

**REPORT NO. 274 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE**
of its meeting held June 17, 2015

Present:
Councillor P. Borrelli
Councillor F. Francis
Councillor C. Holt
Councillor H. Payne
Councillor B. Marra (Chair)

That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

Moved by Councillor Payne, seconded by Councillor Francis,
THAT City Council **APPROVE** the following as it relates to taxicab meter tariffs:

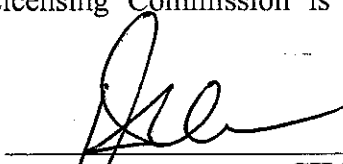
That the current taxicab meter tariffs **BE INCREASED** by 8% resulting from the implementation of the Harmonized Sales Tax (HST) to the following:

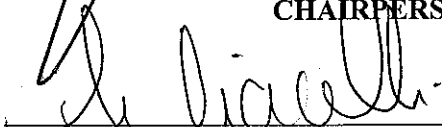
Drop Rate \$3.80
Distance increment \$0.10 cents/64 meters
Waiting Time \$27.00

And further, that section 24.4 Appendix "A" to Schedule 5 of By-law No. 137-2007 **BE AMENDED** accordingly.

Carried.

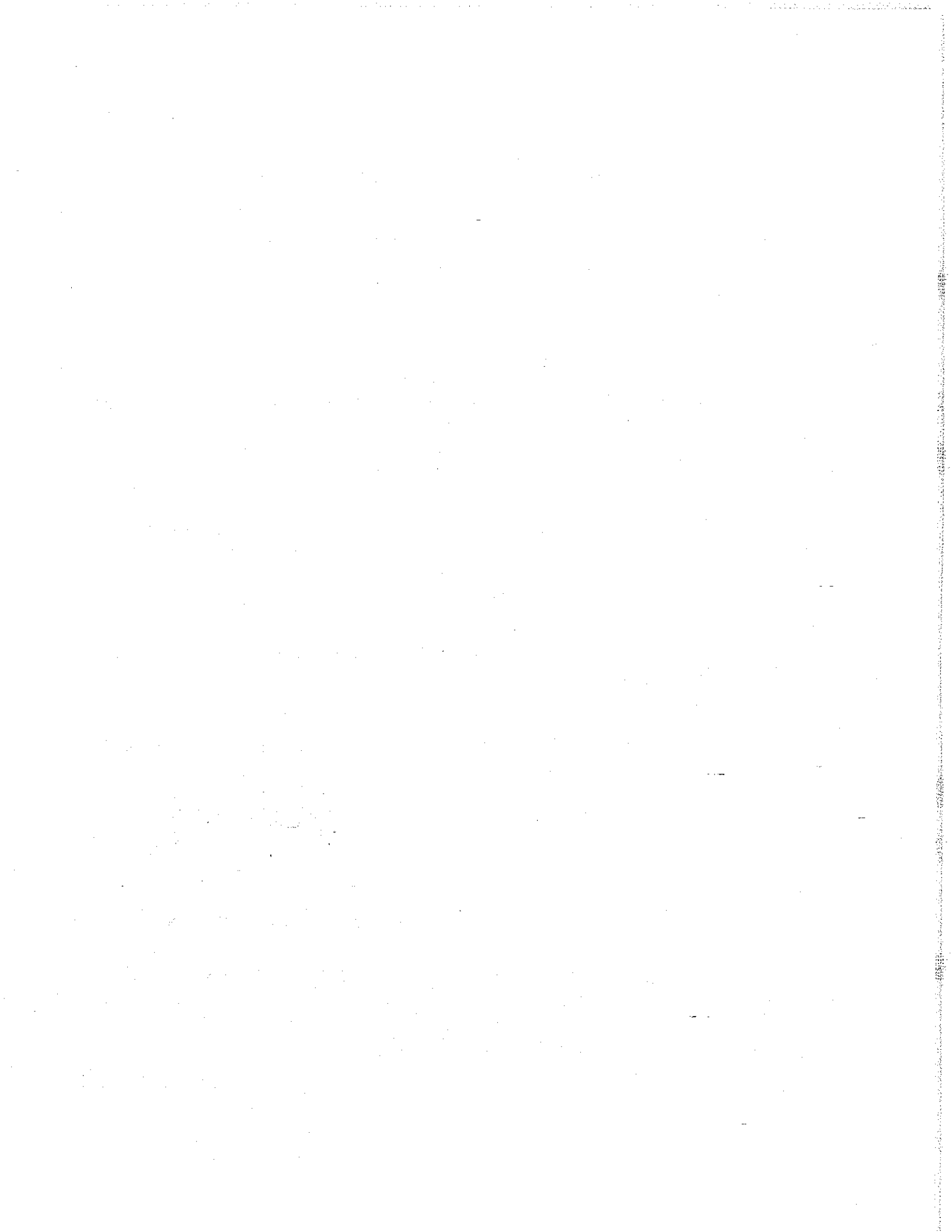
Clerk's Note: The Report No. 151 of the Windsor Licensing Commission is attached as background information.



CHAIRPERSON


SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:	
NAME	CONTACT INFORMATION
Members of the Windsor Licensing Commission	
J. Abdoulrahmanpour	Ph2547777@hotmail.com
W. Bezzina	wbezzina@vetscab.com
S. Caverhill	diana@gerrystaxi.ca
J. Toth	vp@uniforlocal195.com



**REPORT NO. 151 of the
WINDSOR LICENSING COMMISSION
of its meeting held May 27, 2015**

Present: Councillor Ed Sleiman, Chair
Councillor Paul Borrelli
Councillor John Elliott
Gino Conte
Jack Fathers

That the following recommendation of the Windsor Licensing Commission **BE APPROVED:**

Moved by Councillor Borrelli, seconded by G. Conte,
That City Council **APPROVE** the following as it relates to taxicab meter tariffs:
That the current taxicab meter tariffs **BE INCREASED** by 8% resulting from the implementation of the Harmonized Sales Tax (HST) to the following:

Drop Rate \$3.80
Distance increment \$0.10 cents/64 meters
Waiting Time \$27.00

And further, that section 24.4 Appendix "A" to Schedule 5 of By-law No. 137-2007 **BE AMENDED** accordingly.

