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**To:** [Mayor Bonnie Crombie](#); [Stephen Dasko](#); [Karen Ras](#); [Chris Fonseca](#); [John Kovac](#); [Carolyn Parrish](#); [Ron Starr](#); [Dipika Damerla](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [George Carlson](#)  
**Cc:** [Geoff Wright](#); [Samuel Rogers](#); [Michael Foley](#); [Stephanie Smith](#)  
**Subject:** Taxi Licence Fees  
**Date:** Wednesday, May 5, 2021 3:33:43 PM

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The Mayor & Members of Council:

City of Mississauga

The current fee structure that is applied to the City's Taxi system is unequal and unfair compared to the fee structure that is offered to ride hailing enterprises. An impartial, upfront fee comparison illustrates the preferential treatment given to ride hailing, clearly contrary to the spirit of fair competition goals espoused by the Competition Bureau of Canada.

It is unsustainable for Mississauga taxi plate owners to continue to pay the City \$ 480 dollars on an annual per plate basis when income has severely plummeted both due to the pandemic, and due to the fundamentally changed regulatory environment which provides unequal and overwhelming advantage to ride hailing over the taxi industry.

Shelved taxi plates produce no income! Moving forward, The City of Mississauga ought to emulate the fairer approach currently being applied in the Town of Oakville. There, a shelved plate costs \$ 50 dollars annually and fees are only required when the plate is actually placed on the road. Consider this fair approach, after all, taxi plates were not stolen, they were obtained by legal means following all regulations in place set by the municipality, often costing many thousands of dollars. (By the way: The City continues to collect fees on a plate transfer from one entity to another: something the ride hailing entity is entirely exempt! The fee to transfer a plate is \$256 and a new registration to a new owner is \$ 1079. These fees do not apply to ride hailing businesses nor drivers! Yet, they are applied to those in the Taxi industry.)

Overall, the current fees applied to the Taxi business in the City reflect a bygone era when there was value contained within the earning potential of the taxi plate. With ride hailing approval: where anybody with a car can be a cab driver, without the need for municipal licensing fees nor individual commercial insurance, the earning potential of a taxi plate has been substantially devalued.

The City must recognize this reality and sharply reduce annual fees and other applicable fees both to meet the spirit of the Competition Bureau and provide consideration to an industry which has, over the last 6 years, paid disproportionately higher fees to the City and which fees no longer reflect the actual value of the current business.

These fees are in excess of reasonable and are no longer justifiable.

Alexander Mantadis