

## Mamata Baykar

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**From:** Georgina Cabs [REDACTED]  
**Sent:** March 4, 2022 2:42 PM  
**To:** Mamata Baykar  
**Subject:** Meter Rate Increase  
**Attachments:** Stubbed Attachments.htm

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[Taxi Meter Rate Proposal final.docx - Google Docs.pdf](#) (268.7K)

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Good afternoon Mamata Baykar,

I am submitting a proposal for review in efforts to increase the meter rate in our Taxis. As you may know, the Town of Georgina hasn't seen an increase in 20 years and we are hopeful that you too recognize the value in implementing these changes.

We value your support during these tough couple of years and ask that you consider our proposal.

Kind regards,  
Kenny Larios

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# Georgina Cabs Inc.

### Georgina Cabs Inc.

204 Simcoe Ave. Unit #16  
Keswick, ON

**Keswick Office      905.476.1104**

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Report No. LS-2022-0014  
Attachment 1  
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# **TAXI METER RATE INCREASE PROPOSAL**

Town of Georgina



## INTRODUCTION

The Canadian, as well as Ontario's, economy relies upon a highly competitive taxi industry providing employment to thousands of individuals and federally generating over \$2bn annually. Such competition has steadily risen over the past decade as officialized traditional operators share the road with relatively unregulated Uber services. The impacts on the taxi industry have only compounded during the COVID-19 pandemic, with the taxi industry being the most affected industry in Canada, particularly because of significantly lowered ridership demanding services as well as related preventative measures.

Moreover, as industry competition grows and the pandemic presents uncertainty for businesses, we are projecting that hardships are likely to augment rather than dissipate, placing further pressure on traditional taxi operators. As highlighted, the Canadian taxi industry generates over \$2bn yearly, by roughly 52,757 businesses operating within the market, with no single operator occupying more than 5% share of the market. Though traditional taxi operation is highly competitive in terms of ownership, with no single party having a monopoly in the industry, unregulated services, dominated by powerful multinational companies such as Uber and Lyft, inundate and capture a significant proportion of the market, thereby compounding challenges for local community operators.

The current state of the taxi industry in Canada, including localities across Ontario, is simply incompatible with the rising cost of living, and the myriad of expenses involved in operating taxis in the market. It is essential that taxi industry regulators carefully consider multiple variables that impact taxi operation, including insurance costs, rising gasoline prices, vehicle purchase, and the standard of living, when determining meter rate. After careful deliberation, they will find that the current meter rate does not realistically meet the multiple rising expenses involved in taxi operation. We are hereby calling for flexibility and increase in the meter rate regulating Ontario taxi services.

## MARKET ANALYSIS

The Ontario taxi industry accounts for 628 businesses, employing almost 25,000 taxi drivers. As most of these are micro-businesses and owner-operated, they do not have any fixed roll employees, which implies that most of their earnings depend on the revenue they gain through giving rides to consumers. It is also projected that the number of users is likely to increase by a total of 8.5miln by the end of 2026, which implies a massive increase in ridership demand for operators, should small taxi businesses endure pandemic challenges and multinationals encroaching on the industry. Market research reports highlight the imbalanced monopolization of the Canadian taxi market, with the highest market share captured by Uber at 55% followed by Lyft at 25%; percentages which can be contrasted with the shares of co-operational and other independent taxis at 5% and 15% respectively. This stark comparison demonstrates that traditional taxi businesses are operating in a monopolized market wherein the dominant competition is non-governmentally reshaping industry standards, including fixed driver payroll while bypassing regulations observed by small independent businesses. Since these multinational companies disproportionately capture roughly 75% of the market, taxi operations

have tough competition against them, both in terms of ridership access and meeting the increasing expenses required to operate within the industry effectively and efficiently.<sup>1</sup>

