

**Transportation Standing Committee
January 15, 2014**

TO: Chair and Members of the Transportation Standing Committee

Original signed

SUBMITTED BY: _____
Brad Anguish, Director, Community and Recreation Services

DATE: December 2, 2013

SUBJECT: Taxi and Limousine Rate Review Mechanism

ORIGIN

August 8, 2012, motion of the Transportation Standing Committee (TSC):

MOVED by Councillor Blumenthal, seconded by Councillor Hum, that the Transportation Standing Committee:

2. Request that staff prepare a report for a future meeting of the Transportation Standing Committee investigating the possibility of having an automatic rate increase mechanism.

MOTION PUT AND PASSED.

LEGISLATIVE AUTHORITY

- *Nova Scotia Motor Vehicle Act*, Section 305(2)(c), that municipalities may make regulations that “provide minimum or maximum fares or rates that may be charged by any persons transporting for hire passengers or goods”
- By-law T-1000, Respecting The Regulation of Taxis, Accessible Taxis and Limousines, Section 32.2 “Fares” ; and
- Administrative Order #39, Respecting Taxi and Limousine Regulations, Sections 2 “Regular Fares” and 3 “Special Airport and Port Fares” .

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend to Halifax Regional Council that it approve the amendment to Administrative Order #39 (attached as Appendix A) and introduce a rate review mechanism for the taxi & limousine industry.

BACKGROUND

On September 8, 2009, an Information Report to Regional Council (attached as Appendix B) included a survey of other major Canadian municipalities which indicated there is no consistent approach to addressing the issue of an automatic rate review mechanism for taxi and limousine fare rates. The majority of municipalities, including Halifax Regional Municipality (HRM), rely on a request for a rate increase from the taxi and limousine industry to trigger a rate review. In general, review processes include input from the public and industry stakeholders prior to recommendations being forwarded to Council for consideration. A recent follow up survey of Canadian municipalities has confirmed those conclusions.

Options presented in the September 2009 Information Report to Regional Council included a three or five year review process using the Nova Scotia Consumer Price Index (CPI) as a benchmark. Regional Council did not advance that Information Report as an agenda item.

DISCUSSION

The Transportation Standing Committee (TSC), at its August 8, 2012 meeting, requested staff bring forward a further report specifically investigating the possibility of having an automatic rate increase mechanism within Administrative Order #39. Staff has considered possible amendments to Administrative Order 39 and through consultation with the Taxi and Limousine Liaison Group (TLLG) developed the following objective criteria for rate reviews:

- All reviews should be based on the Statistics Canada, CPI, by Province (Nova Scotia Report) that is available annually in January
- Consideration of rate increase should be triggered when a CPI increase is 2.5% or greater in a single year
- No consideration of a rate increase should be triggered, if the CPI is less than 2.5% in a single year, and
- Consideration of a rate increase should be triggered, if the percentage change in the Nova Scotia Consumer Price Index, over the previous calendar year or cumulative calendar years, is 2.5% or greater since the year of last industry rate adjustment or since Regional Council last considered a rate increase.

All rate reviews will include input from industry stakeholders, Statistics Canada, Nova Scotia CPI annual January report, survey of other Canadian municipalities, and an independent review from the Greater Halifax Partnership. The resulting information will contribute to a Recommendation Report to the Transportation Standing Committee and subsequently to Regional Council regarding a taxi and limousine industry rate increase should the TSC wish it move forward.

An automatic rate review mechanism can be enabled by the formal adoption of an Automatic Rate Review Mechanism in Administrative Order #39, (attached as Appendix A). A motion of Regional Council is required to amend Administrative Order 39.

FINANCIAL IMPLICATIONS

There are no financial implications.

COMMUNITY ENGAGEMENT

This report was prepared in consultation with the Taxi & Limousine Liaison Group and in consideration of comments during the 2012 rate increase public hearing of Regional Council regarding Taxi By-Law T-1000 on October 23, 2012.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

ALTERNATIVES

1. The Transportation Standing Committee could choose not to forward the amended Administrative Order #39 to Regional Council for consideration.
2. The Transportation Standing Committee may decide to make specific amendments to the proposed Administrative Order #39.


ATTACHMENTS

- Appendix A: Amending Administrative Order Number 39, Respecting Taxi and Limousine Regulations
- Appendix B: Regional Council Information Report dated July 29, 2009
- Appendix C: Showing proposed changes to Administrative Order Number 39, Respecting Taxi and Limousine Regulations

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Kevin Hindle, Regional Coordinator, License Standards & Taxi/Limousine, 490-2550

Original signed

 Jim Donovan, Manager, Municipal Compliance, 490-6224

Original signed

Maggie MacDonald, Senior Advisor, Government Relations & External Affairs, 490-1742

Original signed

 John Traves, Director, Legal Services & Risk Management, 490-4219

**Appendix A
(Amending policy)**

**HALIFAX REGIONAL MUNICIPALITY
ADMINISTRATIVE ORDER NUMBER 39
RESPECTING TAXI AND LIMOUSINE REGULATION**

BE IT RESOLVED by the Council of the Halifax Regional Municipality that Administrative Order 39, the Taxi and Limousine Regulation Administrative Order, is amended as follows:

1. Amend the first sentence before the header “Short Title” by deleting the words “and Section 26 of the *Municipal Government Act*”;
2. Add page numbers to each page; and
3. Section 3.0A is added after section 3.0 and before section 4.0 as follows:

3.0A ANNUAL RATE REVIEW

3.1A HRM shall review the rates set out in Schedules 1,2, and 3 to this Administrative Order at least once every calendar year and shall consider the percentage change from the previous year in the Nova Scotia Consumer Price Index (“percentage change”) as found in the Statistics Canada Consumer Price Index, by Province (Nova Scotia) Annual January Report, as follows:

- (a) If the percentage change over the previous calendar year is less than 2.5%, no further consideration shall be given to a rate review. However, the percentage change for that year will be carried forward to the following year and added to the percentage change for that year, and subsequent years, until the total of the percentage change is 2.5% or greater.
- (b) If the percentage change over the previous calendar year, or cumulative calendar years as set out in (a), is 2.5% or greater, a report shall be prepared for consideration by Regional Council on whether to increase the rates set out in Schedules 1,2, and 3 to this Administrative Order. The report shall include some or all of the following:
 - (i) input from industry stakeholders;

- (ii) Statistics Canada Consumer Price Index, by Province (Nova Scotia) Annual January Report information;
- (iii) a survey of other Canadian municipalities;
- (iv) an independent review from the Greater Halifax Partnership; and
- (v) any other information that, in the opinion of the Municipality, may assist Council in its consideration.

