

Cabbies want 30% fare hike

By JOHN CHALLINOR
Times staff writer

The average Mississauga cab user will be paying \$3.50 a ride if city council passes the latest Mississauga Taxicab Authority (MTA) recommendation.

The average passenger, who generally requires a three-mile trip, will be paying 90 cents for the first one-ninth of a mile and 10 cents for each additional one-ninth of a mile.

This recommendation was developed Monday night by cabbie Art Taylor and introduced as an alternative to a city staff proposal that the increase be 90 cents for the first one-quarter mile and 10 cents for each additional one-eighth of a mile.

Taylor's proposal, which represents a 30 per cent rise from the existing tariff of 70 cents for each one-seventh of a mile plus 10 cents for each additional one-seventh of a mile, would be the only increase the 980 MTA drivers have had since November 1976.

The MTA also accepted Taylor's proposals for additional charges in the handling of local passengers.

Included in his package is a charge of 10 cents for each 30 seconds of waiting time, 25 cents for each bag of groceries carried by the driver, 50 cents for each suitcase carried by the driver, \$3 extra for house calls and a flat rate of \$5 for a ride to Toronto International Airport.

The original staff proposal represented a 15 per cent tariff increase, and no increase in other areas: 10 cents for each 40 seconds of waiting time, 20 cents per bag of groceries carried by the driver, 25 cents for each suitcase carried by the driver with a maximum charge of \$1, a \$4 flat rate for a ride to the airport.

The MTA has requested that manager Keith Cowan have the recommendation ready for Monday's city council meeting. Should Taylor's proposal be accepted, the tumbler will roll April 12.

The increase was part of a six-piece MTA 'house-cleaning' package developed by Ward 9 councillor and chairman Ken Dear in association with the other committee members.

With the exception of Taylor's tariff recommendation, Dear's package was the brunt of verbal attacks from most of the 75 cabbies in the audience, as well as the taxicab industry representatives on the committee.

However, the MTA accepted Dear's proposal that the City of Mississauga assume the responsibility of regulating the limousine service at the airport as the provincial government plans to remove itself from that position.

Members Frank Thiel, Marcel Spidaliere, Frank Garcia, Ramiro De Los Santos and Frank Clifford from the airport limousine owners will sit on a committee designed to develop regulations for the operation of the service.

The MTA also accepted Dear's proposal that the Airport General Manager be advised that the city is prepared to consider the issuance of special airport taxicab licences to all cabs currently in possession of federal airport stickers.

Unfortunately for Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board, the number of taxis operating in the city was not increased.

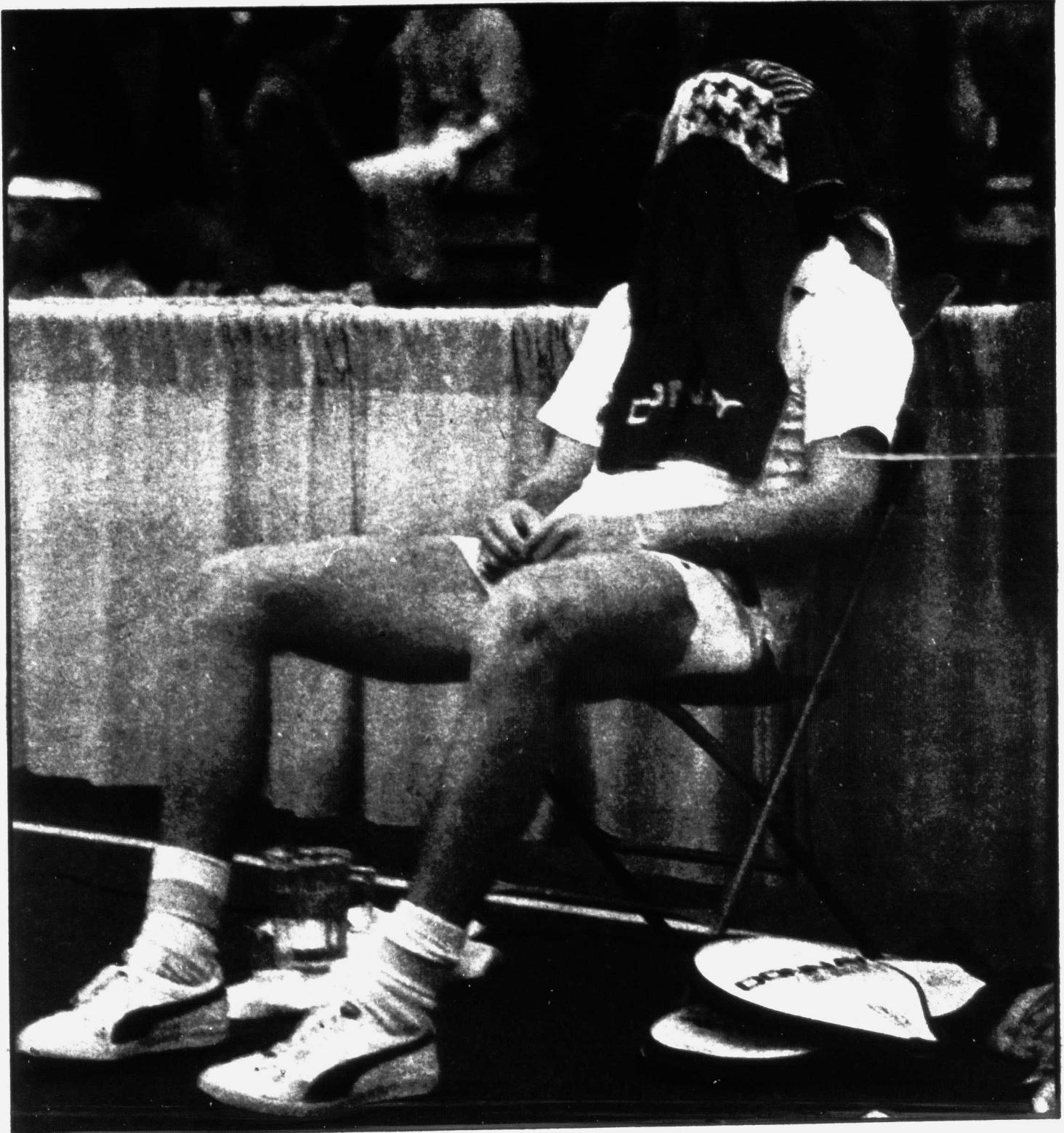
Both boards have been lobbying through the education liaison committee for an increase in the number of cabs to service the schools. There has been a serious deficiency for just over a year.

Of the 301 licenced Mississauga cabs, 150 work exclusively out of the airport, leaving 151 to cover the rest of Mississauga. The decision to leave the number of licences where they are was reached after Dear's proposal was lost on a 4-4 vote.

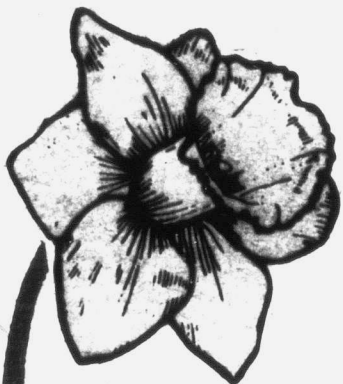
Cowan, Dear, Garcia and Stevens will make up a committee to look into the feasibility of a central dispatch system in the city.

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