Additionally, there is an increasing reliance by the taxi industry on online exposure precipitated by unregulated services. Consumers tend to request service on the internet instead of physically hailing a cab. Because monopolies have widely advertised, recognized, multi-purpose platforms, small business operators have exceptional challenges, to say the least, competing against such service multibillion dollar conglomerates. Such competition, with little to no governmental assistance, has left traditional taxi operators barely subsisting within the market, with low market share producing low earnings, and wages below the poverty line due to their increasing expenses. In 2020, around 44% of the consumers preferred online service requests, with 56% still showing preference for offline requests. However, it is projected that these statistics will be inverted by the end of 2026, with 53% of service requests being made by online consumers and 47% by offline consumers. The inversion means a further potential loss of revenue and is therefore a cause of concern for the taxi industry.

If we consider Ontario's capital, Toronto, where Uber and Hailo began operating in 2012, we will note that Hailo closed down its operation shortly after due to strict regulations imposed by the Canadian government over the taxi industry. Since 2014 taxi companies and drivers have protested against Uber, primarily due to its deregulation of fares, which are highly regulated in the taxi industry as demonstrated by Figure 1. This disproportionate regulation and unfavorable standard imposed on the taxi industry in great part contributes to the losses prior and during the pandemic experienced by small business in Ontario.

Canadian City	TAXIS		TNCs	
	Taxi Entry Controlled	Taxi Fares Regulated	NTC Entry Opened	Fares Regulated
Toronto	Yes	Yes	Yes - May 2016	No
Montreal	Yes	Yes	Yes - Sept. 2017	No
Vancouver	Yes	Yes	Expected - 2018	No
Ottawa	Yes	Yes	Yes - April 2016	No
Edmonton	Yes	Yes	Yes - March 2016	No
Calgary	Yes	Yes	Yes - December 2016	No
Saskatoon	Yes	Yes	Expected - 2018	No
Regina	Yes	Yes	Expected - 2018	No
Winnipeg	Yes	Yes	Yes - March 2018	No

Figure 1. Taxi Regulation

This report is directed towards the Township of Georgina with the aim of addressing and rectifying the discrepancy between rising expenses and the taxi meter rate. Our request is that the Township officiate the increase in taxi meter rate. The rationale behind this request will be delineated in the next section of this report.

<sup>1</sup> Statista. 2021. Ride-hailing & Taxi. Statista. Retrieved 28<sup>th</sup> December 2021 from <https://www.statista.com/outlook/mmo/mobility-services/ride-hailing-taxi/canada>

