

Since ride share came to Regina with no rules or regulations.

Uber allows its drivers to work with no decals or signs and if taxis are missing any part of decal they are taken out of service. Is that fair? This is how customers are going to get hurt is by ride share vehicles not being decal. They are working in front of bars and football games with no decals. Why? Especially when they have no calls at those locations. They are looking for street pickups etc or the driver gave their personal phone number. I watched how a customer went to several Ubers and most had no decals. She said are you her for Armada and went down the line. Not good. They should only be there for Uber calls, not street pickups. Again no rules!! I have witnessed Uber drivers make deals with street pickups. We have had Uber drivers approach our drivers and ask if they had any debit paper rolls. I thought trips were paid on phone. I guess someone changed the rules and they should let us know.

When Uber just started ride share could not pick up at the airport and you could not book an Uber at the airport but we watch them pick up there. They gave the customer their personal phone number and I have had customers tell me this also. Then I have had Uber drivers tell me that they pick up street pickups all the time. I asked these drivers, are you not concerned about getting in an accident with customers? They all told me that they were good drivers and they don't get into accidents. Uber rates are different then taxis and their minimum charge is \$6.90. Taxis are \$4.00. For example, a \$5.00 taxi ride with Uber is \$8.00 or \$9.50 depending on the time of day. Never the same. Now to figure out how much of their business is actual Uber trips and the other is either personal trips and street pickups. For example, the Garth Brooks concerts, an Uber driver made \$200 on the app. How much cash trips not through Uber? He told me \$300 in cash and was very happy. From talking to my drivers, I estimate that they make 40% to 60% in cash trips, street pickups or personals trips. So the taxi industry is not only competing with rideshare but also 500 rogue Uber drivers and unlicensed companies. Drivers with no insurance and not paying their share to the city not paying for insurance and the ride share company loses too. These 500 rogue drivers don't need a data report and don't follow any rules or pricing. It is whatever the customer is willing to pay. But I guess you already know this because there are no rules. How do you stop this? This is very hard for licence inspectors to catch drivers and would be very costly to catch the rogue ride share driver. Talking to people in other areas, when these Uber drivers get enough personals, they go on their own. I can see this happening here. The only way to stop this is to put cameras in every rideshare car with the same rules as a taxi. All cameras have viewer software with a pass code to view it and only the police view it to keep customer and driver privacy. Maybe ride share companies already know this and don't want to scare drivers away. They would lose too many drivers and this is why they fight this. Ride share companies must know this and this makes it attractive to drivers to use their app and get cash trips at the same time. Why would you not want this? Now it would be easy for inspectors since the camera doesn't lie. The drivers trip data has to match with the camera and the camera would catch street pickups and the driver would be more likely follow the rules along with safety for customers and drivers.

Ride share cars and taxis are both commercial vehicles. Ride share can claim part of their gas bills, maintenance and repair, insurance, phone bills, car washes and can depreciate their cars. This is not a personal car, it used for business. They have expenses and so does a taxi. Drivers take their personal car and install a meter and top sign and from there, they go to work. Limo and shuttles don't need any equipment at all and in most of these cases, it can be their personal car too. So to say that ride share is their personal vehicle is false. When they are expensing it, that is no longer a personal vehicle. Also ride share cars need to have a special licence on their car. Ride share is not personal once they quit ride share. They need to cancel their licence and change it back to an LV plate or if they want to change to shuttle or taxi, they have to get the ride share company to get SGI to cancel their ride share plate. So

ride share is not a personal car, it is a commercial car. It runs as a business and pays taxes as a commercial business except their street hail.

////////////////////////////////////
//////////////////////////////////// The issue that I have is the \$100 we get charged for a transfer. It is not \$50 it is \$100. It used to be \$35 but administration found a way to up it to \$50 and then add another \$50 making it \$100. To say that it costs \$50 to do an invoice is false. We have hundreds of invoices under \$14.00 including cab fares. For example, the customer charges the cab fare and now the driver writes up a charge slip and then he hands it in to the the cab company and the company pays them out 30 days later. Then we invoice the customer and they have 30 days for customer to pay for it. What is the cost of this? So to say it cost \$50 to do an invoice, I call this false. Especially if it is a cash sale not a charge like we do.