(c) Once Regional Council has considered a rate increase in accordance with (b), the percentage change as cumulated in (a) shall reset, whether or not Regional Council has voted to increase the rates set out in Schedules 1, 2, and 3 to this Administrative Order.

(d) Nothing in this section shall prevent Regional Council at any time, by resolution, from considering whether to modify the rates set out in Schedules 1, 2, or 3 to this Administrative Order outside of the annual review.



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Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 3

Halifax Regional Council
September 8, 2009

TO: Mayor Kelly and Members of Halifax Regional Council

ORIGINAL SIGNED

SUBMITTED BY: _____
Frank Beazley, Chief of Police

DATE: July 29, 2009

SUBJECT: General Taxi Rate Increase

INFORMATION REPORT

ORIGIN

On September 9, 2008, Regional Council requested a staff report that provides for options with regards to fare increases including but not limited to an increase in the drop rate per kilometre charged for extras. Further, that a mechanism be developed to allow for the automatic increase on a regular basis.

BACKGROUND

In November 2003, the Taxi & Limousine Advisory Committee was requested by Regional Council to develop a mechanism to allow for future increases to be incorporated into the By-law and further that any proposal for increases be based on a three to five year basis.

In April 2004, following the review of an information report and a brief discussion at the Taxi & Limousine Advisory Committee, it was commented that an automatic mechanism would not be workable and no further discussions resulted.

On October 11, 2005, Regional Council approved By-Law T-135, which granted an 8.1% increase to taxi rates. The initial (drop) rate was increased from \$2.90 to \$3.00 and the additional travel rate was increased from .11 cents to .12 cents (a blend increase of 8.1% in total). At that time the average fuel price in Nova Scotia was \$1.39 per/litre. Also with the approval of By-law T-135, the rate schedules were moved from By-law T-108 to Administrative Order #39, to expedite future requests for rate adjustments.

On April 29, 2008, the topic of a taxi fare increase was raised at Regional Council. It was noted by several councilors that there had been no formal request from the taxi industry regarding a fare increase. The matter was referred to the Taxi and Limousine Advisory Committee for direction.

On May 26, 2008, a report to Regional Council (attached as Appendix A) from the Taxi and Limousine Advisory Committee, indicated that current gas prices had not increased to the level they were in 2005 when the last taxi fare increase was implemented and recommended:

1/ The report to council be deferred for a period of three months to obtain input from the drivers, and

2/ To monitor the ongoing gas prices since the date of the last increase in 2005.

Today's current gas prices are below the October 2005 prices, (Price index chart* attached as Appendix B).

In November 2008, the topic of a fare increase was reviewed at Taxi & Limousine Advisory Committee. It was felt that with gas prices dropping, it would not be a good time to increase meters. (Minutes attached as Appendix C)

DISCUSSION

In the fall of 2008, staff surveyed other major municipalities regarding Taxi Rate review mechanisms and found there does not appear to be a consistent approach to addressing the issue. The majority of the municipalities, including the HRM, rely on a request for a rate increase from the taxi industry to trigger a rate review. In general their review processes includes input from the public and industry stakeholders prior to any recommendations being forwarded to the Municipality Council for consideration. Some municipalities are considering developing a regular review mechanism.

Options for the Halifax Regional Municipality could include a three or five year review process using the Nova Scotia Consumer Price Index (CPI). The CPI would be reviewed by staff at the end of January for the applicable year and a report would be forwarded to the Taxi & Limousine Advisory Committee. The report would outline the average CPI for the three or five previous years. If the average three or five year CPI adjustment is between plus or minus 0.00% to 1.00%, a review of the taxi rates would not be required. If the report indicates changes in the CPI greater then the aforementioned, the Taxi & Limousine Advisory Committee would then conduct a review in consultation with the industry, to determine if a recommendation to adjust taxi rates should be forwarded to Regional Council for consideration.

* Historical Gas Price Chart, www.torontogasprices.com/retail_price_chart.aspx

BUDGET IMPLICATIONS

There are no budget implications as a result of this report.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

1/ Regional Council may decide to maintain the current practice, whereby a rate review is conducted on the request from the industry.

ATTACHMENTS

Appendix A: May 26, 2008, report to Regional Council from the Taxi and Limousine Advisory Committee


Appendix B: Fuel Price index chart

Appendix C: November 2008, Taxi & Limousine Advisory Committee minutes

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Robin McNeil, Staff Sergeant, Halifax Regional Police, 490-4817

Report Approved by:


Deputy Chief R. A. Buronage, Halifax Regional Police, 490-7138



PO Box 1749
Halifax, Nova Scotia
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Item No. 11.6.1

Halifax Regional Council
June 10, 2008

TO: Mayor Kelly and Members of Halifax Regional Council

ORIGINAL SIGNED

SUBMITTED BY:

Deputy Mayor Steve Adams, Chair,
Taxi And Limousine Advisory Committee

DATE: May 26, 2008

SUBJECT: Review of Taxi Fares to Increase Taxi Rates

ORIGIN

Regional Council referred the decision to the Taxi and Limousine Advisory Committee as to whether a staff report regarding a taxi fare increase is needed.