## SITUATION ANALYSIS

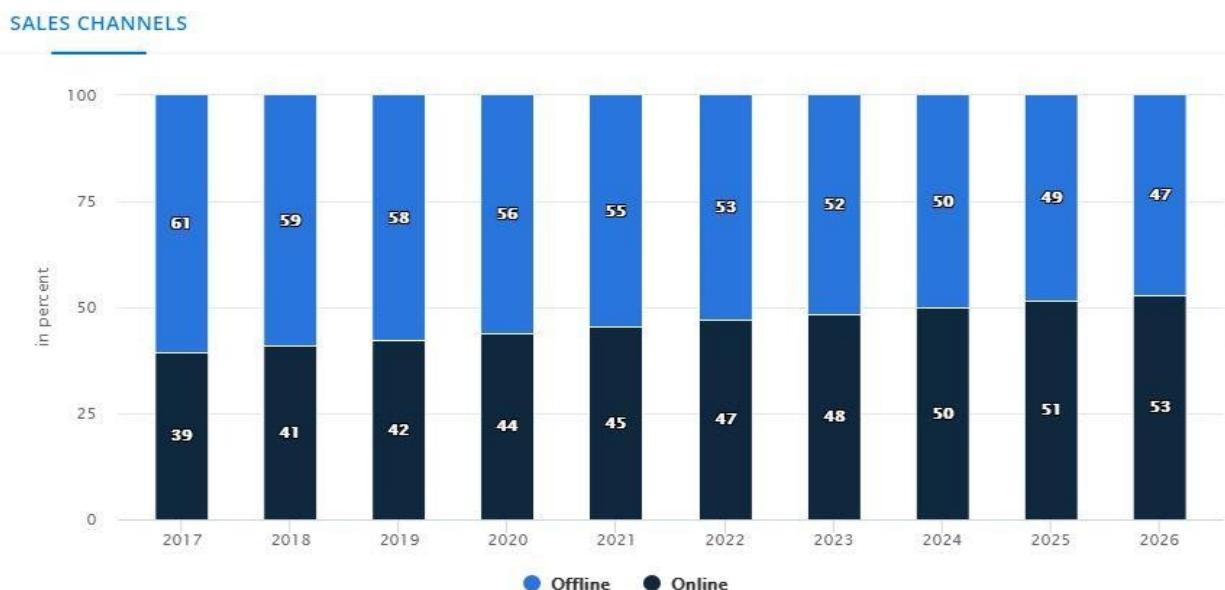
### 1. Fair Fares

There are several pressing issues that compound the problem presented by low fares, rendering operations by traditional taxi services burdensome. After a review of such pressing issues, in January of 2022 the Saint John's City Council in the Province of Newfoundland and Labrador agreed upon the recommendation to provide a meter rate increase. The increase means the flag rate (to sit in a cab), with HST included, will be raised from \$3.75 to \$4.50. Moreover, the distance rate will jump from \$2 (one-tenth of a kilometer) to \$2.50 (one-tenth of a kilometer), and the waiting time rate has also been reassessed from \$32.50/hr to \$40.50/hr.

Such amendments were made following requests by leading taxi operators, including Newfound Taxi and Independent Taxi, which underlined that the rising prices of gasoline and commercial insurance rendered the then meter rate incommensurable and untenable to produce a livable wage. The price of commercial taxi insurance, for instance, has increased by over 200% in the province of Ontario in the last 10 years. Amidst compounding demands, expenses, and competition, taxi drivers can no longer rely on their occupation as a main source of livelihood. For instance, there are drivers who are currently working for our company at Georgina cabs who have reported to earn only \$40/day, which is simply insufficient to meet the standard of living.

### 2. Access

As emphasized, traditional taxi drivers are also losing access to the market, which creates further hardships since they rely solely on fares to make a living. Independent operators and drivers have also begun to advertise the availability of rides on social media platforms, whereby they strategically capture the markets on which traditional operators rely, despite the lower rates offered by such operators. This loss of ridership in a market where operators provide low-cost services is further disproportionately made favorable to independent drivers as they are not regulated by the city council or the government. They hence reap the benefits in an unfair market by evading laws and taxation that official taxi businesses are beholden to. Moreover, laws and taxation are not the only matters skewing the competition, traditional taxi operators have licensed inspection certificates, properly calibrated taxi meters, and appropriate insurance coverage, which combined increase their expenses and reduce their capacity to earn a living wage.



Most recent update: Dec 2021

Figure 2. Sales Channels<sup>2</sup>

### 3. Increase in Expenses

As highlighted, taxi meter rates should be adjusted due to the multiple compounding expenses associated with operating a traditional taxi company. The price for insurance alone has substantially surged by an estimated 200% in the past decade. More specifically, the cost of car insurance in Ontario is approximately \$950/month for each vehicle under a commercial policy, equating to a cost of \$11,400 annually for the insurance of a single car; a rate that independent companies contracting drivers do not have to abide by. Furthermore, such rates depend upon the region, locality, size of the car, type of vehicle, and so on, drawing yet another contrast with personal vehicles. More generally, car insurance in Ontario is acknowledged as among the highest across Canada. Moreover, the average price of cars has increased due to both the pandemic and a microchip shortage. According to Auto Trader, the cost of a used car is up 19.4% yearly, with the average cost sitting at \$31,000.