Carried.
J. Fathers voting nay.

NOTE: The report of the Supervisor of Licensing & Deputy Licence Commissioner dated March 12, 2015 entitled "Review of Taxicab Tariffs" – **attached.**

CHAIRPERSON

SECRETARY

Notification :		
Windsor Licensing Commission	On file	
Javinshir Abdourahmanpour, Canadian Checker Cab	519-819-6666	Ph2547777@hotmail.com
Walter Bezzina, Veteran Taxicab Company	519-256-1868 Ext. 227	wbezzina@vetscab.com
Stuart Caverhill, Gerry's Windsor Cab	519-735-3531	diana@gerrystaxi.ca
John Toth, 1 st Vice President, Unifor Local 195	519-253-1107	vp@uniforlocal195.com

THE CORPORATION OF THE CITY OF WINDSOR
Office of the City Clerk - Policy, Gaming, Licensing and By-law Enforcement

**MISSION STATEMENT:**

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together."

LiveLink REPORT #: 17713	Report Date: March 12, 2015
Author's Name: Craig Robertson, Supervisor of Licensing & Deputy Licence Commissioner	Date to Commission: May 27, 2015
Author's Phone: 519 255-6100 ext. 6869	Classification #:
Author's E-mail: crobertson@city.windsor.on.ca	

To: Windsor Licensing Commission

Subject: Review of Taxicab Tariffs

1. RECOMMENDATION: City Wide: Ward(s): _____

That the Windsor Licensing Commission **APPROVE** one of the following options as it relates to taxicab meter tariffs:

1. That the existing taxicab meter tariffs **BE REAFFIRMED**; or
2. That the current taxicab meter tariffs **BE INCREASED** by 8% resulting from the implementation of the Harmonized Sales Tax (HST) to the following:

Drop Rate \$3.80

Distance increment \$0.10 cents / 64 meters

Waiting Time \$27.00

and further that section 24.4 Appendix "A" to Schedule 5 of By-law No. 137-2007 **BE AMENDED** accordingly or;

3. That an independent consultant **BE RETAINED** to conduct a full comprehensive review of the current taxicab tariffs to be funded from the Budget Stabilization Reserve Fund utilizing the municipality's taxicab cost index comprising of statistics since the last meter tariff increase was implemented in 2008.

EXECUTIVE SUMMARY:

N/A

2. BACKGROUND:

Section 151 of the Municipal Act, 2001, as amended, empowers municipalities to licence and regulate any business wholly or partly carried on within a municipality even if the business is being carried on from a location outside the municipality and includes the sale or hire of goods or services on an intermittent or one-time basis. More specifically, Section 156 (1) of the Act relating to taxicab licensing, empowers a municipality to:

- (a) establish the rates or fares to be charged for the conveyance of property or passengers;
- (b) provide for the collection of rates or fares charged for the conveyance;
- (c) and limit the number of taxicabs or any class of them.

Municipal taxicab meter tariffs are most commonly reviewed by using a universal process known as a "taxicab cost index" that is unique to the municipality. A review of taxicab tariffs utilizing a taxicab cost index requires an extensive study to be conducted which includes consideration and analysis of various operating costs and statistics. Although rare, some municipalities still utilize a "consumer cost index" when considering a meter rate increase. Council Resolution M82-2007 approved the taxicab cost index methodology where the current index captures:

- Earnings for all drivers
- Fuel
- Stand rent, licences, union dues, other
- Amortized cost of vehicles, radio and equipment
- Insurance
- Routine repairs and maintenance

In 2008, Council adopted M322-2008 which approved the City of Windsor's current taxicab meter rates and fares as follows:

Tariffs By Distance

- For the first one hundred & five (105) metres \$3.50
- For each additional sixty-nine (69) metres thereafter \$0.10
- For waiting time under engagement for each hour when the taxicab or taxicab wheelchair accessible vehicle is being used for passenger conveyance. \$25.00
- Charges for waiting time when rendering service to boards of education, or making deliveries of parcels and merchandise providing services under contract awarded by tender. \$2.00

Cross Border Tariffs

- The meter rate plus a \$10.00 Canadian or \$8.00 U.S. cross border fee plus tolls between Windsor and Detroit.

The last review of Windsor's taxicab tariffs was in 2010 shortly after the Province of Ontario implemented the Harmonized Sales Tax (HST) on July 1, 2010. The review was specific to the implementation of the HST to the meter rate. An increase in the meter rate was not implemented at this time to incorporate the HST. The taxi industry had reported that they had experienced an unprecedented decline in ridership due to Windsor's economy and it was determined that any increase to the meter rate would negatively impact the demand for service, resulting with a further decline in business. Consequently, a full review of Windsor's taxicab tariffs utilizing the taxicab cost index was not conducted at that time.

In the summer of 2014, Licensing Administration was approached by Unifor Local 195 which represents a large population of City of Windsor taxicab drivers. It was requested that Licensing Administration consider a taxicab meter increase due to a number of factors including rising insurance costs, fuel prices and primarily due to the fact that the 8% component of the HST being 13% was never incorporated into the taxicab meter rate in 2010. Taxicab drivers have had to absorb the provincially imposed consumer tax since introduced on July 1, 2010.

At its meeting held on December 15, 2014, City Council adopted M431-2014 which directed Licensing Administration to initiate a taxicab tariff review process including a public hearing before the Windsor Licensing Commission for all stakeholders and other interested parties.

3. DISCUSSION:

As directed by Council, Licensing Administration initiated a taxi fare review process which involved meetings/consultation with the Taxicab Brokers, Unifor Local 195 as well as conduct a survey and review of current taxicab tariff rates and handling of the HST throughout 22 municipalities across the Province.

As such, Administration invited all licensed Taxicab Brokers for discussion on the request for meter increases, HST and review process etc. Only two Taxicab Brokers attended the meeting being representatives from Veteran Taxicab Company and Canadian Checker Cab Company. Administration shared comparison data from the survey/research conducted, communicated the process pertaining to taxicab tariff meter increase/review involving the taxicab cost index, information on the implementation of the HST and the hearing process involving the Windsor Licensing Commission.

