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**Subject:** PROPOSED AMENDMENTS TO THE PUBLIC VEHICLE LICENSING BY-LAW

COMMISSIONER GEOFF WRIGHT,  
 CITY OF MISSISSAUGA.

#### RENEWAL FEE FOR AN INACTIVE PLATE:

In accordance with provincial legislation, business licence fees must be set on a cost recovery basis. For the current year, the taxi owner's licence renewal fee is \$484.75, regardless of the status of the plate. In short, a taxi owner whose plate is on the shelf, and who is earning zero income, is obliged to pay the full fee, even though related enforcement costs are significantly lower. Apart from maintaining an ownership record, in fact, there are no costs involved.

It begs a salient question. Why hasn't the City applied principals of fundamental justice and fairness, not to mention directives contained within the Municipal Act, in setting the fee for inactive plates accordingly? Why should any business owner be required to pay the full fee for a licence they are neither operating nor deriving any income?

By sharp contrast, the Town of Oakville has seen fit to charge a reasonable amount for an inactive plate by setting the annual fee at \$51.00, clearly reflecting the reduced staff time involved. Surely, the City of Mississauga can extend similar consideration to members of its beleaguered taxi industry, in accordance with provincial statutes.

Many senior taxi owners, having sustained major losses surrounding their plates in recent years, live close to the bone - this after serving the people of Mississauga for decades prior to retiring. Suffice to say, \$661.00 in licence renewal fees, including the taxi driver's renewal fee amounting to \$176.25, in the absence of any income from the plate, imposes an onerous hardship.

#### REQUIREMENT FOR A TAXI DRIVER'S LICENCE - RETIRED OWNER:

The requirement that a taxi owner must be in possession of a taxi driver's licence dates to the 1970's. It was a means of discouraging outside investors from purchasing plates. At the time, the policy made sense based on the City of Toronto's experience with Bay Street investors, and the fact plates were appreciating in value. With Uber's entry into the Vehicle For Hire market, such is no longer the case. Plates plummeted in value, and consequently are no longer deemed desirable.

Clearly, the time has come to amend the policy, certainly for retired owners, by eliminating the requirement that they hold a taxi driver's licence. There is no absolutely no justification for maintaining a provision that flies in the face of logic and reason - one that serves no other purpose than to increase municipal revenues at the expense of those least able to afford it.

Thank you.

PETER D. PELLIER,

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