Along with this, the cost of gasoline is reported to have risen by more than 100% since the last time the taxi meter rate was amended in the Township of Georgina in 2002. The considerable rise in gasoline prices is especially demonstrable in recent months. In December 2020, the price for gas was \$1.00/liter and has risen to \$1.75/liter in March 2022. The Consumer Price Index has increased by a total of 19% during this time period, resulting in a significant increase in inflation amplifying the effect. Gasoline price uncertainties and variations in Ontario, not including the recent spike, are illustrated by the following graph:

<sup>2</sup> Statista. 2021. Ride-hailing & Taxi. Statista. Retrieved 28<sup>th</sup> December 2021 from <https://www.statista.com/outlook/mmo/mobility-services/ride-hailing-taxi/canada>

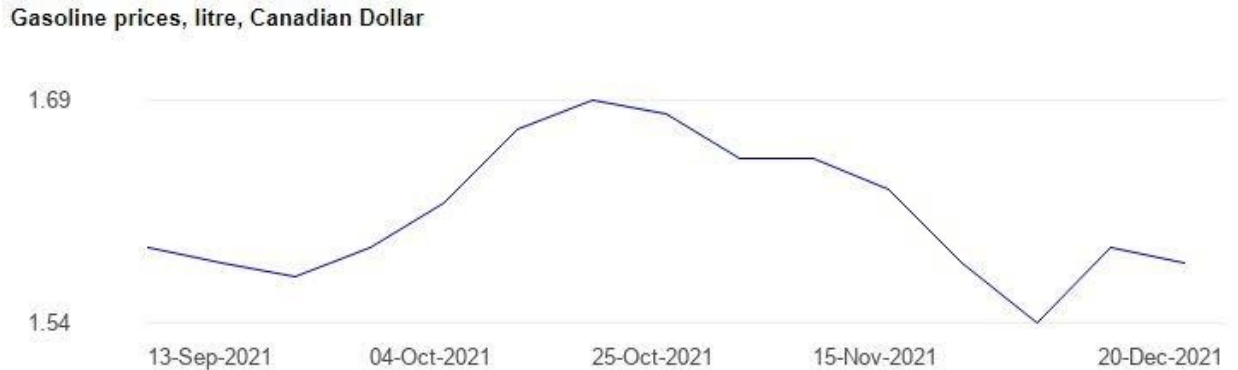


Figure 3. Gasoline Price

These, as well as other, accumulated expenses, convey the mounting pressures placed on relatively small taxi businesses, which are increasingly experiencing hardship managing through reliance on earned revenue. Derailed revenues due to burdensome expenses, competitive disadvantage, and a disproportionate meter rate, present challenges for businesses to fairly compensate drivers and secure reliable employment.

#### 4. Principles of Regulation

Many of the traditional taxi drivers have gone through extensive certification processes, licenses, and expenditures to become law-abiding service providers who meet all requirements imposed on the taxi industry by governments. The taxi industry is among the most heavily regulated industries in Canada. TNCs, such as Uber, go unregulated and are not required to meet such standards. Yet, such negligence has gone unobserved as such transnational companies persist to growingly capture the market on which traditional taxi businesses rely upon. These companies do not undergo rigorous background screening nor require credentials that demonstrate their contractors are prepared to provide safe ridership. We may contrast this with taxi drivers who utilize personal earnings to undergo extensive background checks and attain licenses required for operation. Such inequitable demands in a highly competitive environment render the occupation and service to communities unworthy to the driver.

#### 5. Review of Other Countries

Taxi companies operating in other parts of the world, for instance in London England have already requested an increase in taxi meter rates due to the raging pandemic, during which gasoline prices increased by more than 50%. As emphasized, one of the industries most impacted by the pandemic has been the taxi industry, which has resulted in drivers abandoning their occupation, not out of their own choosing, but because earnings have diminished to such a significant degree that taxi driving no longer provides a livable and fair wage.