RECOMMENDATION

It is recommended that:

1. The report to Council be deferred for a period of three months to obtain input from the drivers, and
2. To monitor the ongoing gas prices since the date of the last fare increase in 2005.

BACKGROUND

At Regional Council on April 29, 2008, it was requested to have staff to do an immediate review of taxi fares with a recommendation on increasing taxi rates, as a result of ever-escalating gas prices which will have serious repercussions on drivers earning a fair wage. At that time, it was noted that no formal request from the Taxi Industry had been received.

DISCUSSION

Discussion ensued with it being noted that gas prices had not increased to the point that they were at in 2005 when the last increase in taxi fares was implemented. It was also noted that there were not enough drivers at the Taxi and Limousine Advisory Committee meeting to give a clear view of how the industry felt and the lack of drivers could indicate that they would be opposed to it.

BUDGET IMPLICATIONS

None

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

None

ATTACHMENTS

None

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

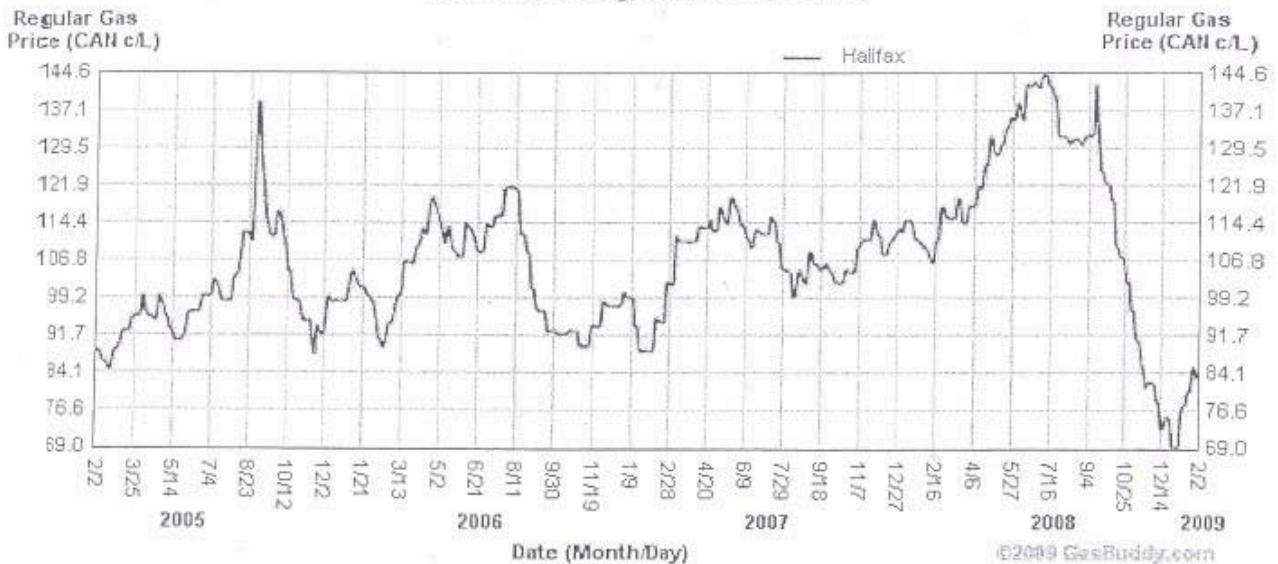
Report Prepared by: Barbara Coleman, Legislative Assistant

Appendix - B

Historical-Price Charts

Quick charts: [1 Month](#) | [3 Month](#) | [6 Month](#) | [9 Month](#) | [1 Year](#) | [18 month](#) | [2 Years](#) | [3 Years](#) | [4 Years](#) | [5 Years](#) | [6 Years](#)

48 Month Average Retail Price Chart



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			<input type="button" value="Create Chart"/>

HALIFAX REGIONAL MUNICIPALITY

TAXI AND LIMOUSINE ADVISORY COMMITTEE

MINUTES

November 13, 2008

PRESENT: Deputy Mayor Stephen Adams, Chair
Mr. Derek Mathers, Taxi Broker
Mr. Earl Brown, Licenced Taxi Driver
Mr. Robert Richards, Limousine Driver/Owner
Mr. Jamie Bolduc, Hotel Association of Nova Scotia
Mr. Gary Russell, Rep. HRM Advisory for Persons with Disabilities
Ms. Lisa Dahr, NS Tourism Human Resource Council

REGRETS: Ms. Joeanne Coffey, Citizen Representative
Mr. Tim Hosford, Citizen Representative
Ms. Cathy Towers, Halifax International Airport Authority Board
Mr. Kevin Hindle, Regional Coordinator, Taxi and Limousine
Services

STAFF: Ms. Barbara Coleman, Legislative Assistant, HRM
Ms. Andrea MacDonald, Manager, Taxi and Limo Services

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1. CALL TO ORDER

The meeting was called to order at 10:05 a.m.

Deputy Mayor Adams welcomed the newest member of the Committee, Mr. Richard McNeil, Licenced Taxi owner.

2. APPROVAL OF THE MINUTES - May 8, 2008

Correction: Item 7.1 - Mr. Hindle's name was changed to Mr. Jamie Bolduc as the seconder of the motion.

