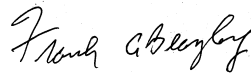


TO: Mayor Kelly and Members of Halifax Regional Council



SUBMITTED BY:

Dan English, Chief Administrative Officer



Frank A. Beazley, Chief of Police

DATE: January 28, 2008

SUBJECT: Taxi Owner Licence Issues

Supplementary Report

ORIGIN

On January 8, 2008, Regional Council instructed staff to bring forward amendments to By-Law T-108 which were approved in principle.

RECOMMENDATION

It is recommended that Regional Council give First Reading of By-Law T-138 which includes the following amendments:

- (a) eliminate limitations on the number of taxi owner licences that may be issued in the Halifax Regional Municipality;
- (b) Taxi owner licences only be issued to taxi drivers licenced and in good standing in the Halifax Regional Municipality;
- (c) Taxi owner licenses be limited to one per licensed driver;
- (d) Taxi owner licences be cancelled if the licensed driver loses his or her taxi driver's license;

Recommendations Continued on Page 2

- (e) Taxi owner and driver licenses continue to be non-transferable;
- (f) eliminate zones within the Halifax Regional Municipality ;
- (g) disband the Taxi and Limousine Committee and repealing Administrative Order #38;
- (h) offer owner licenses to those individuals currently on the waiting list, prior to new individuals;
- (i) Allow advertising anywhere on vehicles;
- (j) allow drivers to ask for reasonable amount of money up front before proceeding.

BACKGROUND

The Taxi and Limousine Advisory Committee submitted a report to Regional Council dated January 11, 2007, requesting Council to allow individuals to own and transfer ownership of Taxi Owner Licenses.

Through discussions regarding the aforementioned report at the February 13, 2007 Regional Council meeting, a motion was approved requesting a staff report exploring the following issues:

- Part 1 - issue of owners leasing of roof lights (owner licence) & individuals owning more than one owner licence;
- Part 2 - the possibility of removing the cap (limitations) on owner licences;
 - the number of individuals on the owner waiting lists;
 - how long they have been waiting; and
 - what consideration will be given to them
- Part 3 - how to control the price and value of taxi owner licences.

During the January 8, 2008 Committee of the Whole, staff presented a Recommendation Report, attached as appendix A. Regional Council approved in principle the aforementioned recommendations.

DISCUSSION

In response to the proposed amendments staff provides the following:

- (a), eliminate limitations on the number of taxi owner licences that may be issued in the Halifax Regional Municipality;**
- (e) Taxi owner and driver licenses continue to be non-transferable;**
- (f) eliminate zones within the Halifax Regional Municipality;**
- (i) Allow any advertising anywhere on vehicles;**
- (j) allow drivers to be given ability to ask for reasonable amount of money up front before proceeding.**

The aforementioned amendments apply to new and existing owners and staff have made the necessary amendments in By-Law T-138, attached as appendix B and Administrative Order #39, attached as Appendix C .

- (b) Taxi owner licences only be issued to taxi drivers licenced and in good standing in the Halifax Regional Municipality;**
- (c) Taxi owner licenses be limited to one per licensed driver;**
- (d) Taxi owner licences be cancelled if the licensed driver loses his or her taxi driver's license;**

The aforementioned amendments apply only to new owner license applicants and staff have made the necessary amendments to in By-Law T-138, attached as appendix B.

- (g) disband the Taxi and Limousine Committee;**

Administrative Order #38, attached as Appendix D must be repealed;

- (h) offer owner licenses to individuals currently on the waiting list, prior to new individuals;**

This does not require an amendment to the By-Law. If By- Law T-138 was adopted staff would forward Offer Letters to the individuals currently on the waiting lists that meet the new qualifications.

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. Council may elect to completely deregulate the industry.
2. Council may elect to partially regulate the industry.
3. Council may elect to phase in the elimination of zones and limitations.
4. Council may elect to adopt only part of the staff recommendation.
5. Council may elect not to adopt any recommendations and maintain the current status quo.

ATTACHMENTS

Appendix A: Recommendation Report, January 8, 2008

Appendix B: By-Law T-138

Appendix C: Administrative Order #39, Respecting the Setting of Taxi Fares

Appendix D: Administrative Order # 38, Respecting the Creation of the Taxi and Limousine Advisory Committee

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: S/Sgt. Robin McNeil, Halifax Regional Police 490-4817

Financial Approval by:



Catherine Sanderson, Senior Manager, Financial Services, 490-1562



Report Approved by:

Deputy Chief F.A. Burbridge, Halifax Regional Police, 490-7138



B3J 3A5 Canada

Appendix A

PO Box 1749
Halifax, Nova Scotia

Item No.