Now there seems to be confusion on inspections. The city checks that the camera is set up properly, that the debit machine works, GPS on the phone, taxi dispatch on the phone, installers paperwork, all the lights - signal, reverse, brake, and high beam lights, front and rear wipers, front and rear washers, measure the decal size, how clean car is and if it is dirty, it is sent away, interior checks for seat belts that they latch proper and retract, checks decal inspection and licence plate and paper work does a road test if car has any rattles and ride in general. The last then is the spare tire and jack which SGI doesn't require but we are force to put in even if the factory doesn't have a spare tire or a jack come with the car. SGI and the highway traffic board do not require a spare tire and jack. If any one thing fails this costs another \$50 for an inspection and you need to book another inspection. If a taxi fails a SGI safety inspection, you do not get charged for a reinspection, only the city does that. Lucky that the ride share can skip this. They have no city inspections and they can transfer vehicles as much as they want at no cost to them. I keep hearing fair and level playing field in my head and one day if I hear this enough I might think that it is true!!

Now the facts

Licence taxi \$375.00 - Ride share per car \$0.00

Taxi driver \$50.00 - Ride share driver \$0.00

Insurance on taxi \$550.00 - Ride share approximately \$150.00

Taxi meters set by the city - Ride share has no restrictions, starts at \$6.90 and up surge pricing

Taxi meter start \$4.00 - Ride share charges \$5.00

No charge for no shows or cancellations

City inspection required- Ride share no city inspection required

Transfers of taxis required \$100 - Ride share no requirements from city and no cost

Decal requirement for taxi \$80 and up - Ride share maybe or not, no city inspection required, \$0.00.

Taxi bylaws for drivers - Ride share none - city doesn't get involved or explain new driver conduct

Cameras in taxi \$700.00 - Ride share exempt \$0.00

Seasonal taxi licence \$375.00

Total of the licences of the taxi industry pays the city approximately \$68,000 - Ride share only pays \$27,000 for 500 plus cars plus maybe \$35,000 in extra charges for a total of \$62,000. If you charged the ride share the same as us , the \$375, they would pay \$187,000.

The taxi industry is committed to 24 hours a day.

The cost on running a taxi company is very expensive. Our wages alone are \$45,000 a month plus add another \$18,000 a month in operating costs. Our phone bill alone is \$1100 a month and ride share has no expense. I could shut down dispatch and lay off another 5 people and get one small office and just use our taxi app and force everyone to use the taxi app but right now I am running with 15 taxis in the day and 5 to 8 at night. The rest of my fleet is shut down since they are too scared to work for health reasons and I understand this. My doctor told me and my wife who dispatches to STAY AT HOME but we are still going to work every day. This is not enough to run a taxi company. I was forced to lay off 4 staff already. We are fighting to stay in business. We gave operators financial breaks to keep them driving and this also reduces our income. I realize the difficult times that the taxi drivers have driving 7 days a week and it puts them and their family at risk. I am so proud of all our taxi drivers that are working through these difficult times. I talked to alot of people and they said that they would never drive a taxi right now. What I am finding out is how much the public values the city taxi industry through these tough times. Nurses need to go to work, people need to go to the doctor, and even young kids have to go for cancer treatments which is very sad. People have to get groceries and we help the letter carriers deliver your mail every day. We help trains to take crews to and from the trains and people going out of the city, taxis are their only form of public transportation. The public seems to be comfortable with the city taxi service and I now realize the importance of the taxi industry for Regina. It out rules shuttles and ride share and all others who have stopped working and I realize an app is not the answer through these difficult times. I don't know what the industry will be like when everything is over but I did ask the administration to give the taxi industry some respect to all the drivers that are working through these difficult times and putting their family at risk every day. How proud I am of these drivers especially when there are drivers dying all over north America. All I was told was that the administration already did give the taxi everything. Not one person seems to know what is best when they don't really understand what the taxi industry needs. All I am trying to say to the administration or that one person deciding is what is good for us. It is a must that we have a healthy taxi industry and I hope all the city counsellors see how important it is to have this.

