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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](#); [Geoff Wright](#); [Samuel Rogers](#); [Michael Foley](#); [Stephanie Smith](#)  
**Cc:** [Nader Khairallah](#)  
**Subject:** Taxi Regulations & Licensing Fees in The City of Mississauga  
**Date:** Friday, May 28, 2021 4:58:30 PM

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Dear Madame Mayor & Respected Mississauga City Councillors,

As the Mississauga Taxi and Limousine industry is awaiting council's decision regarding Taxi licensing fees, I would like to bring to your attention following regulations that may need updating:

1. The requirement for a majority shareholder of corporation that owns a taxi licence to be a licensed cab driver should be eliminated. Given the current climate with TNCs such as Uber & Lyft, there shareholders do not hold taxi Licence to have restrictions on corporation that owns taxi dose not make any sense . The original purpose of this rule was to guard against outside investors driving the plate values up, as you are aware these times are long gone and this rule no longer serves a purpose.
2. Eliminate the various types of taxi licenses (Taxi, AMTV, APTV, Limo) and amalgamate them into one type of licence (Driver-For-Hire). Presently drivers are forced to pay to renewal fees on multiple types of licenses in order to maintain them specifically the Airport drivers. There is no real difference between these licenses and the system is archaic.
3. Eliminate the various Brokerage Licences (Taxi, AMTV, APTV & Limousine) as it does not serve a purpose, and allows for a scenario where one dispatch company must pay multiple license renewal fees (\$491 each) to dispatch to multiple vehicle types that are all performing the same service.
4. Waive the balance of last year renewal fee for inactive plates for the year 2020, the vehicles did not require regulation or enforcement and the fee is based on cost recovery.
5. As you are aware, the present taxi licence fee structure is no longer sustainable nor justifiable .

**As Peter said, In the short term, you are urged to provide some measure of relief in the form of reduced licence fees for drivers, owners & dispatch company fees for the current year. Commencing in 2022, a revised fee schedule should be offered that reflects existing market conditions. Simply put, we can no longer afford to pay fees that reflect a bygone era.**

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**Sami Khairallah**

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