**Halifax Regional Council
December 11, 2007
Committee of the Whole**

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

Dan English, Chief Administrative Officer

Frank A. Beazley, Chief of Police

DATE: December 5, 2007

SUBJECT: Taxi Owner Licence Issues

ORIGIN

Motions of Regional Council from February 13, 2007, requesting a staff report exploring the following issues:

- Part 1 - issue of owners leasing of roof lights (owner licence) & individuals owning more than one owner licence;
- Part 2 - the possibility of removing the cap (limitations) on owner licences;
 - the number of individuals on the owner waiting lists;
 - how long they have been waiting; and
 - what consideration will be given to them
- Part 3 - how to control the price and value of taxi owner licences.

Recommendations start on Page 2

RECOMMENDATION

It is recommended that Regional Council:

1. Approve in principle, that:
 - (a) limitations on the number of taxi owner licenses that may be issued in Halifax Regional Municipality be eliminated;
 - (b) taxi owner licenses only be issued to taxi drivers licensed and in good standing in the HRM;
 - (c) taxi owner licenses be limited to one per licensed driver;
 - (d) taxi owners licenses be cancelled if the licensed driver loses his or her taxi driver's license;
 - (e) taxi owner and driver licenses continue to be untransferable; and
 - (f) Zones within the HRM be eliminated.
2. Instruct staff to bring forward amendments to By-law T-108 to formally enact into law the items approved in principle in recommendation number 1.

BACKGROUND

Part 1 - issue of owners leasing of roof lights (owner licence) & individuals owning more than one owner licence;

Council requested information on the issues related to leasing of taxi owner licences (roof lights).

The leasing of taxi roof lights or the transfer of owners licences is not permitted within the provisions of the Halifax Regional Municipality Taxi By-law. A taxi owner licence is issued to an individual and that individual must provide a vehicle that meets the qualifications and the applicant must be the owner of the vehicle as defined in By-law T-108 as follows:

"owner" means a person who holds the legal title of a vehicle or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the condition stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then the conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of this By-law.

The underlined portion of the extended definition of "owner" was included to cover the economic reality that few people actually own their motor vehicles outright. Rather, they hold them pursuant to conditional sales agreements, leases or chattel mortgages. In such cases, the legal owner is generally the financial institution which advanced the money to purchase the vehicle. Therefore this extended definition was included to cover this situation so that the beneficial owner of a taxi vehicle could license it, notwithstanding the fact that technically he or she was not the legal owner of the vehicle.

Some individuals have taken advantage of this extended definition to their economic advantage and as a means to get around the provision of the By-Law prohibiting the transfer of owner licenses. As

an example, assume a licensed taxi driver (individual A) owns a vehicle which is not a licensed taxi. Individual B holds a taxi owner's license (roof light), but temporarily does not own a vehicle. Individual A leases vehicle to individual B who then registers the vehicle to his taxi owner license. Individual B then allows Individual A to drive the vehicle for a monthly fee. Individual A (the actual owner of the vehicle) continues to be responsible for all the expenses of maintaining and operating the vehicle. Individual B's only investment is the \$50.00 annual taxi owner license fee.

On March 27, 2007, the Insurance Bureau of Canada issued a notice to Taxi Owners and Operators of Nova Scotia. The notice advised *it is imperative that all leasing agreements, formal or informal, are reported to the insurance provider and unless coverage is expressly given by an endorsement of the policy the insurer shall not be liable under this policy when the automobile is rented or leased.*

The aforementioned has resulted in the holder of an owner licence, who has a lease agreement, being required to have their name added to the insurance policy for the vehicle registered to their owner licence. Prior to the notice from the Insurance Bureau of Canada, there were 273 overall lease agreements in the industry, this number dropped by 42 since that time.

Council requested information on the issues related to multiple owner licence holders.

Prior to limitations being introduced in the Halifax and County zones, multiple licence holders were permitted. On a go forward basis, the regulations which introduced limitation in these zones, also eliminated the possibility of an owner licence being issued to a non licenced taxi driver or a company. It also prevents an owner licence from being issued to someone already holding an owner licence in that zone. However, holders of multiple licenses prior to the new regulations being introduced did not lose their licenses and for the most part continue to hold them. Currently Halifax has 610 owner licences, County has 190 owner licences.