We were asked about seasonal licences and all brokerages said to give them to the brokerages. The 37%, let us run them if we need them and other wise leave them sit at city if we don't. We don't know the future of the industry right now but your administration probably has other ideas.

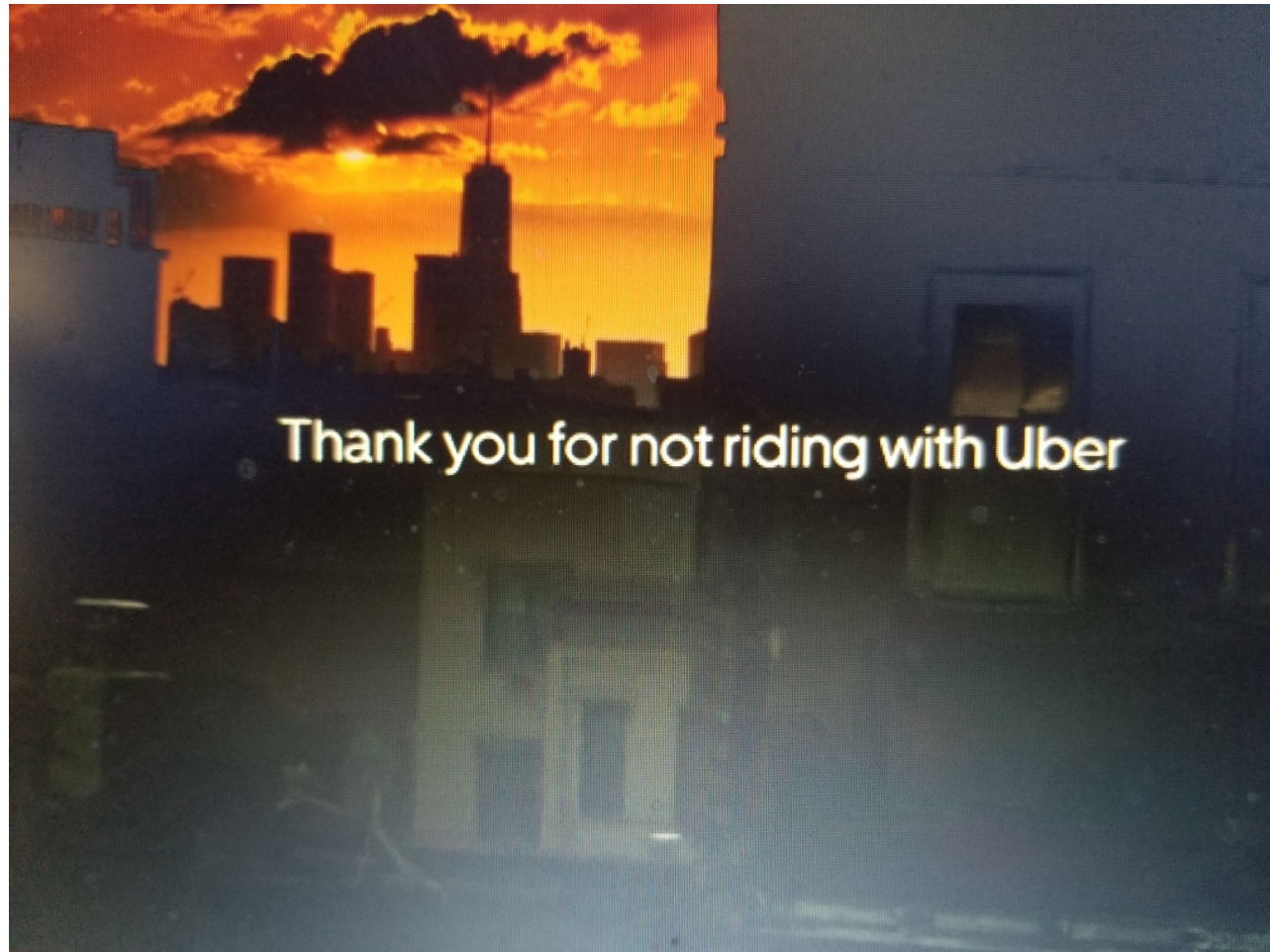
----- Now, as of February 20, 2021, we have more operators back to work. No safety features in an app could replace a camera. Why would TNC allow their own drivers to use their own cameras but it is not alright for the city to mandate and regulate them when we are forced to have cameras. Privacy was not the city's concern when it came to cameras in taxis nor was the cost or how much time the taxi worked in a week. It was safety for the customers and the drivers. We were told a level playing field for taxis and TNC. It should be for taxis and ride share. Cameras have