MOVED By Mr. Mathers, seconded by Mr. Richards, that the minutes of May 8, 2008 be approved as amended. **MOTION PUT AND PASSED**

3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS

MOVED By Mr. Mathers, seconded by Mr. Richards, that the the Order of Business be approved. **MOTION PUT AND PASSED**

4. BUSINESS ARISING OUT OF THE MINUTES - None

5. CONSIDERATION OF DEFERRED BUSINESS - None

6. CORRESPONDENCE, PETITIONS & DELEGATIONS - None

7. NEW BUSINESS

7.1 Transferability of Ownership of Roof Lights

Mr. Richards brought this matter forward to the Committee. He advised with a different Council, the decision of this matter may be different. He suggested that it be brought forth to Council again. Deputy Mayor Adams advised that no clear decision was made in this matter and that a package of reports and motions from the last Council session that this was brought forward would be distributed to the Committee.

7.2 Retire Roof Light # 279

Ms. Andrea MacDonald advised the Committee that she would see that the roof light number, Halifax #279, of Mr Frank Robert Horwill be retired in memory of Mr Frank Robert Horwill . Mr. Horwill was 71 years of age and drove taxi for 50 years.

7.3 Meter Increase

The Committee was advised that a petition had been circulated but it was not very reflective of all drivers nor was there enough drivers at today's meeting to give any further reflection of the feeling of the industry. It was felt that with the gas prices dropping, it would not be a good time to increase meters.

Mr. McNeil also suggested that the taxi industry needs to find another way to regulate fare increases. Gas prices are too volatile.

7.4 Policy Regarding Seeing Eye Dogs

Ms. Helen McFadyen, Chairperson for Advisory Committee For Persons With Disabilities, spoke to the Committee on the need for educating drivers around the use of Service dogs. She spoke to the fact that some drivers refuse to allow the dogs in their cars.

Ms. McDonald advised Ms. McFadyen and the other members of the Committee that a driver must have a valid reason for refusing a dog in their car. Like any other health issue it must be registered with the Taxi office.

Deputy Mayor Adams, at the invitation of Ms. McFadyen, agreed to go to the next meeting of the Advisory Committee For Persons With Disabilities.

8. REPORTS

9. ADDED ITEMS

9.1 Change in Location of Taxi Office

Ms. McDonald advised the Committee that the taxi office was moving to the Burnside park area on Mellor Ave, however no date had been set as of yet. Ms. MacDonald further advised that as soon as the date is known, a full communique would go out.

10. DATE OF NEXT MEETING - December 11, 2008

11. ADJOURNMENT

The meeting was adjourned at 10:47 a.m.

Barbara Coleman
Legislative Assistant

HALIFAX REGIONAL MUNICIPALITY
ADMINISTRATIVE ORDER NUMBER THIRTY-NINE
RESPECTING TAXI AND LIMOUSINE REGULATION

BE IT RESOLVED as a policy of the Council of the Halifax Regional Municipality pursuant to Section 305 of the *Motor Vehicle Act* and ~~Section 26 of the *Municipal Government Act*~~ as follows:

1.0 SHORT TITLE

1.1 This Administrative Order may be cited as Administrative Order Number Thirty-Nine, the Taxi and Limousine Regulation Administrative Order.

2.0 REGULAR FARES

2.1 (a) Vehicles for hire licensed to operate by the Halifax Stanfield International Airport shall while operating under those licenses charge the fare rates established by the Halifax Stanfield International Airport.

(b) Subject to Subsection 2.1 (a) of this Administrative Order, the fares that shall be charged for vehicles for hire within Halifax Regional Municipal shall be as set out in Schedule 1 to this Administrative Order.

3.0 SPECIAL AIRPORT AND PORT FARES

3.1 Subject to Subsection 2.1(a), and notwithstanding Subsection 2.1(b) of this Administrative Order, a taxi driver;

(a) transporting cruise ship passengers from the cruise ship compound at the Halifax Port Corporation property to the destinations outlined in Schedule 2 to this Administrative Order may charge the fares set forth in that Schedule; and

(b) transporting passengers to or from the Halifax International Airport to and from the destinations outlined in Schedule 3 to this Administrative Order may charge the fares set forth in that Schedule.

3.0A ANNUAL RATE REVIEW

3.1A HRM shall review the rates set out in Schedules 1, 2, and 3 to this Administrative Order at least once every calendar year and shall consider the percentage change from the previous year in the Nova Scotia Consumer Price Index (“percentage change”) as found in the Statistics Canada Consumer Price Index, by Province (Nova Scotia) Annual January Report, as follows:

(a) If the percentage change over the previous calendar year is less than 2.5%, no further consideration shall be given to a rate review. However, the percentage change for that year will be carried forward to the following year and added to the percentage change for that year, and subsequent years, until the total of the percentage change is 2.5% or greater.

(b) If the percentage change over the previous calendar year, or cumulative calendar years as set out in (a), is 2.5% or greater, a report shall be prepared for consideration by Regional Council on whether to increase the rates set out in Schedules 1, 2, and 3 to this Administrative Order. The report shall include some or all of the following:

- (i) input from industry stakeholders;
- (ii) Statistics Canada Consumer Price Index, by Province (Nova Scotia) Annual January Report information;
- (iii) a survey of other Canadian municipalities;
- (iv) an independent review from the Greater Halifax Partnership; and
- (v) any other information that, in the opinion of the Municipality, may assist Council in its consideration.

(c) Once Regional Council has considered a rate increase in accordance with (b), the percentage change as cumulated in (a) shall reset, whether or not Regional Council has voted to increase the rates set out in Schedules 1, 2, and 3 to this Administrative Order.

(d) Nothing in this section shall prevent Regional Council at any time, by resolution, from considering whether to modify the rates set out in Schedules 1, 2, or 3 to this Administrative Order outside of the annual review.

