



February 26, 2020.

Your Worship and Members of Council. Thank you for providing the Regina Airport an opportunity to comment on the proposed amendments to the taxi bylaw that is being discussed today.

The focus of our comments are primarily linked to ensuring a more equal playing field for commercial transportation companies who utilize the airport to operate their private business. In June of 2019, the Regina Airport rolled out a new ground transportation strategy which included a reduction to parking rates, a replacement of an annual fee with a “per-trip” fee for commercial operators, such as taxis and ride-share, along with an offer to financially subsidize a route for public transit. The intent of the airport’s new “per trip” fee was to remove any barriers for commercial operators to begin service at YQR. Over time we expect this approach to create a more competitive environment as it removes any volume driven concerns that would be required with the old annual fee approach. The need for the fee itself relates to offsetting costs of managing the airport’s front curb operations and those related to ground transportation generally. Having adequate coverage for ground transportation during peak demand periods, such as large events and conferences or significant flight activity has been an ongoing challenge for airport users and visitors to our community. The introduction of new entrants into the market such as ride-share and the added focus in having YQR staff contact additional commercial operators directly to pickup passengers during peak periods has helped to reduce the occurrences of shortages. I should also add that for some unlicensed ground transportation operators using YQR, they have been essentially operating a private commercial business yet not providing the airport with any form of fee whatsoever. As a self-funded not-for-profit organization, the very livelihood of the airport relies on all commercial businesses, regardless of the type of business, to provide some sort of fee structure to operate.

In terms of the fee structure, we tried to make it as simple as possible. The fee charged to the commercial operator is based on the size of the vehicle and in the case of taxis and ride-share of 7 seats or less, it has been set at \$2. I wanted to add that \$2 is one of the lowest airport fees in the country and we believe that it allows for any company to operate at YQR affordably.



In terms of the old taxi bylaw itself and the airport fee, the deficiency was that it would not provide any flexibility to the commercial operator to choose how they could handle the airports per-trip fee. We felt strongly that we wanted each company to decide for themselves for competitive reasons, whether they would absorb the fee or pass on the charges to their customers. The key here is that the airport would like each company to decide for themselves, their level of competitiveness they would like to offer the marketplace while performing an airport pick-up or drop-off. Leveling the playing field appears to be an overarching theme of some of the changes contemplated in the bylaw that are not related to the airport, so we believe the airports fee structure put in place last year truly meets with the bylaw's intent.

In closing, the Regina Airport Authority is in full support of the amendments contemplated concerning airport fees. Once passed, the airport will conclude licenses with the remaining operators so they may continue to perform pick-ups and drop-offs at YQR, yet they will only pay for what they use. In addition, using the airport's in-terminal ground-transportation screens the various operators will be advertised so customers are aware what choices they have, along with contact information to each company. Information will also be displayed in the airport terminal regarding the fee structure to commercial operators which will create awareness of these changes.

Thank you

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