Limitations in the Dartmouth zone is currently set at 200 owner licences. However, the current regulations do not prevent multiple licence holders and allows for anyone, person or company, to submit an application for a Dartmouth owner licence.

Part 2 - the possibility of removing the cap (limitations) on owner licences, the number of individuals on the owner waiting lists, how long they have been waiting, and what consideration will be given to them.

Council requested information on the issues related to removing the cap on the number of owner licences.

In January 1994, Hara Associates of Ottawa, Ontario were appointed to investigate the matter of taxi limitation in the City of Halifax. The Final Report of Hara Associates was submitted to the City of Halifax in June 1994.

The Hara Report made recommendations regarding the future of the Halifax taxi industry. The majority of recommendations were adopted, yet those regarding limitation, although recommended by staff, were not supported nor implemented by the Council of the day. The following table details some of the recommendations.

Recommendations of Hara Associates	
1.	Any reform to the Halifax taxi regulations should preserve the strong owner/driver character of the current system.
2.	Establish indirect limits on the number of drivers by focusing on stringent driver training, a full cost-recovery for tuition fee, increased regulatory enforcement, and fund the increased enforcement through higher licence fees.

The Report recommended against specific limitations on numbers of vehicles.

Since 1995, the Municipality has limited the number of owner licenses that are available and maintained taxi zone restrictions. The results of which has limited the traveling public's freedom of choice and the freedom of choice of individuals in the industry who wish to operate taxicabs or establish taxi companies in the Municipality. The Hara Report recommended that any reform to the regulations should preserve the strong owner/driver system. (attached as Appendix A)

Council requested information regarding the number of people currently on the owner waiting lists, how long they have been on the lists and what consideration can be given to them.

Reference the waiting list details included in chart (attached as Appendix B).

Part 3 - how to control the price and value of taxi owner licences.

Council requested information on what measures could control the price and value of a taxi owner licences.

The authority which gives a municipality the right to regulate licencing by municipal by-law for vehicle for hire services, is provided by Section 305 (1)(b) of the Motor Vehicle Act of Nova Scotia, which states:

305 (1) The council of a city, town or municipality may make regulations or by-laws regulating and licensing;

(b) persons transporting for hire by means of any vehicle, passengers or goods within the boundaries of said city, town or municipality except where such persons are public utilities as defined in the Public Utilities Act or are motor carriers who are required to be licensed under the Motor Carrier Act;

Also Section 305 (4)(a), of the Motor Vehicle Act, dictates what a municipality can impose as an annual licence fee for such vehicle licences, as follows:

305 (4) Such regulations or by-laws shall not

(a) impose an annual license fee of over fifty dollars per vehicle in the case of cities, and twenty-five dollars per vehicle in the case of towns and municipalities.

DISCUSSION

Part 1 - Issue of owners leasing of roof lights (owner licence) & individuals owning more than one owner licence;

It is common knowledge in the industry that the current practice described above of transferring ownership of vehicles and then leasing them back is a legal fiction. In most cases and in actual fact the holder of the owner licence is being compensated for the use of the owner licence (roof light) by a taxi driver that can not obtain their own licence due to limitations. Compensation in these cases have been reportedly as high as \$5,000.00 + per year.

Some reasons why the aforementioned agreements are in place:

- the holder of the owners licence no longer works in the industry but wants to keep the licence;
- the holder of the owners licence is profiting from the \$50.00 per year HRM owner licence, by charging a fee for its use;
- the licence holder has more than one owner licence but only has one vehicle; and
- the holder of the owners licence is unable to drive, supply a vehicle and or obtain insurance.

Reference the eligibility criteria included in chart (attached as Appendix B).

Amending the regulations governing the eligibility and issuing of owner licences results in a standard criteria that would:

- prohibit a new taxi owner licence from being issued to anyone who currently holds a taxi owner licence; and
- provide that a taxi owner licence only be issued to a licenced taxi driver and the driver must maintain a valid taxi driver licence in order to maintain the owner licence.

Part 2 - The possibility of removing the cap (limitations) on owner licences, the number of individuals on the owner waiting lists, how long they have been waiting, and what consideration will be given to them.

