

Options for Taxi Licensing

Operations Committee
June 17, 2013



Background

- By-law 2008-180 regulates Taxi, Limousine and Shuttle Transportation
- 3 Classes of Taxi Licenses
 - Zone 1, 2, 2A
- Regulates Limousines and Airport Shuttles
- Enacted to ensure accessible, safe affordable transportation

Class of Taxi	Zone 1	Zone 2	Zone 2A
Area of Operation (pickup and drop)	Former City and Airport	Outside Former City	Outside Former City and Airport
Issued - 2013	91 + 8 Accessible	14	13
Licenses Permitted	1 Taxi per 1000 population – as per formula	Unlimited	Unlimited
Age of Vehicle	No older than 7 yrs – 10 yrs accessible	No restrictions	No older than 7 years
Insurance	\$ 2 million	\$ 1 million	\$ 1 million
Availability	1 taxi – 8/24 hours > 1 taxi 24/7	Reasonable service	Reasonable service
Yearly Inspections	2	1	2
Licence Fee	\$200	\$100	\$200

Sudbury Airport Activities

- Identified need for contract service in 2011 to address
 - Personal conflict and unsafe operating practices
 - Inconsistency of operating hours
 - Unprofessional dress code
- Code of Conduct Implemented
 - Reduced the number of drivers and owners servicing the Airport
 - Did not address the concerns identified previously
 - Challenge to administer and manage
- RFP issued by Airport for Ground Transportation Services – January 2012

Airport Contract Award

- Taxis licensed as per by-law and contract requirements - Zone 2A
- Exclusive rights to taxi and shuttle service from the Airport
- July 8, 2013 – Implementation Date
- Taxi owners notified by Airport
– June 12, 2013

Affects to Current Taxi Industry

- Eleven (11) Zone 2A taxicabs
 - owners and drivers will experience a decrease in primary business from airport
 - Continue servicing areas outside former city as Zone 2
 - No taxicabs or drivers hired by new contractor
- All other taxicabs (113)
 - Owners and drivers cannot pick up prearranged fares at the Airport

Option 1 – Status Quo

- Affected 2A Zone taxicab owners and drivers operate with Zone 2 license in areas outside former City
 - Can pick up in former City if fare terminates in area outside former City
 - Maintains current service levels in Zone 2
 - Lower operating costs in Zone 2
 - No compensation for negative effect of livelihood
 - Not recommended

Option 2 - Convert Zone 2A to Zone 1 Taxi Licenses

- Preferred solution by Zone 2A taxicab owners and drivers
 - More lucrative business
 - Increase in value of licenses
- Challenges from Zone 1 taxicab licensees
 - Increased competition of business
 - De-value transfer of license
- Service levels
 - Decrease in rural areas
 - Increase – over saturated in former City
- Non-compliant with method of issuance in the by-law
- Not recommended

Option 3 – One Class of Taxi License City Wide

- Public Consultation - Service levels and response time
- Stakeholders – Needs and requirements
- Comparison with other Municipalities
- Consistent Standards for all Taxicabs
 - Insurance, license fee, age of vehicle, response time, restrictions on numbers

Recommendation – Option 3

- One standard of service and regulations for all locations within the City
- Report to Committee with by-law recommendations before Fall 2013
- Goal for new by-law effective before August 2014

Conclusion

Consistent standards for all taxicabs and levels of service regardless of geographic area within Greater Sudbury

Equitable standards within the taxi industry ensures fair business opportunities for those providing the services and transportation for residents and visitors that is reliable and safe.