## 6. Review of Canada

A number of Ontario cities and others in different Provinces are beginning to address the mounting problem and rectifying the low meter rate, as has been undertaken in St. John's the capital city of Newfoundland and Labrador where taxi fares as of January 2022 have increased due to the compounding expenditures, they have amended its per kilometer rate to \$2.5/km traveled, the starting tariff for a cab to \$4.50, and \$40.50/hour waiting. These numbers may be contrasted with other major cities in Ontario as demonstrated by the table below:

	<b>City/ Province</b>	<b>Initial Fare</b>	<b>Per Hour Waiting</b>	<b>Per Kilometer</b>	
	Keswick, Ont	\$3.00	\$25/hr	\$1.85/km	
	Barrie, Ont	\$3.25	\$30/hr	\$2.50/km	
	St. John's, NF	\$4.50	\$40.50	\$2.50/km	
	Burlington, Ont	\$3.50	N/A	\$2.40/lm	
	Guelph, Ont	\$3.00	32/hr	\$2.40/km	

## 7. Review of Competitors

The City of Toronto, which is widely known to have permitted multinational companies such as Uber entry into the taxi service market, has received wide-scale criticism for its permissible approach and lack of equitable policy as it pertains to Uber, which has permitted to charge higher tariffs while independent taxi fares remain highly regulated. It has become ever more abundantly clear throughout the pandemic that companies such as Uber and Lyft, which are already monopolizing the market, have been able to generate revenue, while taxi drivers working independently have disproportionately suffered the effects of the pandemic and the increased cost of living.

### **FACTORS TO CONSIDER**

In the past few years there has been a growing trend towards ride-hailing or ride-sharing in Canada. Across different websites and mobile apps, passengers are matched with drivers in vehicles with fixed rates. This is a significant shift in the operating mode of the taxi industry. Ride-sharing provides relative convenience, particularly as gas prices escalate. However, ride-sharing is an option that is feasible to some, but not all riders. Greenhouse gas emissions are another fundamental factor that must not go overlooked as we consider the present and future mode of operation of public transportation services in Canada. More vehicles on freeways and highways inevitably equal greater air pollution.

In Canada, the taxi industry is regulated by the provinces and municipalities. Regulations have been in place since the 1930s when the “supply” regulation or the “entry” regulation was first imposed in cities across Canada. There are some exceptions like the City of Toronto, which imposed fares applied in select zones as early as 1857. Taxi regulation revolves around two fundamental areas of concern: safety and economics. The latter predominantly pertain to fares and service, while the former is concerned with the vehicle conditions and its mechanisms, driver, and insurance requirements altogether. Due to many different competitor companies in the transportation industry, the prices in the industry are no longer regulated, as a result of which every competitor has a different price to offer.

Research conducted in 2019 has shown an upward trend in road-hailing across Canadian cities, with the City of Toronto alone reporting an estimated 31 million trips recorded under the public transit system. Ride-hailing has collectively generated approximately \$74 million in revenues, with projections indicating a yearly growing trend in the ride-hailing business in Canada. As discussed, local taxi industries have experienced great losses in the area of ride-hailing as taxi drivers are subjected to a rise in expenses, while competing with unregulated companies which are increasingly capturing the market. Along with this, the reported decline in the use of taxi services can be attributed to the greater usage of private vehicles that do not meet the rigorous standards imposed on the taxi business.

As discussed, one of the most significant impacts on the taxi industry in the last decade has been the arrival of Uber services in Toronto in 2014, when existing regulations governing the Canadian taxi industry began becoming sidelined for disproportionate profit and losses. These changes to the industry were also impacted by the regulatory actions taken by Canadian authorities in the years that followed, as the government sought to gain control over escalating prices for cab services in the region. Lyft services in 2017 also transformed the market by giving exponential rise to ride-hailing in the region. Several years after such services were introduced to the region, ride-hailing activity remains unregulated, as a result of which the traditional operators and small businesses are being compromised by monopolies unrestrained by equivalent standards and stakes. One of the central aspects impacting the industry is that there is no ceiling or specific limitations outlined designating the capacity of cars and drivers for ride-hailing services. Prior to the grave impacts by COVID-19, Uber and Lyft were growing exponentially in the region, and given that these corporations provide multiple service streams, they have not been compromised in the way that taxi operators have been.

