

Re: **Taxi Bylaw Review Report**

Thank you for the opportunity to speak to the report. My name is Sandy Archibald from Regina Cabs.

The Report offers some regulatory changes which we welcome and note that it has been a long time coming. The Vehicles for Hire bylaw was passed some 16 months ago and from the outset, the industry was assured of a level playing field. This Report is long overdue. We appreciate that the administration has worked with the industry and we support a number of the recommendations:

- The report recommends the use of **'soft' meters** and allows taxi fares charged outside the City's regulated model when booked through an **approved mobile application**. We support these recommendations and are cautiously optimistic the proposed hybrid fare model will begin to level the playing field with the Ride Share discount/surge model while offering fare certainty and convenience to the customer.
- **Fees:** It is of concern that the Regina Airport Authority is requiring ground transportation services to collect fees from the public for the Airport's sole use. If this recommendation is passed, messaging to the public must be abundantly clear that it is neither the City nor the industry that keeps these fees; it is a third party.
- **Data submission:** We support the recommendation that drivers utilize the electronic systems properly including 'booking' all trips so that the data reflects the actual trip.
- We are pleased to see the removal of the **vehicle age requirement** and if needed brokerages can self-impose vehicle age restrictions as we have done in the past. We are not interested in having a fleet of aging vehicles. The removal of the age requirement offers Taxi Operators flexibility if they cannot source a newer model reasonably priced replacement vehicle in the event of an accident. This should be helpful immediately in light of the COVID-19 reality of tight economic times.
- The changes to vehicle **decals requirements** are welcomed and will help reduce the overhead cost to Taxi Operators when putting a replacement vehicle into service.
- **Vehicle inspections for transfers and renewals** are performed completely electronically now in Saskatoon we understand. During COVID-19 that city further enhanced its procedures to allow for all documents and approvals to be submitted online. We recommend that the city of Regina streamline its inspection process to mirror that in Saskatoon and thereby further reduce the time required for a Taxi Operator to get a vehicle into service and reduce time that City personnel must expend. Saskatoon has a Taxi Bylaw that regulates taxi fares through a hard wired-meter similar to that in Regina. If it can be done in Saskatoon it can be done here. Regina does not inspect Ride Share vehicles. The ability for the taxi vehicle to be inspected at any time upon request of a City licence inspector wouldn't change and that provides for oversight in the event of a

complaint from the public. Also, with the move to charging fares outside of the City's set structure, allocating resources to do road tests on the meters will become unnecessary.

- **Cameras:** The Vehicle for Hire Update report CPS20-9 states that 18% of Ride Share vehicles take more than 6 trips daily. The city could institute a threshold whereby a Ride Share vehicle becomes a commercial vehicle if it takes more than 6 trips per day. The same commercial product cameras that are required for taxis would be required for those Ride Share vehicles. Camera footage would only be able to be accessed by Regina Police Service officers. A significant concern in the taxi industry is that trips are being taken for cash and debit and are not booked through the Ride Share APP. The RPS could do rotating requests for the camera 'thumb drive' to review the footage to determine if there is an exchange between the driver and the passenger and work toward eliminating that further leakage of trips from the taxi industry to Ride-Share. More importantly if there is a trip for cash, there is no insurance coverage for the passenger because the Ride Share company didn't arrange the trip and therefore the SGI insurance coverage doesn't apply.
- **Number of Ride Share vehicles:** We are at an economic crossroads to determine if they there will continue be a viable taxi industry 24 hours a day, that offers service to the public and to those who are not able to use Ride Sharing because of no access to a credit card and a smart phone or if they require a wheel chair accessible vehicle, which Ride Sharing companies don't offer. The Vehicle for Hire update report CPS20-9 states: "...18% of drivers take more than six trips daily."  $420 \text{ vehicles} \times 18\% = 75 \text{ vehicles}$  added to the competition for passengers in an economy that had already begun to slow down in 2017. We urge Council to re-visit a limit on the number of Ride Sharing vehicles permitted. This is even more critical now in the COVID 19 economy.

We support the proposed soft meters, the hybrid fare structure, removing the vehicle age requirement and reduction of vehicle decal requirements.

We recommend eliminating City taxi inspections unless there is a documented complaint.

We seek council's guidance on in vehicle cameras for both Ride Sharing and taxi platforms.

We urge Council to re-visit implementing a reasonable limit on the number of Ride Sharing vehicles permitted to be in service. It will be months and months before the economy begins to normalize and the taxi industry needs support now and for the future.

Thank you for your time.

Sandy Archibald