In summary of the discussions with the Brokers present, the representatives from Veteran Taxicab Company were initially opposed to any tariff increase expressing that an increase in tariffs would be detrimental to the consumer ridership within the industry. However, Veteran Taxicab Company has since provided Licensing Administration with a submission to this report indicating that they would support a taxi meter increase utilizing the taxicab cost index but that the increase should not exceed 5% (**attached as Appendix "A"**). The owner and operator of Canadian Checker Cab Company stated that he was in favour of the 8% increase that would be applied to taxi tariffs due to the implementation of the HST. More specifically, noting that taxicab drivers should not have to absorb the consumer imposed tax on their own. The owner of Canadian Checker Cab also provided a submission to this report confirming his position on this matter (**attached as Appendix "B"**).

Subsequently, administration held a similar meeting with representatives from Unifor Local 195 representing a large population of the taxicab drivers in the City of Windsor. Administration again heard their request to increase the current taxicab tariffs due to rising fuel prices, increased insurance costs and the introduction of the HST. More specifically, expressing that their membership would gain immediate relief to an increase in the current meter rate by incorporating the 8% HST in the meter rate but that administration consider a further increase regarding fuel and insurance costs at a later date. However, the union representatives were advised that aside from adjusting the current taxicab tariffs for the HST, any other increase such as fuel prices and insurance costs would likely require a full comprehensive review by an independent consultant in order to review a number of industry costs/factors in accordance with the taxicab cost index discussed earlier. Unifor Local 195 representatives also provided a submission to this report expressing their position on this matter (**attached as Appendix "C"**).

As previously noted, Administration conducted a survey comparing current taxicab tariff rates and handling of the HST component throughout 22 municipalities as part of the review process. A summary of our findings is attached as **Appendix "D"**. Generally, the findings revealed that Windsor rates are slightly lower than most municipalities surveyed. It is suggested however, that due to the unique and varied factors of each municipality that are considered when determining tariff rates, any further comparative analysis, interpretation or major adjustment to these rates other than for the HST would likely require and be best approached through a comprehensive full cost review through an industry consultant.

However, of particular significance related to the request by Unifor Local 195 is that all of the municipalities with the exception of the City of Windsor and City of Hamilton provided an increase/adjustment for the Harmonized Sales Tax (HST) introduced in July, 2010, either as a sole adjustment for the 8% increase from the added tax or through a full review of the meter rate as identified by the Town of Milton. Through further investigation, the Town of Milton and City of Hamilton both confirmed that they increased their tariffs in 2010 but that it was not specific to the implementation of the HST alone. It was also found that both municipalities still use the consumer cost index, unlike most municipalities across Ontario which use the taxicab cost index method. The Town of Milton increased their taxicab tariffs in 2010 as a result of an industry request to compensate the industry for both rising fuel costs and the implementation of the HST which resulted with an increase to their tariffs of over the 8% imposed by other municipalities. The City of Hamilton confirmed that their tariffs were increased in 2010 as a result of an industry request just prior to the implementation of the HST due to rising fuel and insurance costs. An increase to taxicab tariffs due specifically to HST was later explored by their Administration but was concluded by their Council that it would be unfair to the consumer to implement a further 8% increase so soon after having just increased their taxicab tariffs. Further tariff increases have not been brought forward by the taxicab industry to either municipality.

It ought to be noted that taxicab meter increases and reviews are generally requested by the taxicab industry itself. Further, prior to the HST being implemented by the Provincial government, meter rates were not subject to the Provincial Sales Tax (PST) of 8% but only the Goods and Services Tax (GST). The GST was previously 7% but then dropped to 5% before the HST was implemented (and before the current fees were set), hence the adjustment of 8%. Through our review process it generally became apparent that the introduction of the HST was not viewed as a traditional "taxicab meter increase" by most municipal Councils, but rather as a consumer based tax imposed by the senior level of government. There appeared to be a consensus that taxicab drivers should not have to endure the imposed tax on their own and that it should be absorbed by the consumer similar to other services associated with the HST.

4. RISK ANALYSIS:

There are no major risk impacts to the Corporation from either maintaining or adjusting taxi tariffs. However, there is often speculation that any increase to a taxi tariff can impact ridership within the industry.

Representatives from Veteran Taxicab Company had suggested that a fare increase would impact negatively on their ridership. Administration requested specific data and attempted research with respect to effects on ridership but did not find any specific statistics in this regard. However, in consultation with municipalities most reported that there were no significant changes in consumer ridership levels. Some municipalities indicated that their taxicab brokers have reported immediate decline in ridership when tariffs were increased but that levels eventually rebounded over a short period of time. Others reported that declines in their ridership were not associated with tariff rate adjustments but rather a direct response to complaints of taxicab condition/cleanliness and customer service provided by the driver and company.

5. FINANCIAL MATTERS:

Any change to the City's taxicab meter rate requires new calibration, testing and sealing of each taxicab meter within the fleet (approx. 220 vehicles). The process for testing the meter rates and sealing is under the responsibility of the By-Law Enforcement division. The By-Law Enforcement Officers are required to inspect taxicab meters twice annually to ensure meter accuracy, application of a new vehicle, through complaints and other random inspections. There is no anticipated additional cost to the City to have By-Law Enforcement complete the process if a meter rate increase is approved, however, department resources/priorities may need to be revised such as coordinating the semi-annual meter seal inspection to the time of the effective meter increase.

Council could consider three options with respect to the request for an increase in the taxi tariff rates.

Option 1 would be to maintain the current taxi tariff rates status quo. This would result in no financial impact to the Corporation or the public. The taxicab drivers would continue to absorb the cost associated with the HST and any other associated costs of operation if any.

Option 2 would be to adjust the taxi tariff rates for the 8% cost from the HST imposed by the Provincial government in 2010. This would impact consumers but would have no financial impact to the Corporation. The testing of the calibration of each meter for the new rates would be exercised through By-Law Enforcement Officers in conjunction with their regular job duties and inspections. The adjustment of the taxi tariff rates would require an amendment to section 24.4, Appendix "A" to Schedule 5 of By-law No. 137-2007 to reflect the new rates.