The following statistics provide some details about ride-hailing services offered in North America:

- The number of ride-hailing trips has nearly tripled by 2019 in the span of a 2.5 year period.
- The pre-pandemic ride-hailing drivers exceed 100,000 in Toronto, in comparison with the 80,000 total drivers in New York City altogether.
- Local city staff have issued a warning that Toronto's traditional taxi trips are likely to be affected in coming years, due to the demand increase of these two multinational companies in the region.

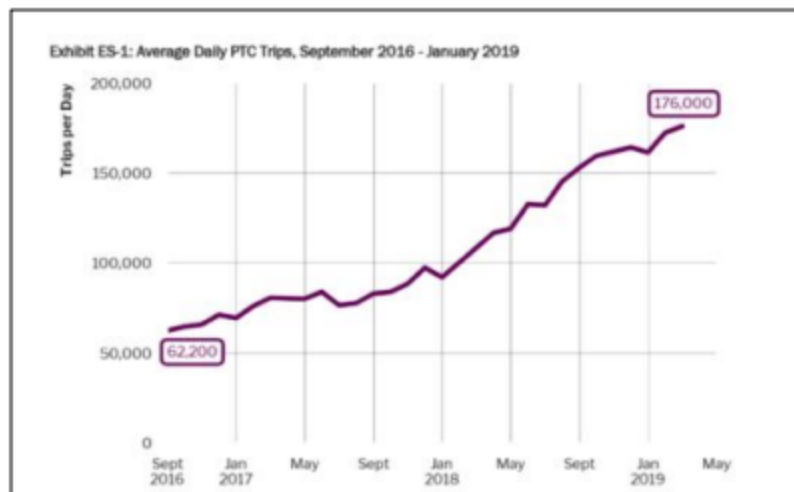


FIGURE 2: CITY OF TORONTO 2019

The effects of these changes can be felt across the public transit system as well as the taxi industry in Canada. One of the basic trends we are able to trace as a result of the presence of unregulated services is that a growing number of individuals are depending on the industry to make a wage, and in turn, by flooding the industry, are rendering the taxi driving occupation highly precarious, with drivers unable to earn a living. Indeed, the combined effect has been that taxi driving is increasingly becoming part of the “gig economy.” This is the potential rationale for the increase in regulatory measures implementation by the public transit system of Canada. The implications are substantial, with expanding ride-hailing services having severe impacts on the public transit system and the entire taxi industry’s operating budget. Although this new trend in the public transit system has resulted in sustained growth in terms of employment, adverse effects are observed in terms of ridership. The Toronto Transit Commission has reportedly raised issues regarding the regulation of the taxi industry concerning app-based ride-hailing services that are diverting customers from transit. During the pandemic, the public more generally avoided public transit and opted for ride-hailing services, as such services were perceived to provide social distancing, comfort, and convenience to customers. However, despite these momentary benefits, the long-term impacts of ride-sharing on the environment due to the exponential growth of traffic and pollution in major cities are worthy of consideration.<sup>3</sup>

The pertinent issue at hand is the current and future feasibility of the taxi industry of Canada in a highly competitive market wherein traditional taxis are disproportionately at a disadvantage when competing with new Transportation Network Companies (TNCs). As outlined, while the traditional taxi companies have been subject to regulatory measures and related expenses, TNCs do not abide by the same standards and thereby disrupt the industry, compromising business and occupational subsistence. The table below consists of collected data in Canadian cities regarding the introduction of TNCs, and how the introduction of such TNCs has impacted traditional firms operating in the taxi industry.

