

Christine Havelka

From: Mohan S. Kang [REDACTED] a>
Sent: Wednesday, February 17, 2016 10:12 AM
To: Council Secretary
Cc: [REDACTED]; 'Verrinver Vharmota'; 'Vik Giri'; 'Cecil John Davies'
Subject: Request to appear before the Council
Attachments: Hon. Mayor Walton Letter.pdf; City of North Vancouver Letter to Minister Todd Stone re Uber.pdf; Burnaby Council.JPG; New West Minister Council Letter to Minister Stone (1).png; TIABC re UBER BC Taxi Association Sept 15 2015.pdf; BC Taxi Association Support Letter #2.pdf; COMPARISON MATRIX BETWEEN YOUR LOCAL TAXI COMPANIES AND UBER.docx; ICBC INFORMATION REGARDING RIDESHARING APPS LIKE UBER AND LYFT RE DRIVER LICENCING.pdf; Ministry of Transportation and Infrastructure Factsheet on Uber.pdf; Edmonton Uber rider wants fare cap or warning in wake of huge bill.docx; Grand Rapids Uber 490 dollars bill.docx; Worship Mayor & Hon. Councillors of Victoria.docx; Mohan Kang.vcf

Your Worship and Hon. Councilors:

The B.C. Taxi Association is a Non-Profit organization representing 136 Corporate and Associate taxi companies having 13 duly elected directors representing all the regions of the Province. The Association represents Victoria Taxi, Westwind Taxi, Sooke Harbour taxi, Westshore taxi, Sidney taxi and four Independents taxi companies in the CRD..The Association would like to request that its spokesperson be allowed to appear before Your Worship - in Council at the next Council meeting on March 10-2016 to represent our side in relation to share ride concept or Uber or Lyft like service providers. I had the privilege of serving on the Mayor's task force for the late night , great night. We would respectfully submit that there are always two sides of the coin and it would be fair, just and equity if the Council give us the opportunity to give the facts and figures as we know and are well published in various media reports .

The rules and regulations are there to provide a stable environment for the taxi business and to protect consumers through reasonable and predictable prices through approved meter rates. All aspects of passenger transportation licensing and meter tariffs are under the purview of our regulatory body – the Passenger Transportation Board (PTB) in Victoria, BC, an independent tribunal created pursuant to the Passenger Transportation Act of BC.

Uber Technologies Inc., a global behemoth based in San Francisco, had originally been issued a cease and desist order by the PT Branch in 2012 after an investigation into illegal operations in BC. Uber Technologies came back in 2014 and since then Uber has been on a hiring spree, to recruit drivers to launch a taxi-like service called Uber-X wherein anyone with a *basic* Class 5 driver's license and owning a 10 year or newer 4-door sedan or SUV with *basic personal insurance* can provide paid rides to passengers through their smartphone app. The Minister of Transportation have taken serious note of this development and warned Uber that they must follow our rules and regulations or face serious fines and enforcement action. The UBER X does not have proper insurance coverage despite whatever UBER may state for public consumption. All the taxi companies in the Metro Vancouver and CRD MUST have an operating safety camera in their cabs for the safety of the consumers as well as drivers. Most of the taxi in the CRD region MUST abide by the driver and passenger bill of rights. We are not against Uber operating *legally* in BC. All we want is that Uber follow the same rules that all passenger transportation companies have to follow and to ensure the safety of the travelling public, through a level playing field. The taxi companies in the Lower Mainland have a pilot project going on with a regional app called Zoro <http://zoroapp.com/> to allow our passengers to reap the benefits of mobile technology for cab hailing. The Association is also negotiating to get a app which could gradually serve throughout the Province . It is a matter of fact and public record that B.C, is the only place in the whole World where UBER had been unable to operate for the simple reason that British Columbian's believe and respect in rule of law and nobody is above law.

Please consider these attachments as part of my submission . I would be too glad to answer any question you may have at the time of my appearance before the Council .

