

KHAN SUBMISSION – ACCESSIBLE VANS AND BUSINESS

SUMMARY

A good number of Accessible Taxi Plate Licence (ATPL) owners/operators attended a meeting on Sunday, January 15, 2017, and the below recommendations were supported unanimously to put forward to both LTAC and the Mayor's office.

1. It is our position that the delivery of wheelchair accessible taxi service should not be the responsibility of individual ATPL owners/operators. The reason for this is the higher costs to purchase, operate and maintain a wheelchair accessible vehicle, plus the reduction in business due to vehicle-type discrimination (many customers bypass a wheelchair accessible taxi for a conventional taxi).
2. It is our position that the delivery of on-demand wheelchair accessible taxi service should be the responsibility of the City, as it is in Edmonton.
3. To address the worsening issue of inequitable compensation between ATPL and TPL plate holders, we support the proposal to immediately allow the transition of ATPLs to TPLs.
4. If The City is unable to change the status of ATPL to TPL, then the following measures and positions should be taken to keep accessible vehicles on the road and sway drivers away from relinquishing their ATPLs:
 - a) There must be a \$15,000 subsidy to cover the alteration costs each time an ATPL holder purchases a new accessible taxi.
 - b) There must be rebate of \$7,000 annually to make up the additional losses in maintenance, fuel consumption and less business due to vehicle-type discrimination.
 - c) We do not support an idea we recently heard that all ATPL holders should converge under one independent accessible taxi company. This is not a viable or feasible option for ATPL holders as the vast majority of the trips we service do not require wheelchair accessibility. We rely on conventional trips for the vast majority of our income.
 - d) Pre-arranged wheelchair accessible transportation business provided through Calgary Transit Access should be returned to the taxi industry rather than be provided by private contractors.
 - e) There should be no annual renewal fee either for the badge or for ATPL owners / operators.
 - f) LTAC should reserve at least one membership for ATPL owners/operators for effective representation.

BACKGROUND

2016 December 19 Regular Meeting of Council:

REFER, Moved by Councillor Colley-Urquhart, Seconded by Councillor Carra, that Report CPS2016-0898 be referred to the Administration to undertake an accessible transportation policy scoping Report between Calgary Transit Access and Livery Transport Services which:

1. *Addresses the immediate impact of Transportation Network Companies operations on the Accessible Taxi system;*
2. *Explores opportunities to collaborate on service delivery for the accessible taxi community;*

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3. *Develops potential short-term fixes for the situation; and*
 4. *Considers the options presented in Attachment 2.*
- And further, that the Administration Report back to Council no later than 2017 Q1.*

RECOMMENDATIONS FOR LTAC TO CONSIDER

That LTAC:

1. Reiterate its support for a bylaw amendment to transition all ATPLs to TPLs as part of the 2017 Q1 scoping report.
2. Support in principle the mitigation recommendations outlined in #4 should Council decide against transitioning ATPLs to TPLs as part of the 2017 Q1 report.

ATTACHMENT

ATPL Action Committee signatories.

SUBMISSIONS PRESENTED BY: Zulf Khan, ATPL#1432, on behalf of the ATPL Action Committee