<sup>3</sup> [https://ridefair.ca/wp-content/uploads/2021/02/Ridefair-Report\\_Feb\\_2021\\_final.pdf](https://ridefair.ca/wp-content/uploads/2021/02/Ridefair-Report_Feb_2021_final.pdf)

## ***CITIES* Data for TNCs**

<i>TORONTO</i>	First TNCs were reported in the year 2012; Uber and Hailo. Toronto cabbies have continuously voiced concerns against the increasing presence of TNCs in the city; there have been frequent protests, road blockages, and ongoing criticism launched against it.
<i>MONTREAL</i>	Hailo and Uber started operations in the year 2013. The entrance of Uber in this market was referred to as “Uber War,” as the Montreal mayor himself claimed UberX as an illegal practice. Evidently, entries of TNCs have not been well received in Quebec more broadly.
<i>VANCOUVER</i>	TNCs were reported to have first begun service on September 12, 2012. It was reported that taxi companies filed a lawsuit to block Uber from expanding into Vancouver.
<i>OTTAWA</i>	TNCs were reported to have first begun service in October 2014. The opposition faced by Uber in this region was the worst one ever, as it was faced with violence. It was reported that taxi drivers launched a \$215 million lawsuit against the City of Ottawa weeks before Uber became legal. Even though the TNCs did get approval to operate in Ottawa, the taxi drivers largely challenged the city jurisdiction.
<i>EDMONTON</i>	TNCs were reported to have first begun service on December 18, 2014. Uber had stopped its services by the end of 2016 in the region given the kind of backlash it faced.
<i>CALGARY</i>	TNCs were reported to have first begun service in mid-October 2015. Reportedly, a sting operation was done against the Uber drivers in Calgary.
<i>WINNIPEG</i>	The taxi companies had started their opposition against Uber services long before they were introduced in Winnipeg. Duffy’s Taxi and Unicity Taxi formed the Winnipeg Taxi Alliance to fight Uber’s potential incursion into the Winnipeg market.

The collected information presented in the chart makes it overwhelmingly evident that the taxi industry rejects the presence of TNCs across Canada. There were cities where the

municipalities were supportive of TNCs, however, taxi drivers are unanimous in opposing the introduction of Uber, Lyft, or Hailo services regardless of city or region. There were some places where the taxi regulations were so rigid that they did not allow TNCs altogether. It was a war of ideas, intimidation, words, demonstrations, violence, road blockages, and so on. Other than the regulations in the taxi industry, TNCs had to face the regulatory authorities in order to get widespread access in a country highly regulated as Canada. The struggle against TNCs continues in all the other parts of the world, including the USA, where TNCs were allowed to operate legally in only 10 states. There is TNC regulation in all the states of the USA, with the exception of Oregon. This struggle against TNCs by traditional taxi companies continues in Canada with respect to policy making, the price wars, regarding regulation, among other concerns.

Taxi regulations play a significant role in addressing the potential failures faced by the market as a whole. One of the central problems prevalent in Canada is that multiple ride-hailing companies such as Uber and Lyft do not require stringent background checks from drivers before hiring, which potentially creates issues for all in the long run. Traditional taxi firms across Canada have several concerns that must be addressed by regulators, including neglected safety and liability standards unobserved by TNCs, and significantly, the level of access by such companies to ridership in local taxi industries.

### **PROPOSED SOLUTION**

The following are key recommendations presented to the Township of Georgina in regards to the taxi industry, in an effort to inform them of significant issues currently experienced by taxi operators and drivers. Such recommendations are provided for the purposes of informing adequate design and implication of policies that will rectify the current disproportionalities in the local taxi industry.

- In order to enhance public safety and consumer protection, the regulators need to ensure that the taxi companies are compliant with the rules implemented for public safety and consumer protection by all means. All riders, including those subscribing to ride-hailing services or to traditional taxi services, need to abide by rules communicated by the municipality, which seek to provide regulations for the safety of passengers as well as drivers.