Respectfully Submitted by ,



355 West Queens Road
North Vancouver BC
V7N 4N5

www.dnv.org



Mayor Richard Walton
Phone: 604 990 2208
Fax: 604 990 2403
rwalton@dnv.org

December 24, 2014

The Honourable Todd Stone
Minister of Transportation and Infrastructure
Province of British Columbia
PO Box 9056, STN PROV GOVT
Victoria, BC V8V 9E2

Dear Minister Stone:

Further to North Vancouver District's Council's resolution at the Regular Council meeting of Monday, December 15, 2014 (attached), I am writing to express the District's support for the Province of British Columbia to continue to ensure that all vehicles for hire in British Columbia be required to acquire a licence through the Passenger Transportation Board on an equal basis, and on the basis of public need, the suitability of the applicant and health of the taxi industry.

The District of North Vancouver has reaffirmed its commitment to enforcing our current vehicle for hire bylaws. We are committed to ensuring that any vehicle for hire operating in the District is licenced in order to promote safety and accountability.

On behalf of Council I thank you for your consideration, and for your Ministry's ongoing role in ensuring the safety and sustainability of vehicle for hire services in our province on an equal basis.

Sincerely,

Richard Walton, FCA
Mayor

Cc: District Council
Gurdip Sahota, North Shore Taxi
Paul Gill, Sunshine Cabs



January 6, 2015

EXCERPT of the Regular Meeting of the Council for The Corporation of the District of North Vancouver held in the Council Chambers of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Monday, December 15, 2014 commencing at 7:00 p.m.

Gurdip Sahota & Paul Gill, North Shore Taxi (1996) Ltd.

File:

MOVED by Councillor BASSAM

SECONDED by Councillor MACKAY-DUNN

THAT the North Shore Taxi delegation be received for information.

CARRIED

MOVED by Councillor MACKAY-DUNN

SECONDED by Councillor BASSAM

THAT Council request a staff report including the following information:

- The number of licenced cabs on the North Shore;
- How is the increase of cabs is determined by the Ministry;
- What is the cost of a taxi license;
- Why is the cost of insurance so high; and,
- Identify any impacts that Uber has operating in different cities.

CARRIED

OPPOSED: Mayor WALTON and Councillors BOND and MURI

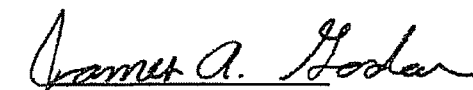
MOVED by Mayor WALTON

SECONDED by Councillor MACKAY-DUNN

THAT Council request that the Ministry of Transportation and Infrastructure enforce the existing legislation pertaining to the taxi industry in BC.

CARRIED

Certified a true copy:


James Gordon
Municipal Clerk

The City of North Vancouver
OFFICE OF MAYOR DARRELL MUSSATTO



October 24, 2014



The Honourable Todd Stone
Minister of Transportation and Infrastructure
Province of British Columbia
PO Box 9055, STN PROV GOVT
Victoria, BC V8V 9E2

Dear Minister Stone:

Further to North Vancouver City Council's resolution at the Regular Council Meeting of Monday, October 20, 2014 (attached), I am writing to express the City's support for the Province of BC to continue to ensure that all vehicles for hire in British Columbia be required to acquire a licence through the Passenger Transportation Board on an equal basis, and on the basis of public need, the suitability of the applicant and the health of the taxi industry.

The City of North Vancouver has reaffirmed its commitment to enforcing our current vehicle for hire bylaws. We are committed to ensuring that any vehicle for hire operating in our City is licenced in order to promote safety and accountability.

On behalf of Council I thank you for your consideration, and for your Ministry's ongoing role in ensuring the safety and sustainability of vehicle for hire services in our province on an equal basis.