The introduction of limitations has significantly reduced the opportunity for a taxi driver to have and operate their own owner licence (roof light). In the absence of limitations, taxi drivers would have a choice to work for themselves, start their own business or work for someone else. In a free market economy the number of owner licenses is established by an equilibrium achieved between supply and demand, while also promoting:

- an owner/operator supported system as recommended By the Hara Report;
- freedom of choice for the traveling public and increased services; and
- entrepreneurship in communities which currently do not have taxi services or a taxi company due to limitations.

Currently the Halifax owner waiting list contains the names of 304 Halifax taxi drivers. It is noted that this number may not accurately reflect the number of Halifax Taxi drivers wishing to obtain licenses as the names of all newly licensed drivers are automatically put on the waiting list. Additionally it is noted that there are currently 173 Halifax owner licenses being operated in connection with lease agreements. It is assumed that given the opportunity, these latter drivers

would certainly opt to obtain their own taxi owner licenses (roof lights) rather than “lease” them for the high costs currently paid.

The Dartmouth owner waiting list contains the name of 107 individuals or companies and there are currently 58 owner licenses being operated in connection with lease agreements.

The County owner waiting list contains the name of 7 County taxi drivers and there are currently 3 owner licences being operated in connection with lease agreements. It is noted that in the County new drivers are not automatically added to the waiting list, but rather must make application.

Council should consider eliminating the owner waiting lists by removing limitations and thereby allow every licenced taxi driver who currently does not hold a taxi owners licence in their own name the option to do so. This would have the effect of removing all value from current multiple license holders who do not own their own vehicles and eliminate the market in leasing of roof lights.

Part 3 - How To Control The Price And Value Of Taxi Owner Licences

Prior to a taxi owner licence being issued to an individual, that individual must first meet the requirements prescribed in By-law T-108. When an individual is issued such a licence, that individual is also held accountable to ensure that said licence is operating in compliance with all regulations. It is therefore the position of the Halifax Regional Municipality, that taxi owner licences are non transferable. The aforementioned is also consistent regarding a deceased individual holding an owner licence. The licence issued to that individual no longer exists.

Most municipalities continue to regulate taxi industries through some degree of licensing of taxis and drivers. Whereas the taxi industry is a privately owned and operated business, the municipalities role should be in public safety and not be directly involved in the economic viability of the industry.

Therefore municipal regulations should focus on ensuring the following:

- regulations that control licencing fees and promote equal opportunity for people entering or working in the industry;
- vehicle safety and appearance is adequately maintained and easily identifiable;
- vehicles and drivers are adequately insured and licensed; and
- a maximum rate schedule is established.

Maintaining limitations and permitting transferability of owner licenses would create a market for the sale of these licenses which would drive up the cost of entry to the industry and put increased pressure on Council to grant fare increases. In staff’s opinion, the price of entry into the industry can best be maintained at a minimum level by eliminating the limitations on the number of vehicle licenses issued, continue to prohibit the transferability of owners licenses, require taxi owners to be taxi drivers, restrict the number of licenses to be issued to any driver to one, eliminate zones and allow entry into the industry to be governed by free market forces.

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. Council may elect to completely deregulate the industry.
2. Council may elect to partially regulate the industry.
3. Council may elect to phase in the elimination of zones and limitations.
4. Council may elect to adopt only part of the staff recommendation.
5. Council may elect not to adopt any recommendations and maintain the current status quo.

ATTACHMENTS

Appendix A: Hara Report Recommendations

Appendix B: Eligibility Criteria and Waiting List Details Chart

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.

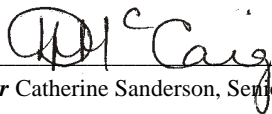
Report Prepared by: Robin McNeil, Staff Sergeant, Halifax Regional Police, 490-4817

Report Approved by:



Tony Burbridge, Deputy Chief, Halifax Regional Police, 490-6500

Financial Approval by:



for Catherine Sanderson, Senior Manager, Financial Services, 490-1562

Limits on Taxicab Vehicles Not Recommended

The experience of other cities reveals that limiting taxicab vehicle licences, or "plates" tends to lead to this undesirable situation:

- Establishment of a private market value for plates, whether or not transfer is permitted.
- Elimination of the owner/driver system as brokers buy up plates to protect and extend market share.
- Unnecessarily high fares and longer customer waiting times for taxis.

The situation tends to be an politically irreversible "policy trap" because, once plates change hands for significant sums of money, there is a group of people who would be bankrupted by restoration of an open entry-system. There are means by which transfer may occur even if licences are defined as "non-transferable".