Passengers rely on the integrity of taxi companies to provide a safe and reliable service, including assurance of vehicle upkeep and quality commercial insurance. Rules need to be made and enforced toward compliance by all taxi service companies serving the public. For instance, if it is made mandatory that \$2 million of insurance coverage is required to protect the vehicle, the people, and property, all taxi companies, traditional or the ride-hailing ones that run on applications, must carry the appropriate insurance required of vehicles sharing the road. Additionally, minimal workplace safety conditions must be assured and followed by all cab services providers. It must be made mandatory that taxi operators as well as ride-hailing companies ensure that their vehicle or vehicles

providing services undergo inspection prior to being given the approval to ride on the roads.

- An increase of the current meter rate to the following:
  - For the first 1/10 kilometer or part thereof \$4.50
  - For each additional 1/10 kilometer or part thereof \$0.275
  - Waiting time per hour \$50.00
- Vehicle age expiration be increased from 8 years for regular gasoline-powered vehicles to 10 years. Hybrid vehicles from 8 years to 12 years and fully electric vehicles from 8 years to 13 years, with an optional extension of two additional 2 years.
- Licensing in order to allow deliveries of alcoholic beverages from licensed establishments.
- Taxis, be it for the local firms or for the ride-hailing services, should all charge regulated rates for the services to prevent the drivers from charging their own prices. Furthermore, this move will discourage companies like Uber and Lyft from exploiting the lack of regulated pricing. This is one of the primary concerns that local taxi drivers are raising, and are seeking consultation with municipalities to review the frameworks implemented for urban transportation services. Regulators should not let the industry participants charge fares as per their own flexibility, and must instead insist on implementing consistency across the taxi industry in the region.

## CONCLUSION

The regulators are advised to offer incentives to all taxi drivers who operate vehicles that are licensed, properly serviced, and safely accessible. Regulators should ensure that taxi services remain accessible to passengers in a way that benefits them in a highly disproportionate and disadvantageous market. The taxi industry has especially deteriorated during the pandemic, with drivers being unable to make living wages, and traditional taxi operators facing the burdens of higher costs of fuel, insurance costs, vehicle purchase, maintenance fees, certifications, and more. It is therefore a pressing moment in which regulators must intervene in an appropriate way and approve the recommendations outlined after close consideration of the details we have provided. The taxi industry remains a significant part of the Canadian economy, providing jobs to millions. An intervention in the taxi industry will not only ensure that operators are capable of sustaining small businesses, but that they continue to provide local employment as well as vital services to communities.

## Mamata Baykar

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**From:** GQ TAXI [REDACTED]  
**Sent:** March 15, 2022 3:13 PM  
**To:** \*Clerks Division  
**Subject:** Attn Mamata Baykar

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Good afternoon Mamata,  
Great speaking with you today.

As discussed, We are requesting a temporary meter rate increase due to the immense increase in operating costs.

Due to the pandemic, the cost of insurance has doubled to over \$12,000 per vehicle annually. The price of new and used vehicles has increased by 30% and now Russia's invasion of Ukraine has caused oil prices to double and continue to increase.

20 years ago the minimum wage was \$6.85. Since then, Ontario has seen the minimum wage increase 15 times based on changes to the consumer price index. The Town of Georgina has not seen an increase in taxi rates since 2002, which further highlights that this industry is tremendously underpaid. Our drivers earn below the poverty line and in efforts to pull through this pandemic, a meter rate increase is urgently required.

According to [uber.com/newsroom](https://www.uber.com/newsroom), the company says that "Beginning Wednesday, March 16, consumers will pay a surcharge of \$0.45 to \$0.55 ". Uber Drivers have expressed that these increases are "not enough".

Our competition has substantially lower operating costs because they don't fall under your regulations nor do they have to follow your bylaws; however, they have implemented increases to help their drivers with the sky-high gas prices. According to an article posted on March 12th, 2022 <https://edition.cnn.com> ride-sharing and taxis are following suit stating "This raise helps keep the city's promise to keep app drivers out of poverty wages and on the path to a dignified and secure living,".

With respect to the process of reviewing our request to increase the meter rates for the Town of Georgina, **we ask that you permit a temporary increase in taxi meter rates.**

Thank you,  
Remberg Larios  
G.Q. Taxi