The effect of implementing the 8% HST increase is presented in Table A with the revised rates.

Table A: Taxicab Meter Tariffs

	Current Rate	+ HST Adjustment @ 8%	Revised Rate
Drop Rate	\$3.50	\$0.28	\$3.78 (\$3.80 rounded)
Distance Increment (Per meter)	\$0.10 / 69 meters	\$0.008 / 69 meters	\$0.108 / 69 meters
Waiting Time	\$25.00	\$2.00	\$27.00

It is the understanding of Administration that the standard practice for the calibration of the distance increment is normally set at increments of 5 cents. As such, a revised distant rate of \$0.10 / 64 meters would approximately equate to the 8% rate noted above.

An adjustment to the tariff rates for the cost resulting from the imposed HST is consistent with the approach taken by most other municipalities as discussed previously.

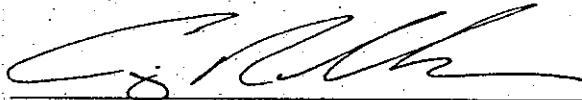
Option 3 would be that an independent consultant be retained to conduct a full review of current taxicab tariffs utilizing the municipality's taxicab cost index since the last tariff review was completed in 2008. The City's last full Taxi/Livery industry study was comprehensive at a total cost of \$55,000. The current 2015 operating budget does not include funding to cover the costs of such a review and it would need to be funded through savings/surplus in other accounts or the budget stabilization reserve fund (BSR). Through consultation with other municipalities who conducted recent comprehensive taxicab cost index reviews, the approximate cost ranged from \$12,000 to \$18,000 based on their experiences and would likely take several months to complete the full process along with the implementation. The actual cost will be based on the RFP results.

6. CONSULTATIONS:

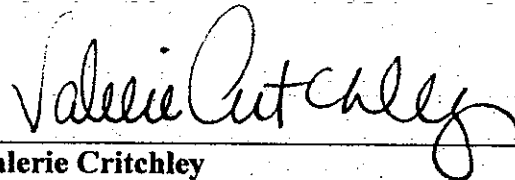
Ann Kalinowski, Manager of By-law Enforcement;
 Sonia Bajaj, Financial Planning Administrator;
 Javanshir Abdoulrahmanpour, Canadian Checker Cab;
 Charles Clark, Veteran Taxicab Company;
 Walter Bezzina, Veteran Taxicab Company;
 Stuart Caverhill, Gerry's Windsor Cab;
 John Toth, Unifor Local 195;
 Haidar Aouli, Unifor Local 195;
 Municipalities of Barrie, Brampton, Brantford, Burlington, Halton Hills, Hamilton, Kitchener/Waterloo, London, Markham, Milton, Mississauga, Niagara Falls, Oakville, Oshawa, Ottawa, Richmond Hill, Sudbury, Thunder Bay, Toronto, Vaughan, Whitby.

7. CONCLUSION:

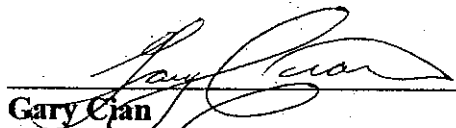
The Municipal Act provides municipalities with the authority to regulate and establish the rates or fares for taxicabs. The most recent changes to the taxicab tariffs were approved and implemented in 2008. Since that time the City does appreciate and recognize that there have been some changes in costs such as fuel, insurance and implementation of the HST. Administration is seeking direction from the Windsor Licensing Commission with respect to the request for an increase in the current taxi tariffs in accordance with the proposed options.



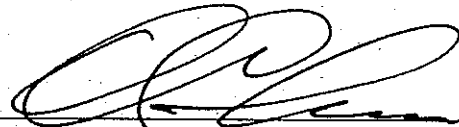
Craig Robertson
Supervisor of Licensing and
Deputy Licence Commissioner



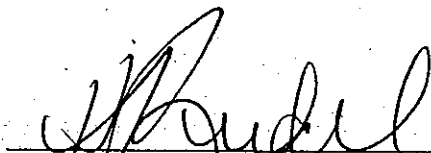
Valerie Critchley
City Clerk/Licence Commissioner and
Corporate Leader Public Engagement and
Human Services



Gary Chan
Deputy Licence Commissioner and Senior
Manager of Policy, Gaming, Licensing &
By-law Enforcement



Onorio Colucci
Chief Financial Officer and City Treasurer
Treasurer and Corporate Leader Finance
and Technology



Helga Reidal
Chief Administrative Officer

CR/cr

APPENDICES:

Appendix "A": Correspondence to Administration from Veteran Taxicab Company

Appendix "B": Correspondence to Administration from Canadian Checker Cab Company

Appendix "C": Correspondence to Administration from Unifor Local 195

Appendix "D": Comparison of Municipal Taxicab Tariffs

DEPARTMENTS/OTHERS CONSULTED:**Name:****Phone #: 519 ext.****NOTIFICATION :**

Name	Address	Email Address	Telephone	FAX
Javinshir Abdourahmanpour, Canadian Checker Cab	56 Hanna St. East Windsor, Ontario N8X 2N6		519-819-6666	
Walter Bezzina, Veteran Taxicab Company	350 Tuscarora Ave. Windsor, Ontario N9A 3L7		519-256-1868 Ext. 227	
Stuart Caverhill, Gerry's Windsor Cab	12222 Tecumseh Rd. Tecumseh, Ontario N8N 1L9		519-735-3531	
John Toth, 1 st Vice President, Unifor Local 195	3400 Somme Ave. Windsor, Ontario N9A 6Y5		519-253-1107	



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DIVISION OF WINDSOR AIRLINE LIMOUSINE SERVICES LIMITED

HAND DELIVERED

RECEIVED

MAR 06 2015

POLICY GAMING & LICENSING

March 6, 2015

The Corporation of the City of Windsor
Office of the City Clerk
Licensing Division

**Attention: Mr. Craig Robertson
Supervisor of Licensing**

SUBJECT: Taxi Meter Rate Increase

Dear Craig,

Further to our meeting of February 6, 2015 regarding the above captioned topic.