4.0 TAXI ROOF LIGHT, VEHICLE MARKING REQUIREMENTS & DESIGN

4.1 No vehicle may be operated as a taxi or accessible taxi unless it is equipped with a taxi roof light affixed on the top of the vehicle that;

- (a) meets the design requirements set out in Schedule 4;
- (b) is affixed on the top of the vehicle as near as possible to the centre of the roof, and positioned so the front of the roof light is facing the front of the vehicle and is clearly visible from all sides of the vehicle;
- (c) is equipped with one or more number 1156 clear bulbs, or with a fluorescent bulb or LED light that emits an equivalent amount of light as a 1156; and
- (d) bears the business name under which the vehicle is being operated in the location and manner set out in Schedule 4 for the zone for which the taxi owner's license has been issued.

4.2 The bulb or light required by subsection 4.1(c) must be mounted in the interior of the sign and;

(a) must be illuminated when the vehicle is being operated as a taxi or accessible taxi for hire but is not responding to a call or carrying passengers or parcels; or

(b) must be turned off when the taxi is responding to a call or is transporting passengers or parcels.

4.3 Despite section 4.1 an accessible taxi may be operated without a roof light affixed on the top of the taxi vehicle, if it has markings on both sides of the vehicle showing the business name under which it is being operated and the taxi license number; and

4.4 A high sided vehicles such as a van, crossover vehicle or sport utility vehicle may in addition to a roof sign, display markings on both sides of the vehicle showing the business name under which it is being operated and the taxi license number.

5.0 VEHICLE REQUIREMENTS

5.1 All taxis, limousines and accessible taxis must comply with the standards set out in Schedule 5.

6.0 ZONES

6.1 The Municipality is divided into the following three zones for the licensing of taxis:

(a) the County Zone, being the area of the Halifax Regional Municipality that is not within either the Dartmouth zone or the Halifax zone.

(b) the Dartmouth Zone, being the geographical area of the former City of Dartmouth.

(c) the Halifax Zone, being the geographical area of the former City of Halifax and the areas also known as Harrietsfield, Sambro, Ketch Harbour and Portuguese Cove.

7.0 LIMITS ON NUMBER OF TAXI OWNER LICENSES

7.1 The number of taxi owner licenses, inclusive of conditional owner licenses, for each zone in force at any time in the Municipality is;

(a) in the Halifax Zone, 610 licenses;

(b) in the Dartmouth Zone, 200 licenses; and

(c) in the County Zone, 190 licenses.

8.0 APPLICANT FOR A NEW TAXI OWNER LICENSE

8.1 The applicant for a taxi owner's license must be the holder, in good standing, of a taxi driver's license issued by the Municipality.

8.2 An applicant who receives an offer of a taxi owner's license must complete all of the requirements for licensing a vehicle as a taxi under By-Law T-1000 within 30 days of the date of the offer.

8.3 If an applicant for a taxi owner's license who holds a taxi owner's license in any zone in the Municipality in his or her name or in the name of a corporation in which the applicant is a shareholder receives an offer of a new owner license, the applicant must surrender the current license within 30 days of the date of the offer.

8.4 A permanent owner's license may be issued only to an applicant who has successfully completed the National Standards Certification for Taxicab/Limousine Drivers.

8.5 If an applicant, at the time of being offered a taxi owner's license, has not successfully completed the National Standards Certification for Taxicab/Limousine Drivers, the applicant may only be issued a conditional taxi owners license.

8.6 A conditional taxi owner's license expires on the first anniversary of its date of issue unless, before its expiry, the holder of the conditional license successfully completes the National Standards Certification for Taxicab/Limousine Drivers and converts to a permanent owner's license.

8.7 A conditional owner's license is not renewable.

8.8 Sections 8.1 – 8.6 apply only to the issuance of a taxi owner's license to an applicant from the waiting list and not to taxi owner's license renewals.

9.0 WAITING LIST

9.1 The waiting lists for taxi owners licenses, if any, of applicants prepared for each zone under sections 77, 78 and 78A of By-law Number T-108 of the Municipality, as those sections read immediately before the repeal of By-law Number T-108, are continued in force.

9.2 If there are no names on a waiting list for a zone, the list must be closed but the Licensing Authority must re-open it or establish a new list whenever the number of applications for taxi owner licenses for the zone exceeds the number of licenses available in the zone.

9.3 If the Licensing Authority receives an application for a taxi owner's license for a zone that cannot be issued because the prescribed number of licenses for that zone have already been issued, the Licensing Authority shall add the applicant's name to the end of the current waiting list, in order of the date and time of receipt of the application and must process the names in order of seniority as they appear on the list as the number of licenses in the zone to which the application

relates drops below the prescribed number of licenses for that zone.

9.4 Whenever a new taxi owner license can be issued because the number of licenses in force in a zone has fallen below the number prescribed for the zone, the applicants on the waiting list shall be offered the first opportunity to obtain a license in order of their seniority on the list, and the Licensing Authority shall notify the applicant forthwith by registered mail addressed to the mailing address of the driver maintained by the Licensing Authority that the applicant is being offered a license.

9.5 An applicant's name must be removed from the waiting list.

(a) Upon the issuance of an owner's license to the applicant; or

(b) if the applicant fails to license a vehicle as a taxi within 30 days of the delivery of the notice of an offer of an owner's license.

9.6 The procedure set out in sections 9.4 and 9.5, must be repeated until the numbers of owners licenses, including conditional owner's licenses, in force in a zone, is equal to the number of licenses prescribed for the zone or until no names remain on the waiting list, whichever occurs first.

9.7 The name of an applicant must be removed from a waiting list on the conclusion of any applicable appeal process if the applicant's driver's license is cancelled, revoked or otherwise lapses.

9.8 Nothing in section 9.5, 9.6 or 9.7 prevents a person who holds a driver's license from re-applying for a taxi owner's license and having his or her name added at the end of the waiting list, if any, for the zone to which the application relates.