Recommendation: Limitations should only be considered if they can avoid the policy trap experienced by most jurisdictions: rising plate values, the elimination of owner/drivers, longer waiting times, and inflated fares.

Indirect Limits on Driver Licences Recommended

There are advantages to both passengers and drivers in establishing limits. The limits prevent an unnecessary influx of new drivers during a recession, with consequent reductions in service quality and lowering of driver incomes.

Explicit numerical limits for driver licences are rejected because of administrative difficulties in determining when licences should be retired and replaced, and the difficulty of determining the correct number of licences on a year by year basis.

Instead, indirect methods are recommended which rely on simultaneously improving quality of service and making it more difficult to become a taxi driver. The intended result is that only new drivers who are willing to work to obtain the qualifications and are committed to the industry will enter the industry.

Recommendation: Licence limitation should be focused on taxi driver licences not vehicle licences. Limiting vehicle licences will eliminate the Halifax owner/driver system, and lead to long-term degradation of service quality. The net result would be the classic policy trap of high plate values, longer waiting times, and unnecessarily high meter rates seen in most North American cities. On the other hand, limiting driver licences can have beneficial effects on service quality, and preserve the owner/driver system.

Recommendation: Limits on drivers should not be an explicit number or formula. Instead, indirect methods should be used to limit the number of new drivers to the best qualified and most committed to the industry.

Recommendation: That Halifax establish indirect limitations on the number of drivers through the following measures:

- Increase Taxi School to 40 hours of instruction. (Recommended in Chapter 2 as well).
- Charge a full cost-recovery tuition fee for the Taxi School.
- Ensure a stringent licence test, whose terms are well known to all potential candidates.
- Increase level of regulatory enforcement on both drivers and vehicles according to a program developed in consultation with the industry (as per recommendations in Chapter 2)
- Fund the increased level of enforcement through higher annual licence fees.

The above program limits the number of drivers indirectly in three ways. The longer hours and full cost recovery of the tuition fee provide an initial test of commitment. Correcting deficiencies in enforcement noted in Chapter 2 ensure that drivers expect to have to maintain a professional vehicle, and professional decorum. The increase in fees ensures that drivers who remain registered are more likely to have a commitment to the industry. The recommended indirect limits also have these advantages:

- They build on the consensus in the industry for improving the Taxi School and improving and increasing regulatory enforcement.
- The increase in fees is re-invested in the industry, promoting service quality and expanded use of taxi services. This answers some of the concerns of the industry over higher fees.
- There is no need to explicitly decide the number of drivers required. The number of drivers will adjust automatically. When new drivers are really needed, taxis will be busy enough that the higher income will attract new drivers despite the tuition fees and other barriers. When new drivers are not needed, as in a recession when business is bad, the barriers will effectively screen out all but the most qualified and committed new drivers.

Hara Associates

Zone	Eligibility Criteria	Waiting List Details
Halifax	<ul style="list-style-type: none"> - individuals must have a valid Halifax taxi driver licence; - the driver does not hold a taxi owner licence in their own name; - the driver does not hold a taxi owner licence in the name of a corporation which the taxi driver is a shareholder; and - a driver must maintain a valid Halifax taxi driver licence to remain on the waiting list. 	<ul style="list-style-type: none"> - July 2002, a lottery draw established the Halifax owner waiting list consisting of 243 Halifax licenced taxi drivers not holding an owner licence (roof light). - Since July 2002, 105 Letters Of Offer have been issued, of which 31 this year 2007. - The last name included in lottery draw, that is still eligible, is currently number 81 on the Halifax list. - The Halifax list currently contains the names of 304 licenced taxi drivers.
Dartmouth	<ul style="list-style-type: none"> - Any person or company can submit an application for an owner licence in Dartmouth and once a licence has been issued they can re-submit another application. 	<ul style="list-style-type: none"> - October 1989, Dartmouth established a waiting list, based on application date for anyone wishing to apply for a Dartmouth Owners Licence. - The name currently in the number one position, applied on January 2002. - Currently the Dartmouth owner waiting list contains the names of 107 individuals or companies
County	<ul style="list-style-type: none"> - individuals must have a valid County taxi driver licence; - the driver does not hold a taxi owner licence in their own name; - the driver does not hold a taxi owner licence in the name of a corporation which the taxi driver is a shareholder; - a driver must maintain a valid taxi driver licence to remain on the waiting list; and - only County licenced taxi drivers can submit an application for an owner licence. 	<ul style="list-style-type: none"> - May 2004, a lottery draw established the County owner waiting consisting of 49 County licenced taxi drivers not holding an owner licence (roof light). - Since May 2004, 69 Letters of Offer have been issued, of which 46 this year 2007. - The last name included in the May 2004 draw, was issued a Letter Of Offer for a County owner licence in January 2007. - Currently the County owner waiting list contains the names of 7 licenced taxi drivers.

