

Submission to City Council meeting: February 26, 2020

Re: Taxi Bylaw Review

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

The report offers some options but is being brought forward 12 months too late. From the outset, the industry was assured of a level playing field with Ride Sharing but that bylaw passed 12 months ago and only now is the City addressing the taxi bylaw. During the last 12 months, the industry has lost customers, lost drivers, lost vehicle operators, lost revenue, lost jobs and sadly: has lost optimism.

To begin to level the playing field there needs to be a process that a taxi can be put into service as quickly and with as low a cost as a ride share vehicle can. We appreciate that the administration has put forward some recommendations that may assist the industry; but we believe the report has room to go further to reach that promise.

	<b>Ridesharing platform</b>	<b>Taxi Industry</b>
1. <u>Rates/fares:</u>	unregulated	<b>regulated</b>

The report recommends the use of 'soft' meters and authorizes taxi fares outside the regulated model when booked through an app. We support this recommendation and are cautiously optimistic the proposed model will begin to level the playing field with the rideshare discount/surge model and offer fare certainty and convenience to the customer.

2. <u>Vehicle age limit:</u>	unregulated	<b>regulated</b>
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The report recommends permitted vehicle age of 10 years. We recommend no limit so the playing field is level. The industry has self-regulated in the past and can do so in the future. All vehicles must have a valid S G I inspection certificate and that process and documentation provides surety to regulators and customers both. Removing the age limit will allow operators who may find a vehicle out of service due to an accident, be able to quickly get back in service with an inspected, older model vehicle and allow the operator more time to search the market for a competitively priced newer vehicle that he can purchase and put into service.

3. <u>Vehicle company decal size:</u>	unregulated by the City	<b>regulated</b>
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Ridesharing is required to have a minimal 8 cm x 8 cm sign on two sides of the vehicle and taxis should be permitted to install similar sized decals on the taxi vehicle as the Operator and/or dispatch service chooses. Eliminating all but the essentials will lessen the overhead expense for the Operator and get a taxi into service more quickly.

4. Vehicle inspections by the City:

unregulated

**regulated**

Rideshare vehicles aren't required to be inspected by the City and taxis are over inspected in our opinion. A taxi operator should be able to provide: current SGI inspection certificate, SGI vehicle registration, letter from the certified camera installer, letter from the meter installer that states the taxi has been road tested and the meter is within tolerance and is sealed, along with the City application form, and then receive the City decal immediately without having to schedule and pay for a redundant inspection.

Eliminating the inspection would greatly level the playing field. With the move to charging fares outside of the City's set structure, allocating resources to do road tests on the meter should be eliminated.

In the event of a complaint from the public, the city has the ability to require the taxi vehicle to attend at City Hall for a check of the meter.

5. In car cameras:

unregulated

**regulated**

Council has made the decision that the public who rides in Rideshare vehicles do not require the surety of in-car cameras. Various reasons are provided....the vehicle make and year are described....the driver's picture is shown etc. Unfortunately bad actions can happen anywhere, anytime.

Council has to decide if only some segments of the traveling public need to be protected with in car cameras or if all citizens should be.

Cameras required in both platforms or neither.

What is council's direction?

The Regina Police Service is the only entity that can access the data.

6. Number of vehicles permitted to be in service:

unregulated

**regulated**

The public has yet to see the data regarding Ride sharing vehicles but the industry estimates there are three times the number of ride sharing vehicles compared to taxis on the road. We are at a 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 access to credit cards and a smart phone or if they require a wheel chair accessible vehicle, which ride sharing companies don't offer.

7. Extra fees:

It is of concern that the R A A 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.

What fee is next? We do not support the recommendation of collecting fees for third parties.

Conclusion:

We appreciate the administration working with the industry and we support the proposed soft meters and hybrid fare structure.

We recommend no limit on the age of the vehicle, removing the requirement for specific sized company decaling on the taxi vehicle, 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 analysis be done on data from the number of ride sharing vehicles in service and we register our concern with collecting fees for third parties.

Thank you.