Yours sincerely,

Darrell Mussatto
Mayor

Encl.

cc: North Vancouver City Council
Gurdip Sahota, North Shore Taxi
Paul Gill, Sunshine Cabs

**13. Gurdip Sahota, General Manager, North Shore Taxi (1966) Ltd.,
October 8, 2014**

**Re: Request Council Support to Stop Uber Operating in the City of North
Vancouver - File: 0510-01**

Moved by Councillor Keating, seconded by Councillor Clark

THAT the correspondence of Gurdip Sahota, General Manager, North Shore Taxi (1966) Ltd., regarding a request to stop Uber from operating in the City of North Vancouver, be received with thanks;

THAT the City of North Vancouver reaffirm its commitment to enforce its current vehicle for hire bylaws for all vehicles for hire within the City of North Vancouver;

THAT the City of North Vancouver call upon the Province of BC to continue to ensure all vehicles for hire in the Province be required to acquire a licence through the Passenger Transportation Board on an equal basis and on the basis of public need, the suitability of the applicant, and the health of the taxi industry;

AND THAT the City write to the Provincial Minister of Transportation and Infrastructure, Todd Stone, to that effect.

CARRIED

September 15, 2015

The Honourable Todd Stone
Minister of Transportation and Infrastructure
Room 306
Parliament Buildings
Victoria, BC V8V 1X4



Dear Minister:

Re: Uber operations in British Columbia

On behalf of the Tourism Industry Association of BC (TIABC), I am writing to express our support for the BC Taxi Association's position that Uber comply with provincial regulations to operate in British Columbia.

TIABC supports a stable environment for the taxi industry and believes that consumers must be protected with reasonable and predictable prices through approved meter rates and all other requirements under the Passenger Transportation Act.

The BC Taxi Association has assured us that they are not against Uber operating legally in BC, but are adamant that they follow the same rules as all passenger transportation companies to ensure the safety of the travelling public within a level playing field.

While we understand that your Ministry has insisted that Uber follow regulations, we encourage you to maintain this position and ensure enforcement.

On behalf of TIABC and our member, the BC Taxi Association, thank you for your Ministry's ongoing role in the safety and sustainability of vehicle-for-hire services in our province.

Sincerely,

Jim Humphrey, Chair
Tourism Industry Association of BC

cc: Honourable Shirley Bond, Minister of Jobs, Tourism and Skills Training
Mohan Kang, BC Taxi Association President

February 1, 2016

The Honourable Todd Stone
Minister of Transportation and Infrastructure
Room 306
Parliament Buildings
Victoria, BC V8V 1X4



Re: UBER operations in British Columbia

Dear Minister Stone,

You may recall that in a previous letter (September 2015) regarding the possibility of Uber operations in British Columbia, TIABC emphasized the need for the province to ensure a stable environment for the taxi industry. In addition, we recommended that if Uber were given permission to operate in BC, consumers would be protected by their adherence to the requirements of the Passenger Transportation Act.

Minister, in view of your recent comments intimating that Uber's formal arrival is not a matter of if, but when, I am writing to reiterate TIABC's position in support of the BC Taxi Association and its members for a fair playing field.

To that end, we respectfully submit that for Uber to operate in BC, it must comply with the same system and regulations as taxi companies to ensure the safety of passengers, drivers and the public. These regulations would include, but are not limited to, national safety code standards applicable to vehicles, regular vehicle inspections, vehicle age and emission standards, accessible vehicles, on-board cameras for protection of drivers and passengers, Work Safe BC coverage, business licenses, and remittance of requisite taxes such as PST and GST.

Along with the BC Taxi Association, TIABC is not against Uber operating in British Columbia provided the company and its agents adhere to the same rules as all passenger transportation companies.

Thank you for your attention to this important issue. Please feel free to contact me for further clarification or to answer any questions.