Appendix B

HALIFAX REGIONAL MUNICIPALITY BY-LAW NUMBER T-138

RESPECTING THE REGULATION OF TAXIS AND LIMOUSINES

BE IT ENACTED by the Council of Halifax Regional Municipality, under the authority of Section 305 of the Motor Vehicle Act, Chapter 293, R.S.N.S. 1989 that By-Law T-108, Respecting the Regulation of Taxis and Limousines be amended as follows:

1. Section 2 is amended as follows:
 2. This By- law shall apply to the Halifax Regional Municipality.
2. Section 3 definitions of “Dartmouth Zone”, “Halifax Zone” and “County Zone” are removed.
3. Section 6 (vii) is amended to read as follows:
 6. (vii) furnish every applicant for a licence with a copy of this By-law upon payment of the cost of same, and a card setting out the rates specified in Schedule 2;
4. Section 19, (1) is amended to read as follows:

19. (1) An owner of a taxi or accessible taxi shall not permit any person to operate her/his taxi to transport passengers or parcels for hire or to seek employment as a taxi driver, unless such person is in possession of a valid taxi driver's licence, or accessible taxi driver's licence, as the case may be.

5. Section 26 is amended to read as follows:

26. (a) Notwithstanding any other provision of this By-law, no provision hereof is intended to, or shall have the effect of, limiting either directly or indirectly the number of vehicles or the number of drivers of accessible taxis in the municipality;

(b). No taxi owner licence shall be issued to an applicant unless the following conditions are fulfilled:

(i) The applicant, is a licenced taxi driver in good standing in the HRM and does not already hold a taxi owner licence in the Municipality in their own name or in the name of a business of which the driver is a shareholder.

(ii) The applicant must hold National certification or has provided proof of registration for the National Certification Program

(iii) If the applicant fails to successfully complete the National Certification program within 12 months of being issued an owners license, the owners license will expire and the applicant can not re-apply until they obtain National Certification.

(iv) Owner licenses issued pursuant to this section will be suspended or cancelled respectively on the suspension or cancellation of the taxi driver license of the owner.

(v) clauses (i), (ii) and (iii) do not apply to the renewals of previously issued taxi owner licences.

6. Section 36, (2) b is amended to read as follows:

36, (2) (b) after successfully completing the English language proficiency test referred to in clause (a), the applicant successfully completes an examination on the Taxi By-law and on the location of streets and prominent buildings and locations in the entire municipality:

7. Section 37 is removed.

8. Section 42 (c) is amended as follows:

42. (c) Every driver, unless engaged by a passenger, shall upon being applied to in person or by telephone place himself or herself and his or her taxi or accessible taxi at the disposal of the person so applying and shall proceed to any place in the municipality as directed, provided that a driver may refuse to drive a person whose conduct may cause a driver to fear for his or her safety or the passenger refuses to provide proof of payment or partial payment in advance as provided for in Administrative Order #39.

9. Section 46 is removed.

10. Section 47 is amended to read as follows:

47. (1) Licences issued pursuant to this bylaw shall expire on the next anniversary date of the license holders birthday.

(2)- (4) removed

(5) Notwithstanding the applicable provisions of Administrative Order 15, the license fees for a partial terms shall be the annual license fee prorated on a monthly bases.

(8) Where a taxi or limousine is owned by a corporation, the owner, on the first renewal of an owner's license for that corporation, shall select a renewal date for owner's licenses for the corporation and thereafter all owner's license held by the corporation shall expire on the date selected.

(9) Notwithstanding Subsection (1), where a taxi or limousine is owned by an individual whose birthday falls during the months of November, December, January, February, March or April and the individual has previously elected to renew their owner's license on the day of the month corresponding to their birth day in the months of May, June, July, August, September or October respectively, those individuals may now elect to renew their license to expire on the next anniversary date of their birthday and each anniversary there after.