10.0 Zone Exceptions

10.1 Pursuant to section 39.3 of By-law T-1000, a taxi driver may pick up and drop off passengers or parcels within a zone for which the taxi is not licensed when:

(a) the place of commencement and final destination of the passenger's journey in the taxi are in compliance with By-Law T-1000;

(b) at anytime in the five-hour period between 12:00 midnight on a Thursday and 5:00 a.m. on Friday;

(c) at anytime in the five-hour period between 12:00 midnight on a Friday and 5:00 a.m. on Saturday;

(d) at anytime in the five-hour period between 12:00 midnight on a Saturday and 5:00 a.m. on Sunday;

(e) any Sunday night in the five hour period between 12:00 midnight and Monday 5:00 a.m. of a long weekend created by a statutory or declared local holiday in effect on the Monday; and

(f) at such other times, dates and places as are permitted by resolution of the council of the Municipality.

Done and passed in Council this day of , 2013.

Mayor

Municipal Clerk

I, Cathy Mellett, Municipal Clerk of Halifax Regional Municipality, here by certify that the above-noted Administrative Order was passed at a meeting of Halifax Regional Council held on , 2013.

Cathy Mellett, Municipal Clerk

Schedule 1

TAXI AND ACCESSIBLE TAXI RATE SCHEDULE

THREE DOLLARS AND TWENTY CENTS initial charge, up to 0 metres.

THIRTEEN CENTS each 76.7 metres.

TWENTY-SIX DOLLARS AND EIGHTY CENTS per hour waiting time

SEVENTY CENTS each additional passenger

HOURLY DRIVING RATE OF THIRTY-TWO DOLLARS AND FORTY CENTS PER HOUR by arrangement between driver and passenger, without meter.

EIGHTY CENTS BRIDGE TOLL – In addition to the regular taxi fare, a \$0.80 fee will be added to fares when a paying trip involves a bridge crossing for the carriage of passengers or parcels.

TEN CENTS - for each article, piece of luggage, parcel or bag of groceries handled or placed in the trunk by driver.

CHILDREN under ten shall be carried FREE when accompanied by an adult;

SPECIAL RATES by contract are permissible when such rates are provided for by contract between the taxi owner or taxi driver and the customer. When customer contact to obtain taxi service is initiated either by telephone, electronic transmission, the customer is entitled to the fare by meter rate, unless a special rate is agreed upon prior to the taxi departing for the customer pickup. When customer contact is initiated in person, the customer is entitled to the fare by meter rate unless a special rate is agreed upon prior to commencement of trip.

PROOF OF PAYMENT OR PARTIAL PAYMENT IN ADVANCE maybe requested by a taxi driver or owner, prior to transporting the passenger or passengers.

LIMOUSINE HOURLY RATE

SHALL BE WHAT EQUATES TO A MINIMUM HOURLY RATE OF SIXTY FOUR DOLLARS AND EIGHTY FIVE CENTS.

(Rates Include HST)

Appendix C
Administration Order #39

Schedule 2

**CRUISE SHIP PASSENGER TAXI AND ACCESSIBLE TAXI RATE PER VEHICLE
(Rates Include HST)**

THE PER VEHICLE RATE FOR TRANSPORTING CRUISE SHIP PASSENGERS FROM THE HALIFAX PORT CORPORATION PROPERTY SHALL BE WHAT EQUATES TO AN HOURLY RATE OF **\$50.75**

Schedule 3

**TAXI AND ACCESSIBLE TAXI RATES TO AND FROM AIRPORT
(Rates Include HST)**

Note: If passengers are proceeding to more than one destination, drivers will not charge more than the approved rate for the first destination and the metered rate from the restarted meter for each of the succeeding destinations.

Note: If a destination is located where two zones are divided (by roads), the fare is the lesser of the two.

Destination	Details	Rate	Zone
Halifax	Peninsula commencing beyond Kearney Lake Rd off Bedford Hwy to Hwy 102 including Bayers Lake and St Margaret's Bay Rd to Rotary	\$59.75	14
	South of the Armdale Rotary including up to corner of North West Arm Dr and Old Sambro Rd to and including William Lake Rd	\$67.65	16
	South of William Lake from corner of Spry Av off Herring Cove Rd to corner of North West Arm Dr and Old Sambro Rd and including Leiblin Park and Thornhill	\$73.30	17
	Ragged Lake	\$67.65	16
Dartmouth	From Hwy 118 exit 13 including Burnside, Shannon Park, Portland & Pleasant, west of Prince Albert Rd, Banook Lake and Main St.	\$56.40	11
Dartmouth (con't)	From Main St including up to Ross Rd and connecting to Cole Harbour Rd, West of Bisset Rd including Colby Village to Atholea Dr off Caldwell Rd	\$62.00	15
	East of Portland & Pleasant up along Prince Albert Rd and Main St up to and including Belmont Av off Pleasant St	\$62.00	
	Beyond Atholea Dr off Caldwell Rd	\$67.65	18

	Montegue Rd including Cherry Brook up to Lake Major Rd, including to Main St and Neilson Dr	\$56.40	11
Bedford	From Lakeview, including Dartmouth Rd to Meadowbrook Dr off Bedford Hwy	\$42.85	8
Bedford	From Meadowbrook Dr off of Bedford Hwy to and including Kearney Lake Rd to Hwy 102	\$50.75	10
Sackville	Up to corner of Beaverbank Rd and Sackville Dr including Lucasville Rd until Hwy overpass and including Lakeview Rd crossing Cobequid Rd	\$42.85	8
	Ashburn Golf Club to Terry Rd off Windgate Dr including Windsor Junction Rd until it meets with Cobequid Rd	\$37.20	6
	Corner of Beaverbank Rd and Sackville Dr to Lucasville Rd until Hwy overpass and #1459 Sackville Dr. (old Sackville Club)	\$54.10	5
	Beyond #1459 Sackville Dr. up to Lewis Lake	\$59.75	3
Airport & Aerotech	Airport Property, Hotels and nearby surrounding area	\$20.30	Property Trip
Beaver Bank	Including Sindha Dr and West of Terry Rd off Windgate Dr to corner of Beaverbank Rd and Sackville Dr	\$54.10	5
	South of Pinehaven Rd including Kinsac Rd	\$59.75	3
Beaver Bank (con't)	From Kinsac Rd up to Beaverbank Villa	\$65.40	1
Bayside		\$101.75	
Beechville	Including Lakeside Industrial Park to corner of St Margaret's Bay Rd and Prospect Rd	\$67.65	16
Black Point		\$104.85	
Boutliers Point		\$91.35	
Brookside		\$83.45	
Chezzetcook	East	\$104.85	
	Head	\$104.85	
	West	\$101.50	
Cow Bay	Cow Bay Rd, corner of Bisset Rd to including	\$73.30	19