Sincerely,

Jim Humphrey, Chair
Tourism Industry Association of BC

cc: Honourable Shirley Bond, Minister of Jobs, Tourism and Skills Training
Mohan Singh Kang, president, BC Taxi Association

COMPARISON MATRIX BETWEEN YOUR LOCAL TAXI COMPANIES AND UBER/UBERX SERVICE

	<u>TAXI</u>	<u>UBERX</u>
HAVE PROVINCIAL PTB LICENCE AS REQUIRED BY PT ACT OF BC	YES	NO
COMPLY WITH LOCAL MUNICIPAL VEHICLE FOR HIRE BYLAWS	YES	NO
ICBC <u>COMMERCIAL INSURANCE</u> WITH MINIMUM \$5 MILLION COVERAGE	YES	NO/PERSONAL INSURANCE
DRIVERS ATTEND TAXI HOST PRO COURSE AT JIBC IN NEW WESTMINSTER	YES	NO
DRIVERS HAVE CLASS 4 OR HIGHER COMMERCIAL DRIVER'S LICENSE	YES	CLASS 5
DRIVERS OBTAIN CHAUFFEUR'S PERMIT FROM LOCAL POLICE DEPT. & SUBMIT TO BIOMETRIC FINGERPRINT CHECKS FOR CRIMINAL RECORD	YES	NO
HAVE WHEELCHAIR ACCESSIBLE TAXIS IN FLEET	YES	NO
ACCEPT ALL FORMS OF PAYMENT-CASH,C/C, DEBIT, TAXI SAVERS ETC	YES	C/C
PROVIDE SERVICE TO HANDYDART CUSTOMERS AS PER MVT AGREEMENT	YES	NO
HAVE LOCAL OFFICE IN HOME MUNICIPALITY & PAY CITY PROPERTY TAXES	YES	NO
HAVE SMARTPHONE APP TO BOOK TRIPS	YES	YES
PROVIDE ONLINE BOOKING FOR PASSENGER'S CONVENIENCE	YES	NO
MUST ACCEPT ALL SERVICE ANIMALS AS PER MVA/PTB REGULATIONS	YES	NO
VEHICLES HAVE SECURITY CAMERA & GPS DISPATCH COMPUTER SYSTEM	YES	NO
VEHICLES ARE INSPECTED BY PROVINCIAL INSPECTORS EVERY 6 MONTHS	YES	NO
MAXIMUM AGE OF VEHICLES IN FLEET	7 YRS	10 YRS
VEHICLES ARE CLEARLY MARKED WITH COMPANY PHONE NO. & UNIT NO. FOR COMPLAINT RESOLUTION & FOLLOW UP WITH CAB COMPANY	YES	NO
ALL DRIVERS HAVE GST NUMBER AND PAY PROV/FEDERAL TAXES	YES	MAYBE
LICENCEE FILES CANADIAN BUSINESS INCOME TAX RETURNS WITH CRA	YES	NO

ICBC INFORMATION REGARDING RIDESHARING APPS LIKE UBER AND LYFT

Driver licensing

QUESTION I want to use my vehicle to drive passengers for payment, for a service like Uber or Lyft. What kind of licence do I need?

ANSWER:

At a minimum a Class 4 (restricted). This is a commercial driver's licence, which allows you to drive up to 10 persons including the driver.

Before you pick up your first passenger you'll also need:

- The owner of the vehicle to declare how they plan to use the vehicle so the **insurance** can be properly **assigned a specific taxi or limousine** rate class. Talk to your broker, they can help make sure you have the right coverage for how you use your vehicle.
- Licence plates** specially designated for taxis and limousines

You will also need:

- A licence approved by B.C.'s Passenger Transportation Board
- A National Safety Code Safety Certificate
- Semi-annual commercial vehicle inspections
- Check with the municipality where you plan to operate for any additional requirements

If you're involved in a crash without having completed all necessary requirements, there could be very serious financial consequences including potentially having to repay the full value of all claims that arise and forfeiting coverage for your own injuries as well as damage to your vehicle.