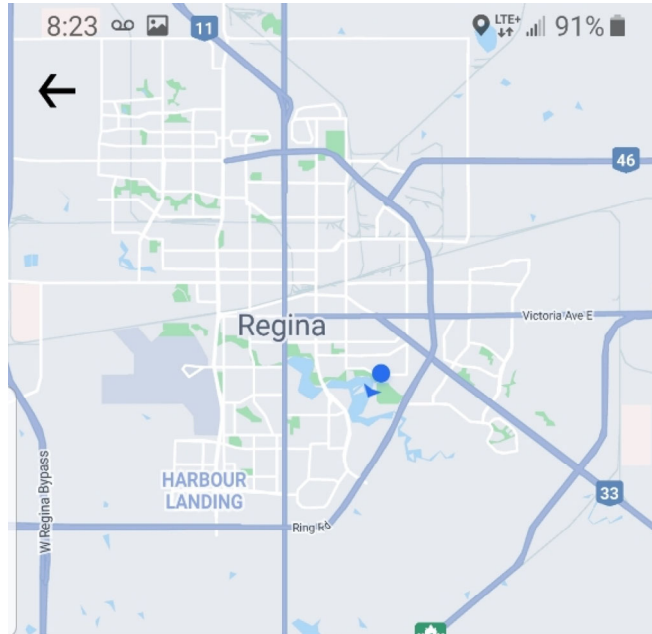
helped drivers and customers. For example, we have had customers fighting in taxis, disputes between drivers and customers, hit and run accidents, cars getting broke in to and lost items etc. I don't think TNC company's should say it is our way or we will pull out and set their own rules. Notice that they have a lot of part time operators but when taxis have to put cameras in, alot of operators didn't have money for them so we leased them the cameras. Privacy is the same for taxis as TNC, they take their kids to school etc. The city was to ask for a police report on cameras for city council. I don't see it but I did phone RPS and they said they would like to see cameras in all taxis and TNC vehicles. They said the main issue for everyone is the safety of the drivers and the customers. To say that ride share vehicles are private is false. When you are making money, that is a commercial car.

There is one other issue and that is not clearing operators right away. When a taxi driver wants to drive, he needs a taxi badge in which the RPS clears and then sends clearance to the city authorizing to give the driver a badge. This process takes 1 to 3 weeks and the driver can't drive until cleared. But TNC drivers can drive right away with no clearance. TNC doesn't give the list to RPS right away and it could be from one month to 6 weeks. So if that driver is not cleared by RPS, that driver has already been on the road for that 6 weeks. Tell me, is this safe and fair? If this is not a concern with TNC, than why not let the taxi operator drop off their criminal record checks to the city and give the driver his badge right away and pull his badge if there ends up being an issue just like TNC does. Remember, the previous mayor said a fair and level playing field. Also RPS thought all TNC should get a badge through the city like the taxi industry does now. The taxi industry is a big part of the city. We need a healthy taxi industry.

Thanks,

Glen Sali
Owner/Operator
Capital Cabs





Unfortunately, Uber is currently
unavailable in your area.



Personal
[Select Payment](#)



REQUEST

