

From:
To:
Subject: Review of Business Licensing Fees - Budget Committee Meeting April 28, 2021
Date: Friday, April 23, 2021 3:54:15 PM

Please include the following in the meetings of the week of April 26-30 regarding Council's and the Budget Committee's discussions regarding licensing fees.

To: Mayor Crombie and City Councillors:

The directive to liberalize the taxi industry by the Federal competition bureau did not suggest that ridehailing be provided with overwhelming benefit and the taxi industry to shoulder undue financial burden. The idea was to provide fair competition.

Yet, in the City of Mississauga, ridehailing continues to be provided with preferential advantage. To operate a ridesharing outfit in the City an annual \$ 20,000 upfront fee is required which provides unlimited access to the Mississauga Vehicle for Hire market. That means unlimited vehicle numbers which use City of Mississauga roads and air!

The same \$ 20,000 upfront fee applied to the taxi industry would result in 42 cabs on the road!

There are 704 taxicab plates in the City and the City collects \$468 per cab. That results in \$329,472.00 in upfront fees to the City.

Why is there a discrepancy and why is material favor given to ridehailing?
Taxis ought to pay the same upfront fee as ridehailing.

Taxicabs which are not in service and have been for quite some time, ought not be required to pay fees.

They are not producing any income whatsoever and do not use any Mississauga services like roads or air. Ridehailing vehicles which don't work, don't pay. This should be equally applied to the taxi industry.

Moreover, the City ought to assume some responsibility and reduce fees for all taxis in this year to show consideration in these difficult times.

Alexander Mantadis