We want to make sure you're covered.

SEE THE ICBC LINK FOR THIS PAGE AT : <http://www.icbc.com/FAQ/Pages/Driver-licensing.aspx>

FACTSHEET: Uber

/ministries/transportation-and-infrastructure/factsheets/factsheet-uber.html

Tuesday, October 28, 2014 3:04 PM

OPERATING A PASSENGER TRANSPORTATION VEHICLE IN B.C.

Any vehicle operated by a person who charges or collects compensation for transporting passengers must be licenced under the Passenger Transportation Act.

Limousine, taxi and other passenger directed services, including those dispatched through a "rideshare" app such as Uber or Lyft, must be approved by the Passenger Transportation Board. Currently, Uber and Lyft are not licenced in B.C.

The rates charged by taxis, limousines and other small passenger directed vehicles are set or approved by the Passenger Transportation Board.

Smart phone apps operated by any company, including commercial "rideshare" providers, must reflect Passenger Transportation Board approved rates.

Vehicle operators will also need:

- A **National Safety Code** Safety Certificate
- Semi-annual **commercial vehicle inspections**
- To check with the municipality where you plan to operate for any additional requirements
- A **driver's licence and vehicle insurance** that meets the requirements for commercial vehicles.

Fines:

- Any company or driver advertising or providing a service they're not licensed to provide is subject to being ticketed.
- A ticket for \$1,150 can be issued by the police, Commercial Vehicle Safety Enforcement officers or Passenger Transportation Inspectors at the roadside.
- Repeat offenders can be fined up to \$5,000.

Contact:

Ministry of Transportation and Infrastructure
Government Communications and Public Engagement
250 356-8241

Edmonton Uber rider wants fare cap or warning in wake of huge bill

BY ELISE STOLTE, EDMONTON JOURNAL, EDMONTON JOURNAL JANUARY 4, 2016

An Uber passenger is calling for a fare cap and better warnings after his ride across Edmonton cost more than a transatlantic flight.

Matt Lindsay accepted a ride at 8.9 times the regular fare on New Year's Eve, trying to get to St. Albert from a wedding in the south end of Edmonton. A bill of \$1,114 landed in his inbox after the ride.

"I don't think I've ever been in that state of shock before," said the electrical technologist and NAIT student.

The fare is equal to half his tuition. He went public with the bill and Uber officials confirmed the company is refunding half the money.

Uber uses what it calls "surge pricing" during periods of high demand to get more drivers on the road serving passengers. Customers are warned about the increased price in the app before they accept the ride, but it still seems to catch many users by surprise. News stories quoting angry customers cropped up across the globe.

Lindsay said he wasn't stumbling, but he did drink at the wedding and wasn't in a condition to drive. He didn't pull out a calculator to see what 8.9 meant in terms of price and the app didn't estimate it for him because his 60-kilometre trip involved two stops to drop off friends.

"It happened fast. We just wanted a ride home. ... I'm kind of in a vulnerable state there," he said.

The driver didn't warn him, and nothing in the app flashed or otherwise indicated his bill was racking up. Uber needs more clear estimates, warnings or a cap, he said.

"That's their main clientele, intoxicated people. ... I understand that I accepted that surge rate. But I didn't hit a button to accept a \$1,100 bill. I could fly to the other side of the world for that price," he said, calling a service he used to love "unregulated and risky."

Uber says it warns customers about the price increase in the app, and also sent out a description of surge pricing to every customer by email 10 days before New Year's Eve. Customers who see the warning and wait 10 minutes usually see the price come back down.

"Our goal is to make sure you can always push a button and get a ride within minutes — even on the busiest night of the year — and surge pricing helps ensure that choice is always available," Uber spokesman Xavier Van Chau said in a written statement. "Riders are repeatedly notified about the pricing directly within the app and asked to confirm and accept increased fares, or can opt for a notification when prices drop."

