PUBLIC TRANSPORTATION

General authority

162(1) Council may pass by-laws respecting local transportation systems and chartered bus services.

Transit and transportation

162(2) Without limiting the generality of subsection (1), council may pass by-laws

(a) establishing fare zones for transit service;

(b) prescribing the types of chartered bus services that the city may provide;

(c) respecting the provision of transportation services to Birds Hill Provincial Park; and

(d) respecting the provision of transportation to any facility or site owned or operated by the city whether within or outside the city.

Exclusive authority

163(1) The city has exclusive authority to operate local fixed-fare passenger transportation services within the city except

(a) railways;

(b) taxicabs and school buses as those expressions are defined in *The Highway Traffic Act*;

(c) motor vehicles operated by a school division or private school for school purposes;

(d) buses operated as a chartered bus service; and

(e) buses owned and operated by a corporation or organization solely for the purposes of the corporation or organization if no fare or fee is charged for transportation in the buses.

Vehicles operated for school purposes

163(2) Despite any provision of *The Highway Traffic Act*, motor vehicles operated by a school division or a private school are not, while they are operated within the city, public service vehicles as that expression is defined in subsection 1(1) of that Act.

Agreement for private operation

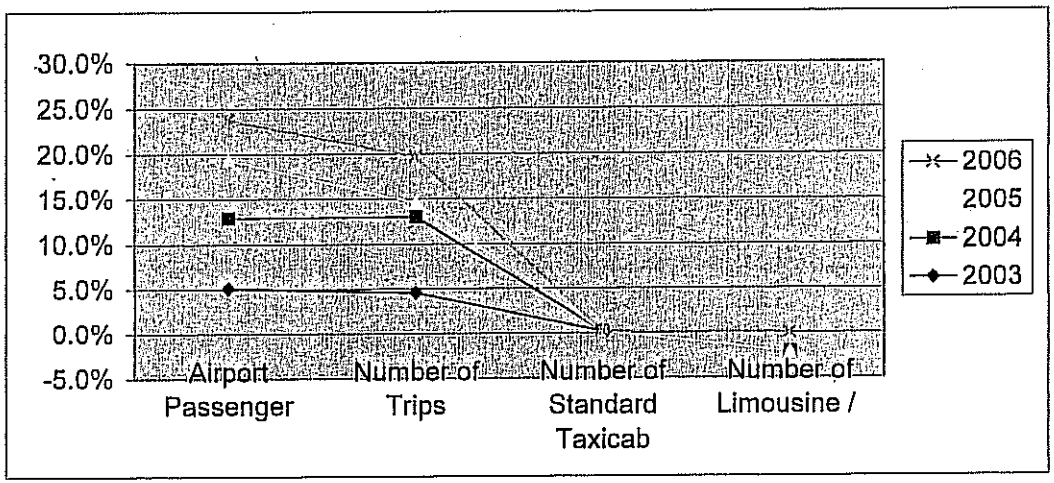
163(3) Despite subsection (1), where a person wishes to provide a local transportation service that falls under the exclusive authority of the city under subsection (1) and the person is not providing the service for or on behalf of the city, the city may, at the person's request, enter into an agreement with the person under which the person will operate a local passenger transportation service of such kind and in such part of the city as is specified in the agreement; but

(a) before beginning to operate the service the person must obtain from The Public Utilities Board approval of the agreement and be authorized by that board to operate a local transportation service in the city; and

(b) the operation of the service is, in all respects, subject to the authority and supervision of that board.

Number of Licenses versus Airport Passenger Traffic

	2000	2001	2002	2003	2004	2005	2006	Average Change Last 6 yrs	Average Change Last 4 yrs	Cumulative Change Last 4 yrs
Increase / decrease		-2.2%	-3.6%	5.1%	7.8%	6.5%	4.4%	3.00%	5.95%	26.0%
Airport Passenger Traffic (#1)	2,837,342	2,775,876	2,675,335	2,811,797	3,030,905	3,227,447	3,369,777			
Increase / decrease		-2.0%	-1.3%	4.6%	8.4%	1.6%	5.1%	2.73%	4.92%	21.1%
Number of Trips From Airport (#2)	167,593	164,281	162,126	169,551	183,785	186,755	196,284			
Increase / decrease		0.0%	1.7%	0.2%	0.0%	0.0%	0.0%	0.33%	0.06%	0.2%
Number of Standard Taxicab Business Licenses (#2)	401	401	408	409	409	409	409			
Increase / decrease		10.0%	4.5%	-2.2%	0.0%	0.0%	2.2%	2.43%	0.01%	0.0%
Number of Limousine / Executive Car Licenses (#2)	40	44	46	45	45	45	46			



Sources:
#1 - Passenger Statistic, Winnipeg Airports Authority Website
#2 - Taxicab Industry Data Report, Manitoba Transportation and Government Services Taxicab Board

Richard Cloutier Reports
11 January 2007

On Thursday, 11 January 2007, a Unicity taxi-cab driver made a call-in to the program, *Richard Cloutier Reports*, on CJOB 680. His premise for the call was to state that the taxi-cab industry is better prepared to offer more affordable service to downtown hotels than the proposed Avion shuttle service.

Mr. Cloutier responded by asserting that they, the taxi-cab industry, ***"should be able to then blow away the competition."*** Mr. Cloutier proceeded to ask the driver, ***"Why are you so against this from happening?"***

Driver: ***"We have the right to serve the people of Winnipeg."***

Cloutier: ***"And why don't they have the right to serve the people of Winnipeg?"***

Driver: ***"Because we are, I think – the way that I see it – cheaper than (the) shuttle."***

Cloutier: ***"Well than prove it. If you can go head-to-head with them, then more people would pick you, right? If you're cheaper better, and faster."***

After dismissing the caller, Mr. Cloutier made the following remarks, ***"What is it about people in this community that are so afraid of competition. This occurs – these types of services exist – all across North America. Winnipeg is not an island."***

As the program broke for commercial, Mr. Clouter concluded with the following statement, ***"I have a lot of friends who drive cabs in this city and I don't want to offend you. But the bottom line is – you have to be able to have competition and withstand competition. And if these services are offered elsewhere, why not welcome them here?"***

The program, *Richard Cloutier Reports*, is broadcast daily from 9:00am to noon on CJOB 680.

WINNIPEG SUN, Monday, January 15, 2007

LETTER

Give travellers option

Re: Nix shuttle: cabbies (Tamara King, Jan. 10).

In the last two years, I've travelled to at least 10 different cities in Canada and the U.S. and Winnipeg is the only airport I've been to without shuttle service to hotels. I understand that a shuttle service from the airport to various hotels would decrease the amount of money that cabbies would make, but in all reality, other than the cabbies themselves, who really cares? Welcome to business in the real world.

Not only do most major hotels in every city I've been to provide shuttle service, they provide it for free. Winnipeg isn't the most attractive city to visit and when travellers have to pay $25 as soon as they get off the plane just to get to their hotel, that's already a turn-off.

Anyone who wishes to take a cab can still do so, but travellers should definitely be given the option. I'll bet if you took a survey of all travellers who go through Winnipeg's airport, a vast majority would say a shuttle service is an excellent idea.

Baljit Gill

Winnipeg