

**From:** \_\_\_\_\_  
**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  
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THE MAYOR & MEMBERS OF COUNCIL,  
CITY OF MISSISSAUGA.

Of late, no other business sector has suffered greater financial hardship than the taxi industry. Those in doubt need only take note of the sheer number of plates sitting on the shelf - many for an extended period. While the holders of these plates earn zero income, they face licence renewal fees in the amount of \$655, should Council reject extending some measure of relief. It begs the question, where is the money supposed to come from in the absence of any revenue?

For those owners who continue to operate their plates, or who have entered into a lease agreement, revenues have plummeted, not just in the past year, but since Uber entered Mississauga's Vehicle-For-Hire market.

For your information, plates are leasing for \$100 per month, yielding an annual income of \$1,200 - assuming no interruption in payments. Meanwhile, expenses, (as per the 2020 fee schedule), total \$746.25: \$480 for the plate; \$175 for the taxi driver's licence; and, (where applicable), \$91.25 to file a lease.

Many taxi owners, myself included, are retired. Our plates are either leased, or on the shelf. Perhaps it's time the City considers eliminating the requirement for inactive owners to be in possession of a taxi driver's licence. After all, what purpose does it serve other than to generate additional revenue for the City. The days when the City sought to guard against outside investors buying up plates are long gone.

Time was when the City could justify the licence fees charged its cabbies, seeing as, for years, the taxi industry was profitable. With the number of cabs carefully regulated, there was sufficient business for everyone. Uber's entry changed everything, given its business model imposes no limits on affiliated operators. Predictably, both earnings and plate values declined precipitously.

Quite frankly, the taxi licence fee structure is no longer sustainable nor justifiable - certainly not when many members of the industry are obliged to direct other resources, including a portion of their government pensions, towards paying fees on an inactive plate, and certainly not for active owners who are earning a fraction of what they once did.

In the short term, you are urged to provide some measure of relief in the form of reduced licence fees for the current year. Commencing in 2022, a revised fee schedule is in order - one that reflects existing market conditions. Simply put, we can no longer afford to pay fees that reflect a bygone era.

Thank you.

PETER D. PELLIER