	corner of Dyke Rd near Dogwood Dr		
Dover	East	\$110.50	
	West	\$116.15	
Dutch Settlement		\$41.70	
Eastern Passage	Including Cow Bay Rd up to corner of Dyke Rd near Dogwood Dr	\$67.65	18
Elderbank		\$65.40	
Enfield		\$25.95	
Exhibition Park	Corner of St Margaret's Bay Rd and Prospect Rd including Mills Dr off Prospect Rd	\$67.65	16
Fall River	South of the corner of Lake Thomas and Holland Rd including Wilson Dr off Waverly Rd over to connection of Fall River Rd to Windsor Junction Rd	\$32.70	4
	Inn on the Lake to Wilsons Gas at the lights	\$32.70	4
Five Islands Lake		\$86.80	
French Village		\$90.20	
Goffs		\$20.30	
Glen Haven		\$86.80	
Glen Margaret		\$96.95	
Grand Lake		\$33.80	
Hackett's Cove		\$102.60	
Hammonds Plains	Hammonds Plains Rd and Kearney Lake Rd from Hwy 102 up to and including Pin Hi Golf Club (just beyond Lucasville Rd)	\$56.35	7
	Pockwock Road to End	\$67.65	
	Pockwock Road to Highway 103	\$67.65	
Harrietsfield		\$80.05	
Hatchett Lake		\$80.05	
Head of St. Margaret's		\$84.75	
Herring Cove		\$86.80	
Hubbards		\$109.35	
Hubley		\$86.80	



Indian Harbour		\$111.65	
Ingramport		\$90.20	
Jeddore	East	\$135.75	
	Head	\$129.60	
	West	\$134.20	
Ketch Harbour		\$91.35	
Kingswood		\$56.40	7
Lakeside	West of Raines Mill Rd off St Margaret's Bay Rd	\$73.30	13
Lakeview		\$42.85	
Lake Charlotte		\$134.20	
Lake Echo		\$76.65	
Lake Fletcher		\$34.95	
Lawrencetown	Beyond Ross Rd up to but not including Lyle Dr and from Bisset Rd including Raindbow Heaven to Corner of Cow Bay Rd	\$67.65	12
	West	\$76.65	
	Beach	\$84.50	
Lucasville	Commencing from Hwy 101 overpass on Lucasville Rd	\$56.40	7
Meaghers Grant		\$76.65	
Mineville		\$75.55	
Musquodoboit	Harbour	\$112.75	
	Middle	\$92.45	
	Upper	\$118.40	
Oakfield		\$29.15	
Oldham		\$24.80	
Peggy's Cove		\$119.50	
Porters Lake		\$89.10	
Portugese Cove		\$91.35	
Preston	North and East Preston including Lake Major Rd to east of Lower Partridge River	\$67.65	12



	Rd including Mineville Rd from Hwy 107 exit 18		
Prospect		\$96.95	
Purcells Cove		\$77.80	
Queensland		\$109.35	
Sambro		\$93.60	
Seabright		\$90.20	
Shad Bay		\$82.30	
Sheet Harbour		\$227.75	
Ship Harbour		\$177.05	
Tantallon		\$80.05	
	Upper	\$74.40	
Terence Bay		\$103.75	
Timberlea	East of Cranberry Ln off St Margaret's Bay Rd	\$73.30	13
Waverley	Beyond Wilson Dr to corner of Windsor Junction Rd and Cobequid Rd including east of Rocky Lake Drive	\$37.20	6
Waverley	East of the corner of Waverley Rd and Rocky Lake Rd to Mount Portobello	\$42.85	9
Wellington	Corner of Lake Thomas Dr and Holland Rd up to Laurie Park	\$36.10	2
Whites Lake		\$89.10	
Windsor Junction	Ashburn Golf Club to Terry Rd off Windgate Dr including Windsor Junction Rd until it meets with Cobequid Rd	\$37.20	6

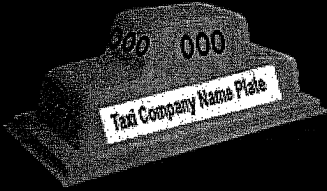
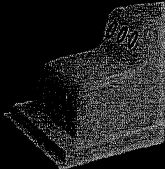
Administrative Order #39

Schedule 4, Taxi Roof Light, Vehicle Markings Requirement & Design

Schedule 1 - Taxi Roof Light Specifications

DARTMOUTH ZONE		
<p><u>Front/Rear View</u></p>  <p><u>Side View</u></p> 	Roof Light	<p>Size - 568mm long</p> <p>Colour - Yellow</p> <p>Placement - Secured to centre of roof of cab with suction cups or magnets</p>
	Cab Number	<p>Text - Cab Number</p> <p>Font - Arial</p> <p>Letter Size - front/rear - 51mm - sides - 42mm</p> <p>Letter Color - Blue</p> <p>Placement - Front, Rear, Both Sides of Roof Light</p>
	Taxi Company Name Plate	<p>Plate Size - 456mm x 64mm</p> <p>Plate Color - Yellow</p> <p>Text - Company Name</p> <p>Font - Arial</p> <p>Letter Size - 47 mm high</p> <p>Letter Color - Red</p> <p>Placement - Front, Rear of Roof Light</p>
	Illumination	<p>Number 1156 clear bulb or fluorescent bulb emitting an equivalent light</p>