As agreed, attached is our undertaking to provide our position on the matter.

Kind regards,

Vets Cab Company


W. J. Bezzina
General Manager

Cc: V. Critchley – License Commissioner

Attachment (1)

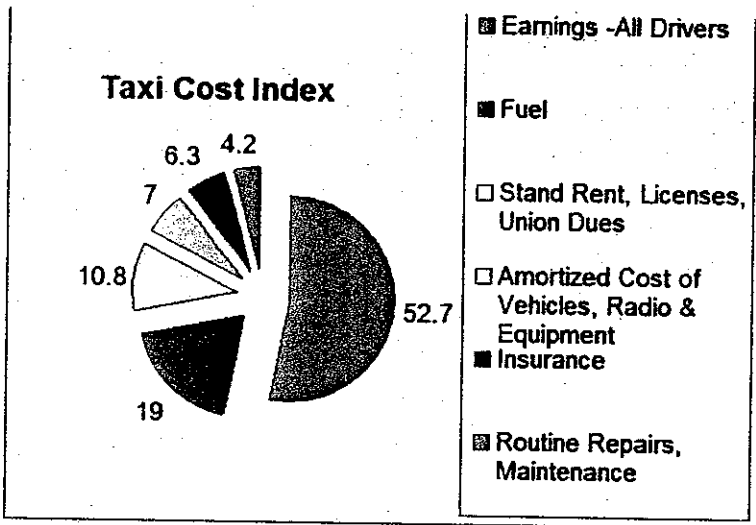
WINDSOR AIRLINE LIMOUSINE SERVICES LIMITED o/a VETS CAB COMPANY

TAXI METER RATE INCREASE SUBMISSION

March 6, 2015

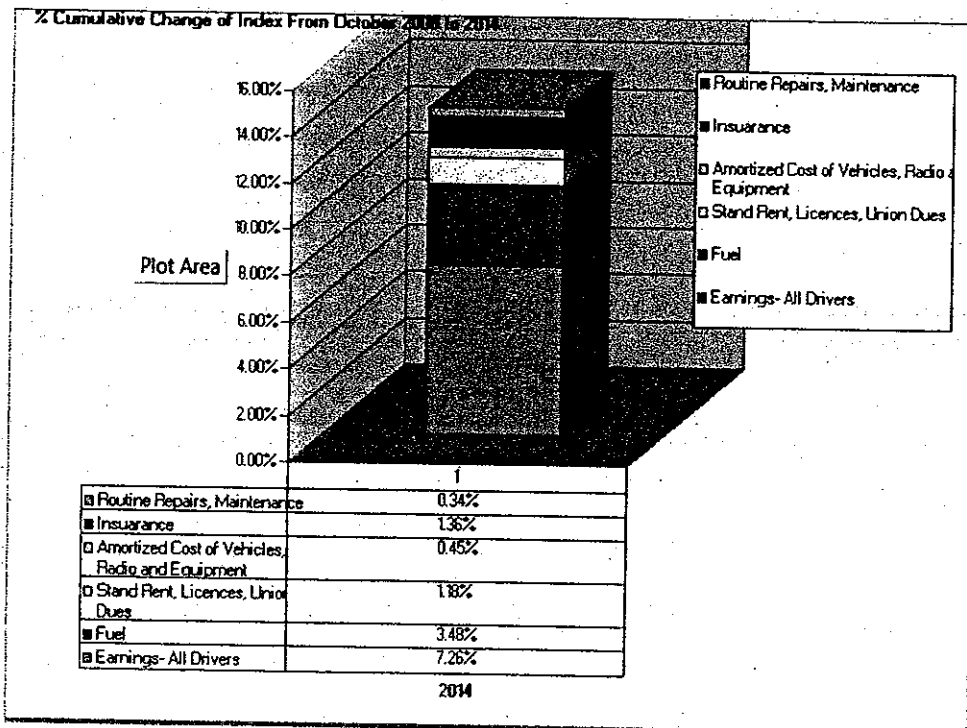
With the review of any meter increase Vets Cab supports the use of the Taxi Cost Index that was adopted by our City Council in 2007 with the passing of Public Vehicle Bylaw 137-2007, Schedule 5. The Taxi Cost Index was used by the Licencing Commission and Council as a tool in determining the meter increase of 2008. The Taxi Cost Index was used again in 2010 when the meter rate was requested to be reviewed and at which time no increase was granted.

The Taxi Cost Index adopted in 2007 is provided below.



A Review of the components of the Taxi Cost Index from October 2008 to October of 2014 would indicate an increase of 14%. Please see graph below.

Current Taxi Cost Index Indicates 14% Increase



When reviewing the results, we feel it is important to note the current economic challenges facing Windsor. Unemployment rates recently reported at 9.4%. Other reports indicating median income of Windsor families down 11%, (33% for those under 24 Years and 20% for those Ages 25-34). 60% to 70% of our ridership is in this demographic group.

In the strained economy of Windsor, Taxi Operators, Brokerages and Drivers have all done more for less as with many other active businesses in Windsor. Taxi Operators were faced with phasing in newer model year cars after implementation of the 2007 bylaw and roller coaster insurance costs. Drivers have experienced rising fuel costs. Brokerages have seen employee costs rising and an increasing need for upgrading dispatch equipment.

Consumer Protection has to be considered, striking a balanced meter rate that allows the taxi industry the opportunity to earn a just and reasonable rate of return. The taxi cost index was adopted to assist this process in a fair equitable way, and a tool for review by way of the Licensing Commission, through to Council.

Our recommendation in these economic times would be a maximum increase of 5%.

Increasing average 5km trip from \$10.50 to \$11.00

Adjusting the flag from \$3.50 to \$3.75 and the additional \$0.25 built into the distance of the 5 km.

Robertson, Craig

From: jay.abdoulrahman [ph5192547777@hotmail.com]
Sent: Wednesday, March 11, 2015 8:15 PM
To: Robertson, Craig
Subject: Regarding the meter increase

March 11, 2015

**The City Of Windsor
Licensing and Enforcement Department**

**Attention: Craig Robertson
Supervisor of Licensing**

Dear Mr. Robertson,

We appreciate your consideration in this matter.

