industry they sympathise with our situation but they have no power to stop Uber. This seems to be the story we hear, while we line up to pay money to the City of Hamilton. Presently **Uber pays nothing**. Where does the city draw the line and support Hamilton based enterprises and not those operating with impunity from outside?
- We hear one thing, and see the opposite happen.
- How do we decide the city has our well being in mind when the words we hear have no meaning or actions associated with them.

A recipe for Disaster

- Former Uber drivers are now operating for various payments servicing clients gleaned from Uber and various sources. Now due to a lack of enforcement, there is in Hamilton a Rouge Taxi Industry alive and flourishing outside the realm of supervision. For this we have an amazingly slow and tedious regiment of officials with-in the city telling us that they are on our side, which sounds good but accomplishes nothing.
- The City has no means to combat these problems, and as such, has lowered the bar to the absolute minimum standards. Is this the path we wish to follow?

In Closing,

Hamilton has regulated the taxi industry to the extent that the standards to which it applies are some of the highest in Ontario.

By following in these foot steps, we feel that any new entity must also be held to the same standards, and by addressing these 2 related industries in this fashion we can maintain a level of service, safety and customer satisfaction the city has come to expect.

- In the past years different industries in and around our city have been wiped out by out of country companies, Stelco and Lakeport to mention the bigger ones, and for the city to continue to drag its feet on this matter only allows this to happen again, the monies earned by the Taxi Industry in Hamilton stay in Hamilton and help all other business' with the trickle down of consumer spending.
- Support the lives of the people who depend on this Industry to **raise families and vote in Hamilton.**