Uber officials did not say why half the fare was refunded. In a blog post issued Jan. 2, Uber said millions of riders used the app to hail a ride on New Year's Eve. In the United States, 13 per cent of riders paid three or more times the regular price. Sixty per cent paid regular rates.

Coun. Andrew Knack, who supports allowing firms like Uber to operate in Edmonton with proper regulation, said Sunday that over the last couple of years he's heard of other expensive surge fares. However, customers are warned about the fees they face before accepting a ride, he said.

"Hopefully, this is the first and only time we will hear about situations like this in Edmonton, and people will pay attention to the app," he said.

New regulations for Uber-type companies are coming back to city council Jan. 26.

This sort of event is evidence that app-based ride-hailing companies won't push out other transportation options, because the passengers could have waited longer for a traditional cab and paid less, Knack said.

As well, Edmonton Transit was free on New Year's Eve.

Balraj Manhas, a spokesperson for the Alberta Taxi Group of drivers, said the metered fare to St. Albert from south Edmonton is about \$65 to \$70. Someone booking a limousine to St. Albert from the Edmonton International Airport would pay a maximum \$101, he said. Rates haven't increased since 2008, he said.

Taxi owners and brokers opposed Uber's entry into the market last year, as well as Edmonton's attempts to regulate it. Manhas said a better way the city can increase the number of vehicles available at busy times is by issuing more licences valid for weekends or the high season.

Mohan S. Kang

From: Sarah Weddell [REDACTED]
Sent: December 16, 2015 10:43 AM
To: Mohan S. Kang [REDACTED]
Subject: Uber customer gets handed \$490 bill for an 18-mile ride

Uber customer gets handed \$490 bill for an 18-mile ride

POSTED 10:22 PM, DECEMBER 9, 2015, BY [CASSY ARSENAULT](#). UPDATED AT 11:59PM, DECEMBER 9, 2015

GRAND RAPIDS, Mich. -- It's something a lot of people use to travel around and get home, but an 18-mile Uber ride after Saturday's Michigan State vs. Iowa game in Indianapolis put quite a wrench in the post-game celebration for some fans from West Michigan.

An e-mail with the bill came through after they got dropped off at their hotel, informing them that they owed hundreds of dollars for that one ride.

"I thought that it had to be a huge mistake. There's no way. That's impossible," said Lenny Teske of Grand Rapids.

After speaking with Uber, they found the price was the real deal, and they were responsible for it, said Teske, a college recruiter who was in Indiana for work and the Big Ten championship football game.

Teske, who took the Uber with some friends after the game, is upset about those charges and looked to the FOX 17 Problem Solvers for help.

It's something people don't always pay attention to. While many call it ridiculous price surging, Uber says it's a process called "dynamic pricing." Basically, they say, Uber always wants to guarantee you a ride even when there aren't enough drivers to fit the demand for people waiting around for a car. It's cases like those where you can get one of those high bills.

Unfortunately, the man FOX 17 talked with Wednesday was a victim of that, but he says the warning signs aren't enough.

Teske was a loyal Uber customer for more than a year until he and his friends used an Uber to pick them up after Saturday night's football game.

"My co-workers and I were discussing taking a cab. One of the guys is old school and wanted to take a cab," said Teske.

He bragged about how quick and inexpensive Uber is. They were in a hurry to celebrate the Michigan State win, so Teske convinced his friend to try it out.

"It shows on the phone where the driver is. We pressed the car for him to pick us up at the location and we got a phone call and the guy says, 'hey I'm too far away from you. Cancel it and start over.' So I'm like 'don't worry. That never happened before. Let's try it again,'" said Teske.

A new driver pulled up and they hopped in for the 18-mile trip to their hotel.

"I asked what the charge was, because I wanted to give him a tip. He told me he didn't know. We get out and the car pulls away. Boop Boop. A thing pops up on my phone and said you were just charged \$490," said Teske.

He had been charged 6.8 times the going rate.