We support an increase to the meter rate. There are several factors for this: primarily, as you had previously mentioned, the rate has not increased since 2008. The introduction of HST and a steadily increasing cost of living means that the fare should be raised to reflect these changes. If we look elsewhere, other cities in Ontario have already successfully increased their fare to meet with these demands.

Because of this, I would like to suggest a fare increase of eight percent. Please do not hesitate to contact me with any questions or concerns.

Sincerely,

Jay AbdoulRahmanPour
Owner of Canadian Checker Cab



UNIFOR
Local195 | Canada

Local 195 Office
3400 Somme Ave.
Windsor, ON N8W 1V4

Appendix "C"

Tel: 519.253.1107
Fax: 519.258.4618

City of Windsor Licensing Commission
Att: Valerie Critchley
350 City Hall Square
Windsor, ON N9A 6Y5

March 3, 2015

RECEIVED

MAR 03 2015

POLICY GAMING & LICENSING

Dear Ms. Critchley:

The City of Windsor is charged with the responsibility to set fair meter rates and as such we are requesting an increase of those rates. As you are aware the last time there was a change in the taxi meter rate was in 2008 and since then a number of factors have changed.

The first and most significant single change occurred in 2010 with the implementation of the HST. Prior to that, Provincial Sales Taxes were not part of the equation used to set meter rates. When the HST was implemented, rates remained the same, meaning drivers and not riders were being assessed the tax. This inequity led to a substantial loss to drivers who do not collect the tax on fares but are required to submit it. Furthermore, drivers have been forced to pay the HST on their leases, insurance, fuel and on maintenance and repairs.

We believe that this should be corrected immediately to ensure fairness to drivers and to implement the intent of the tax which was to tax the service being purchased, not the person providing the service.

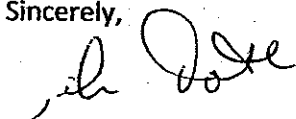
In addition to the costs associated with the HST, drivers have faced many increases in the cost of operating a taxi over the past seven years. While no one can dispute the reality and the cost of the HST on the industry, we understand that an increase over and above that are subject to an objective formula that takes into consideration a multitude of factors. Notwithstanding that established formula, we would like to point out the following factors that would be considered in the Taxi Cab Index and would justify a further increase.

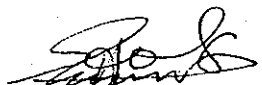
Repair and Maintenance costs have increased 20% since 2008, partially due to inflation and partially due to servicing a newer fleet of cars. Recently fuel costs have decreased but are now on the rise again. Today's fuel prices are still slightly higher than in 2008 but were drastically higher during most of this period. Finally, Insurance rates have skyrocketed due to the fact that fewer companies are willing to take on this risk and therefore there is a very limited market for drivers to shop from. Currently, drivers are paying \$7,200 per year for insurance with a \$2,500 deductible which represents a substantial increase over 2008 rates.

We believe that these factors substantiate a further increase over and above that which might be considered related to the HST. Therefore, we are requesting that, in addition to a review of the bylaw to consider the implementation of the HST on meter rates, the city also begin the process study the increased costs associated with operating a taxi based on the Taxi Cab Index.

We look forward to working with you in the future to ensure fairness in the industry and will make ourselves available to make a presentation at the appropriate time.

Sincerely,


John Toth
1st Vice President,
Unifor Local 195


Haidar Aouli
Chairperson, Vets Cab Unit

The recommendation is to increase tariff rates to offset :

- 1- The 8 % increase on GST from (5% to 13 %).
- 2- increased gas prices
- 3- rising insurance costs.

Increasing Gas Prices

The chart above was taken from OntarioGasPrices.com showing the rise in gas prices over the last five years.

Insurance Rates

Insurance rates have increased significantly over the last five years. The pool of carriers has decreased as taxis are considered a higher risk to insure. The combination of high costs of claims and less carriers willing to underwrite this class has led to higher insurance rates for the taxi industry.

2 years ago, we did not imagine that a one (1) Taxi-Cab (with one owner with clean record) will cost \$7200/year with \$ 2500 deductible..

Proposal

The differences for harmonize taxes is = 8%.

Flag: $\$3.50 + 8\% = \3.80

Distance: $\$1.45/\text{km} + 8\% = \$ 1.56 /\text{k m}$

Waiting time: $\$25/\text{h} + 8\% = \27

Proposal: to the lowest rate in Ontario

Flag: $\$3.50 + 8\% = \$3.80 + 0\%$

Distance: $\$1.45/\text{km} + 8\% = \$ 1.56 /\text{k m} + 15\% = \$ 1.80/\text{Km (Gas)}$

69 = 10 cents with 8% tax => 64m = 10 cents or

140 meters = \$ 0.25

Based on 8%

The differences for harmonize taxes is = 8%.

Flag will be : $\$3.50 + 8\% = \3.80

Distance: $\$1.45/\text{km} + 8\% = \$1.56/\text{km}$

69m => 10 cents + 8% = 64 m => 10 cents

Waiting time: $\$25/\text{h} + 8\% = \$27,00$

Based on 7 % increases after the harmonize Taxes:

