Ross Eadie Presentation on
Standing Policy Committee on Infrastructure Renewal and Public Works
dated January 9, 2007
1. Avion Services Corporation - City Connect Shuttle Service

To start, the City of Winnipeg and Province of Manitoba have demonstrated a public interest in transporting any group of potential passengers in our great city. Therefore, it is my assertion that the City of Winnipeg and Tax-cab Board deal with this proposal.

I must point out that the shuttle services in other cities do not have the ability to transport people with disabilities using wheelchairs. There is a public interest in making sure visitors with disabilities have full choice in transportation services.

Winnipeg is home of at least one national organization (Council of Canadians with Disabilities) and one international organization (Disabled Peoples International). They have annual meetings and conferences all the time.

The taxi-cab business has provided accessible cabs for those who order one. the City of Winnipeg provides low floor buses for wheelchair users. What is Avion offering?

The City of Winnipeg is in the mass transportation business. This proposed service is a mass transportation business. While the agreed to higher fares are separating the new service from the City's bus routes, this proposed shuttle service will compete for other resources.

Will this proposed shuttle service receive a preferential bus stop closer to the entrance and exit of the new terminal? People not able to afford taxis or a shuttle will be offered an inferior service from Winnipeg Transit? Winnipeg Transit's fares are cheaper due to sizable markets and government grants.

Contrary to the submission from Avion Services, there are taxis being paid fixed rates while being accountable to the Tax-cab Board.

Handi Transit pays a fixed rate per trip to taxis driven by Taxi-cab Board licensed drivers as a requirement.

Under the public transit agreement, the taxis are expected to carry multiple passengers where ever possible. Current efforts are gearing towards 4 or 5 passengers.

Has the Taxi-cab Board made a mistake in their decision to ignore the Avion service? Maybe a shuttle service should be tendered to transportation businesses if the service is really needed in Winnipeg?