February 16 -2015

Your Worship and Hon. Councillors

My name is Mohan Kang and I have been involved with the taxi industry for over 35 years. I have the privilege and honour to serve as the head of the board of directors of the Association for last seventeen terms. B.C.Taxi Association is a non-profit organization having 136 Corporate and Associate Corporate taxi companies including Victoria taxi, Westwind Taxi, Sooke Taxi, Westshore taxi, Sidney taxi and four Independent taxi companies. The Association got duly elected 13 directors representing all the regions of the Province. I have spent most of life driving a cab in the Victoria region. I have been serving on the Accessible Advisory Committee for last eight years or so as a member and supplemental.

The taxi industry has always worked as the eyes and ears for the community they work in

and have been instrumental in avoiding hundreds thousands of drunk driving , break-ins, physical violence and sexual assaults by being there or reporting to the police while observed such incidents during driving by and servicing the customers . The Association is also the proud member of the “AMBER ALERT “since 2005 as one of the first responder. Last Amber Alert was for the two year old young girl Haily Dunbar from Blairmore. This is our way of giving back to the community in which we live, we work and raise our families and pay our taxes.

Taxi drivers are small business entrepreneurs and more than 90 % were drivers before they became owner-op. and are still driving. Taxi companies have and still employ students which subsidize their education and have,

part time drivers who supplement their regular income.

Chauffeur permits are issued by the Police/ RCMP after thorough criminal checks (Bio- metric). Taxi drivers go through in- house training and then get practical training on job. Average taxi insurance in the CRD region is around 11500.00 dollars before discounts though it is around 19000.00 in the GVRD. Taxi companies also take extra 5-7 million dollars comprehensive insurance for contracts.

Taxis MUST get mandatory six month mechanical inspection through Govt. designated inspection garages. The most important safety part is that every taxi must go through thorough Pre-Inspection before every shift (twice a day) to ensure that the taxi is safe and the driver must sign off to that fact. Must abide by Passenger Transportation Board, Passenger Transportation Branch, National Safety Code, Commercial Vehicle safety Enforcement, Work Safe, Revenue Canada,

GST, EI, Employment Standard Branch, Human Rights, Local, Provincial & Federal rules and regulations.

Safety cameras are mandatory and the Association was instrumental in getting the safety cameras installed in 2008-2009 .Most of the taxi companies have the volunteer driver & passenger bill of rights in the CRD for the protection of the drivers as well as consumers.

Since last forty years or so there has been a drastic improvement in the taxi industry. From winding taxi meters and ex police cabs, changed to silent fare meters, propane modification. High price of the propane specially gas the new hybrid cabs came into play which help in reduction of green gas emissions.

With Passenger Transportation guidance that new and additional cabs must be environmentally

friendly today you will find that every cab in the CRD is environment friendly taxis which are serving on 24/7 basis. Taxi industry implement and update changes according to the changing need of the consumers. From radio dispatch, we updated to computer dispatch & GPS system, the taxi companies accepts all types of transactions, taxi companies have their own personal apps. Taxi companies have invested millions of dollars to meet the changing need of the consumers. UBER tried in 2012 to operate Uber- Black in the GVRD but choose not to comply with the rules & regulations and UBER was issued a Cease and Desist order by the Registrar (Passenger Transportation Branch) left and came back in 2014 with UBER- X model. Driver with class-5 , 21 year old, having 10 year old or newer model , 4 door car having regular insurance. Uber advertised and even paid monetary incentives for registering drivers and have recruited undisclosed number of UBER drivers in the CRD & GVRD.

Most of the places Uber started have little or no regulations concerning commercial vehicles; others were regulated by the municipalities. The Passenger Transportation Board regulates the passenger directed vehicles in B.C, which is an independent tribunal. Basic insurance is covered by the ICBC and as per rules anytime the money change hands for carrying a passenger the vehicle must have a commercial insurance which is only provided to the vehicles which has been inspected by a designated establishment and must possess a National Safety Code certificate.