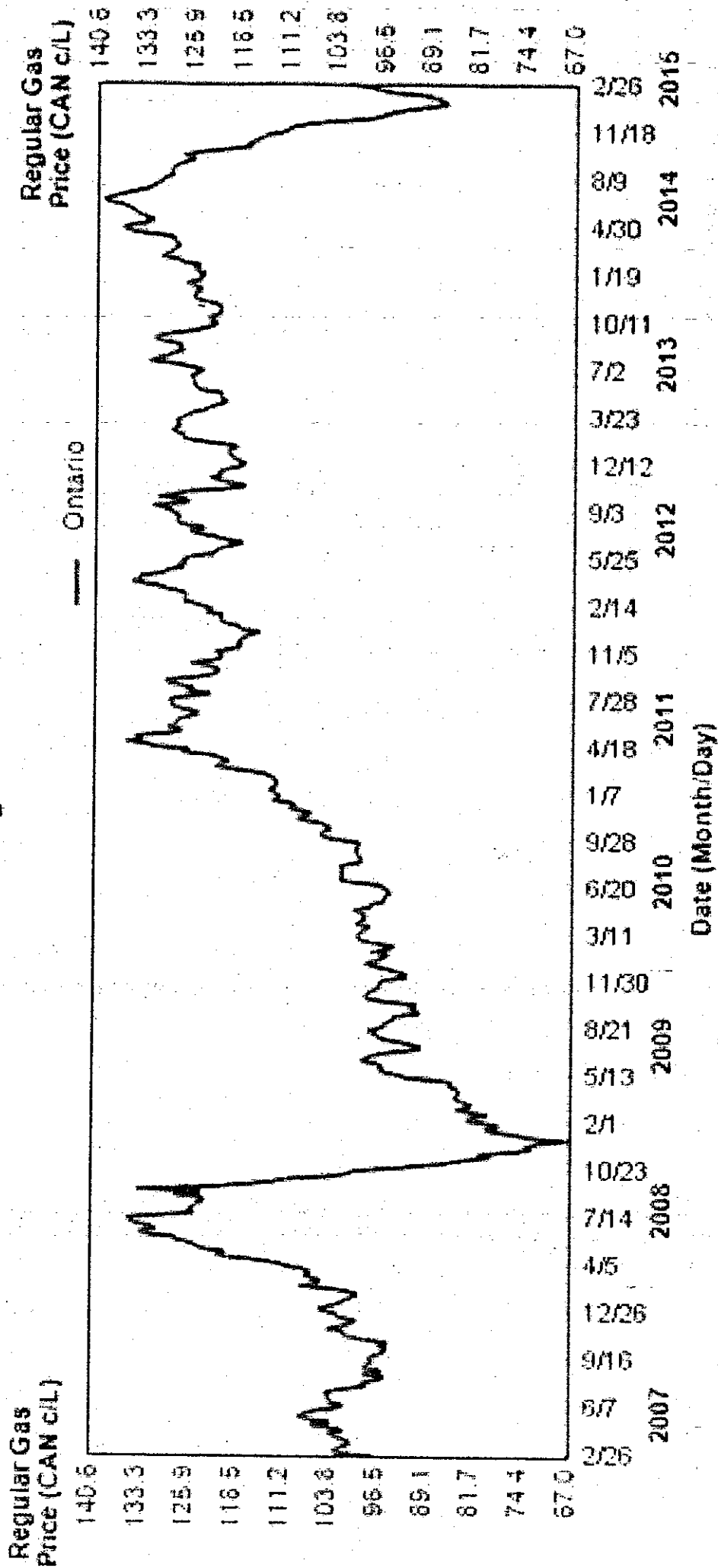
$\$3.80 + 7\% = \4.06 Flag start

$\$1.56/\text{km} + 7\% = \$1.67/\text{km}$

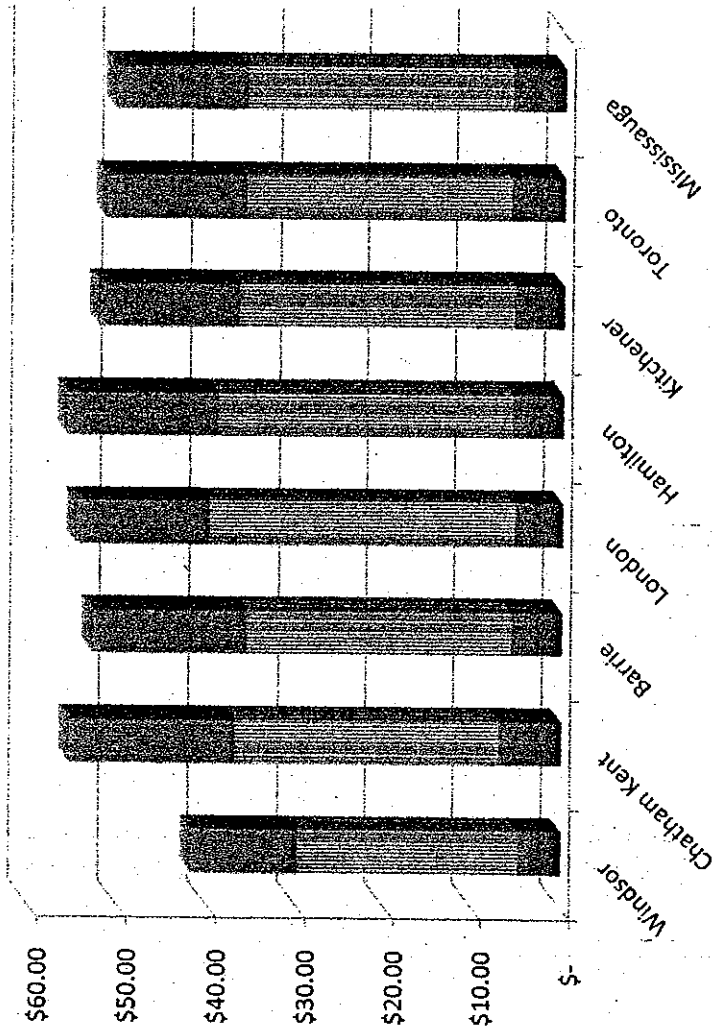
$64\text{m} + 7\% \Rightarrow 60$ meters

Waiting time $\$27 + 7\% = \28.90

96 Month Average Retail Price Chart



	Windsor	Chatham Kent	Barrie	London	Hamilton	Kitchener	Toronto	Mississauga
Taxi Start	\$ 3.50	\$ 4.50	\$ 3.25	\$ 3.50	\$ 3.90	\$ 3.50	\$ 4.25	\$ 4.25
Taxi/Km	\$ 1.45	\$ 2.50	\$ 2.50	\$ 1.92	\$ 1.80	\$ 2.10	\$ 1.92	\$ 1.77
Taxi 1 hour Waiting	\$ 25.00	\$ 30.00	\$ 30.00	\$ 34.60	\$ 33.42	\$ 31.20	\$ 30.00	\$ 30.00
Average Fare /5KM + 3 minutes Waiting	\$ 11.95	\$ 18.50	\$ 17.25	\$ 14.83	\$ 16.80	\$ 15.56	\$ 15.56	\$ 14.68