COUNTY ZONE		
<p><u>Front/Rear View</u></p>  <p><u>Side View</u></p> 	Roof Light	<p>Size - 568mm long</p> <p>Colour - White</p> <p>Placement - Secured to centre of roof of cab with suction cups or magnets</p>
	Cab Number	<p>Text - Cab Number</p> <p>Font - Arial</p> <p>Letter Size - front/rear - 51mm - sides - 42mm</p> <p>Letter Color - Blue</p> <p>Placement - Front, Rear, Both Sides of Roof Light</p>
	Taxi Company Name Plate	<p>Plate Size - 456mm x 64mm</p> <p>Plate Color - White</p> <p>Text - Company Name</p> <p>Font - Arial</p> <p>Letter Size - 47 mm high</p> <p>Letter Color - Green</p> <p>Placement - Front, Rear of Roof Light</p>
	Illumination	<p>Number 1156 clear bulb or fluorescent bulb emitting an equivalent light</p>

HALIFAX ZONE		
<p><u>Front/Rear View</u></p>  <p><u>Side View</u></p> 	Roof Light	Size - 425mm long Colour - White Placement - Secured to centre of roof of cab with suction cups or magnets
	Cab Number	Text - Cab Number Font - Arial Letter Size - front/rear - 51mm - sides - 42mm Letter Color - Blue Placement - Front, Rear, Both Sides of Roof Light - top
	Taxi Company Name Plate	Plate Size - 456mm x 64mm Plate Color - White Text - Company Name Font - Arial Letter Size - 47 mm high Letter Color - Red Placement - Front, Rear of Roof Light
	Zone	Text - HFX Font - Arial Letter Size - 50mm Letter Color - Blue Placement - Both Sides of Roof Light - Bottom
	Illumination	Number 1156 clear bulb or fluorescent bulb emitting an equivalent light

Administrative Order #39

Schedule 5

VEHICLE REQUIREMENTS

1. A taxi, accessible taxi or limousine must be maintained to the following requirements:
 - (a) be equipped with an engine of at least four cylinders;
 - (b) pass inspection by an authorized official of the Licensing Authority;
 - (c) bear a valid, non-rejected, Province of Nova Scotia motor vehicle safety sticker and matching certificate, which is not more than 12 months old;
 - (d) be insured in the amounts and with the coverage required by By-law T-1000;
 - (e) have a height from the top of the floor to the underneath side of the roof of at least 45 inches (114.3 cm);
 - (f) have a width from the inside of one door post to the inside of the door post on the opposite side of at least 54 inches (137.1 cm);
 - (g) have a length from the dashboard, excluding extremities, to the front of the back seat of at least 63 inches (160.0 cm);
 - (h) have first class repairs with no visible body fillers, rust, primer paint, accidental damage or similar defects and the interior passenger and trunk area must be maintained in a clean and orderly condition;
 - (i) have a wheelbase measurement of at least 105 inches (266.7 cm);
 - (j) have a maximum seating capacity of eight passengers excluding the driver; and
 - (k) have matching wheel covers or designer rims on all 4 wheels, winter rims are permitted between October 15th to April 30th, must be kept clean and rust free.
2.
 - (1) A taxi must have a minimum of four passenger doors (excluding any rear hatches) and may be a sedan, station wagon, sport utility vehicle (SUV), cross over vehicle or mini-van.
 - (2) Despite section 1, a smaller fuel efficient vehicle, may be used as a taxi if
 - (a) the performance standard for the vehicle fuel consumption is 7.8 litres of fuel per 100 kilometres or less
 - (b) the vehicle meets the requirements of paragraphs (1) (b) (c) (d) (h) and (j);
 - (c) the vehicle has a width from the inside of one door post to the inside of the door post on the opposite side of at least 51 inches (129.5 cm); and
 - (d) the vehicle has a wheelbase measurement from the centre of the front wheel to the centre of the rear wheel of at least 101 inches (256.5 cm).
3. An accessible taxi must provide ease of entry to or egress from the vehicle in a safe and dignified manner by means of an on-board lift or ramp, and conforms with all sections of Canadian Standard Association D409-02: Motor Vehicles for the Transportation of Persons with Physical Disabilities;

4. (1) A limousines must be a full sized luxury class sedan or full sized luxury class sport utility vehicle (SUV) vehicle and must have;
- (a) a minimum of four passenger doors (excluding any rear hatches);
 - (b) standard seating capacity for at least four passengers and a maximum seating capacity of eight passengers excluding the driver;
 - (c) a leather or other superior quality upholstered interior; and
 - (d) a minimum of four of the following features:
 - (i) glass partition separating the front and rear seats;
 - (ii) top quality interior appointments, being either leather or other plush upholstery;
 - (iii) power windows;
 - (iv) one-way tinted glass;
 - (v) television;
 - (vi) stereo system;
 - (vii) cellular telephone;
 - (viii) air conditioning;
4. (2) Only vehicles of the following makes may be used as limousines:
- (i) Cadillac;
 - (ii) Lincoln;
 - (iii) Rolls Royce;
 - (iv) Jaguar;
 - (v) Mercedes-Benz;
 - (vi) Bentley;
 - (vii) Royal Princess.
4. (3) Despite section 4.(2), a vehicle that the Licensing Authority determines to be of comparable limousine quality and interior to vehicles of the makes listed in that subsection may be used as a limousine.

Notice of Motion:
Approval:
Effective Date:

September 25, 2012
October 23, 2012
November 17, 2012