Mr. Van-Hammen , Uber Manager for B.C. , stated that they have adequate insurance coverage and better criminal checks than taxis.

Let us go on the facts. UBER states that they carry more than enough insurance yet at the same time they have got injunction from the court that it cannot be disclosed. WHY?

UBER criminal checks are done through a third party. I recently attended the convention of Association of International regulators in Montreal. The head regulator from Houston stated that the City of Houston found 264 cleared for Uber driving having serious charges and convictions against them including murder, child molesting, sexual assaults and drug dealings.

The checks go back to seven years. It was stated that bio-metric criminal checks should be done to ensure that the public safety issue is taken care off. (There is bio-metric method used here)

Driver issue. UBER claims that the drivers are independent contractors. The Labour Commissioner in California ruled on June 17-2015 that the Uber drivers are "Employees "off course Uber appealed the decision. Though Uber settled out of court the cases with the lady who was raped in Delhi and Sofia Liu, 6 year old girl who was killed by an Uber driver in California, if the drivers are independent

contractors and not employees as claimed by Uber then why to settle without any obligation. Uber drivers are demonstrating against Uber for driver classification, fairness and their rights. In Seattle Uber drivers has been allowed to form union to protect their rights. Taxi drivers all over the World are demonstrating against Uber but asking for even playing field. B.C. taxi drivers are well protected by the Employment Standard Branch irrespective whether you are on daily lease or commission in case they do not make minimum wages but the fact is that drivers do better than that. Lease taxi drivers MUST possess a GST number to submit their collected GST to the Revenue Canada in a regular manner, same way the Owner-Operator must pay his Employment Insurance share of 1.4 above remitted by his lease-driver. Uber want to provide the commercial service to pre-registered credit card holders .All transactions money flows over the Canadian borders. Uber Manager Mr. Van-Hannem stated

that Uber takes 25% (previously started with 20%) and deposit the rest in drivers account. And there is a pilot project going on in some USA, cities where they will charge 30% from new drivers for first few trips. I will leave it up to your good judgement to figure it out what Uber would be paying to the CRA, Provincial and Local Govts. as taxes. (UBER is unwilling to provide their driver list to anybody. On January 14-2016 the California Utility Commission fined UBER 7.6 million dollars for not providing the driver's data off course UBER stated that they will appeal the decision)

UBER –X service model is discriminatory right from the beginning as they do not want to provide the service to the people with disabilities, seniors who want to pay with the taxi savers, persons who want to pay with the debit cards or to that part of our society wo do not have any credit card and want to pay by cash. Simply Uber want to go for

“Cherry picking “(For putting a Toyota Siena accessible taxi on the road it takes around 55,000 .00 dollars)

Uber Manager Mr. Van-Hannem stated that Uber-X would be around 30% cheaper than taxis. Uber-X is stated to be cost effective and convenient for the consumers, though their surge pricing which would up to three times higher than their normal cost depending upon the demand and supply. On December 31-2014 Uber charged seven times in New York and recent in Edmonton Uber charged 9.7 times or so. Uber even if lower their prices who loses most the “ Driver” losing 75% .Drivers have no say about fare rates or getting terminated , but Uber do encourage its drivers to break rules and regulations and take care of their fines. Mr. Van- Hannem also stated that car is the second biggest investment by British

Columbians after house and he stated that they use the car only 4-5% and in UBER-X model they can earn money using that car eluding the fact that it would be illegal and it will also increase the green gas emissions.

Your Worship and Hon. Councillors we would respectfully submit that the modern society lives with in rules and regulations and it cannot afford to let anybody tell them that is my way or hi-way. Society deserves public safety, and demands rules, fairness, even playing field, contribution of their taxes and accountability and nobody should be or can be above law.

Respectfully submitted by,

Mohan Kang

President