■ Average Fare /5KM
+ 3 minutes Waiting

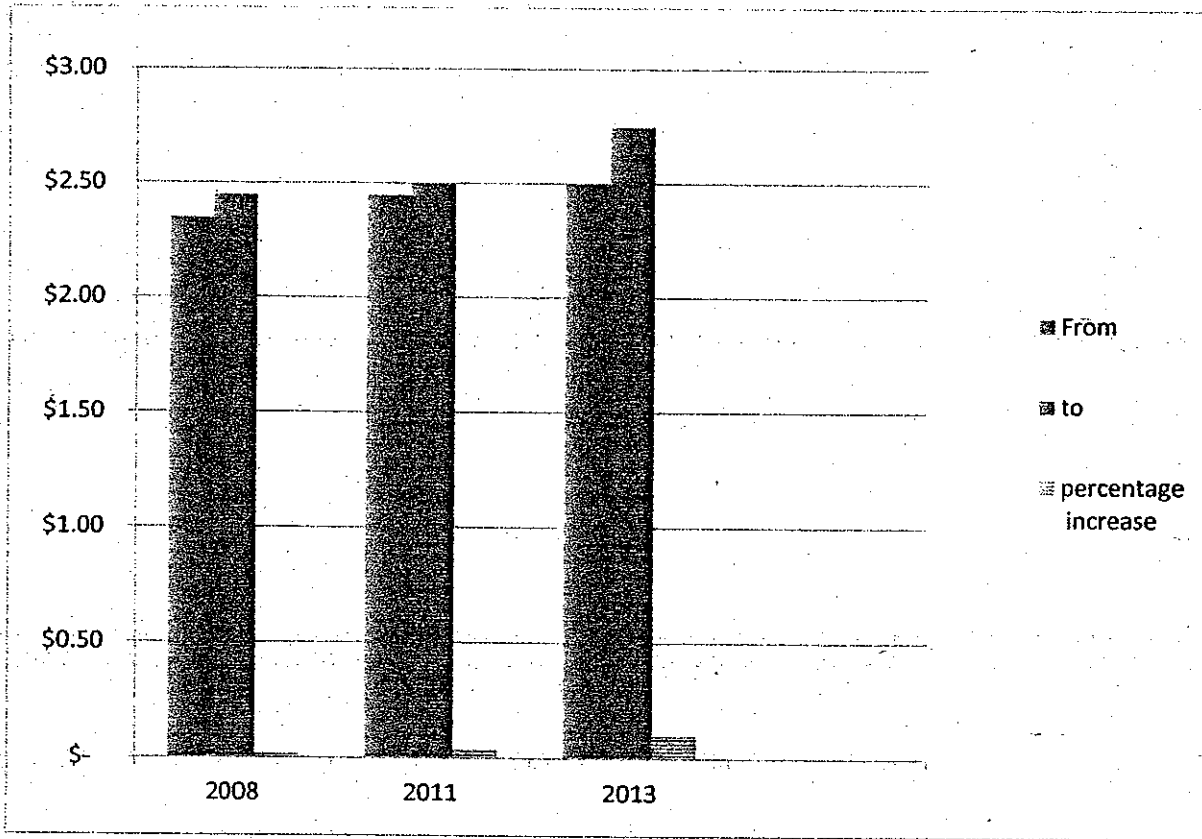
■ Taxi 1 hour
Waiting

■ Taxi/Km

■ Taxi Start

Transit windsor fare increase in the last five years

	From	to	percentage increase
2008	\$ 2.35	\$ 2.45	2.20%
2011	\$ 2.45	\$ 2.50	4.08%
2013	\$ 2.50	\$ 2.75	10%
Total Increase			16.28%



COMPARISON OF MUNICIPAL TAXICAB TARIFFS

MUNICIPALITY	DROP RATE (\$)	INCREMENT PER METER (\$)*	WAIT PER HOUR (\$)	HST	APPLIED HST (YEAR)
Barrie	3.25	0.25 / 100 meters	30.00	YES	2010
Brampton	4.25	0.25 / 141 meters	30.00	YES	2010
Brantford	3.00	0.10 / 56 meters	30.00	YES	2010
Burlington	3.50	0.10 / 50 meters	30.00	YES	2010
Halton Hills	3.50	0.18 / 100 meters	27.00	YES	2010
Hamilton	3.90	0.13 / 72 meters	37.00	**NO	N/A
Kitchener/Waterloo	3.50	0.21 / 100 meters	31.20	YES	2010
Markham	4.25	0.25 / 143 meters	30.00	YES	2010
Milton	4.00	0.25 / 150 meters	23.70	***YES	2010
Mississauga	4.25	0.25 / 143 meters	30.00	YES	2010
Niagra Falls	3.75	0.27 / 110 meters	26.20	YES	2010
Oakville	4.25	0.25 / 140 meters	30.00	YES	2010
Oshawa	3.75	0.25 / 135 meters	25.40	YES	2010
Ottawa	3.45	0.16 / 86 meters	24.00	YES	2010
Richmond Hill	4.25	0.25 / 143 meters	31.00	YES	2010
Sudbury	3.50	0.25 / 112 meters	36.75	YES	2010
Thunder Bay	4.00	0.10 / 42 meters	45.00	YES	2010
Toronto	4.25	0.25 / 143 meters	31.00	YES	2010
Vaughan	4.25	0.25 / 143 meters	31.00	YES	2010
Whitby	3.80	0.22 / 100 meters	N/A	YES	2010
Windsor	3.50	0.10 / 69 meters	25.00	NO	N/A

**Increment rates were converted to "meters" for comparative purposes*

*** HST not considered due to a recent meter rate increase for other operating costs at time of tax introduction.*

****Taxicab tariffs were increased considering the HST and other operating factors which included increased fuel and insurance costs.*