11. Section 51 (1) is amended to read as follows:

51. (1) An owner's licence or a driver's licence which has expired and has not been renewed due to illness or injury suffered by the licensee may be renewed at any time, upon presentation to the Inspector of satisfactory evidence that the applicant for renewal was prevented by illness or injury during the entire period in question, in the case of a driver's licence, from being able to operate a taxi, accessible taxi or limousine, as the case may be, and in the case of an owner's licence, from being able to renew the licence. Satisfactory evidence may be in the form of a certificate by a physician licensed to practice in Nova Scotia.

12. Section 52 is amended to read as follows:

52. No vehicle shall be operated as a taxi or accessible taxi unless it is equipped with a taxi roof light affixed on the top of such taxi which complies with conditions that may be prescribed by Administrative Order #39.

13. Section 53 is amended to read as follows:

53. A taxi vehicle may display rooftop advertising which complies with the requirements of Administrative Order #39.

14. Section 54 is amended to read as follows:

54. The roof light required by this section shall be removed from the top of the vehicle or covered by opaque material when the vehicle is not in service as a taxi.

15. Section 59 (a) is amended to read as follows:

59 (a) It shall be equipped with a timing device which shall register the fare while the taxi is

engaged but not in motion in accordance with the fare schedule;

16. Section 70 is amended to read as follows:

70. Common stands shall be available for use by any licensed driver operating a taxi or accessible taxi.

17. Section 77 - 79 are removed.

Done and passed on this ??th day of ??, 2008.

Mayor

Municipal Clerk

I, Julia Horncastle, Acting Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax Regional Council held on ??, 2008.

Julia Horncastle, Acting Municipal Clerk

Appendix C

HALIFAX REGIONAL MUNICIPALITY

ADMINISTRATIVE ORDER NUMBER THIRTY-NINE

RESPECTING TAXI FARES AND TAXI ROOF LIGHT REQUIREMENTS

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:

Short Title

1. This Administrative Order may be cited as Administrative Order Number Thirty-Nine, the Taxi Fares, Taxi Roof Light Requirement & Design and the types of Owner/Driver licences Administrative Order.

Regular Fares

2. Subject to Section 3 of this Administrative Order, the fares that shall be charged by taxi drivers within Halifax Regional Municipal shall be as set out in Schedule 1 to this Administrative Order.

Special Airport and Port Fares

3. Notwithstanding Section 2 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.

Taxi Roof Light Design Requirements

4. No vehicle shall be operated as a taxi or accessible taxi unless it is equipped with a taxi roof affixed on the top of such vehicle that meets the following;

(i) the design conditions as set out in Schedule 4, design #4, to this Administrative Order.

(ii) the roof light is affixed on the top of the taxi vehicle as near as possible to the centre of the roof, positioned so the front of the roof light is facing the front of the vehicle and the roof light must be clearly visible from all sides of the vehicle

(iii) the roof light shall be equipped with one or more number 1156 clear bulbs or a fluorescent bulb emitting an equivalent light mounted in the interior of the sign, which shall be illuminated when the vehicle is being operated as a taxi and the headlights of the vehicle are required by law to be on.

(iv) an accessible taxi may be operated without such a roof light affixed on the top of the taxi vehicle, if the accessible taxi has markings on both sides of the vehicle showing the business name under which the taxi is being operated and the taxi license number

(v) clause (i) does not apply to previous owner licences using zone designated taxi roof lights, as long as the roof light continues to meet the specific roof light conditions as outlined in scheduled 4 of this Administrative Order.

Administration Order # 39 - Schedule 1

TAXI RATE SCHEDULE

THREE DOLLARS initial charge, up to 54 metres;

TWELVE CENTS each 80 metres;

TWENTY-TWO DOLLARS per hour waiting time;

FIVE MINUTES grace to be allowed on pick-up;

FIFTY CENTS each additional passenger;

HOURLY DRIVING RATES by arrangement between driver and passenger, without meter -
TWENTY-EIGHT DOLLARS AND SEVENTY-FIVE CENTS PER HOUR;

ONE DOLLAR FIFTY CENTS each steamer trunk;

TEN CENTS for each article, piece of luggage, parcel or bag of groceries handled or placed in the trunk by driver, provided that this charge does not apply when a station wagon or mini-van is specifically requested;

SEVEN DOLLARS additional charge for station wagon or mini-van (when specifically requested)

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

SPECIAL RATES for the conveyance of senior citizens or children to and from school may be made by private arrangement with the owner or driver of the licensed vehicle;

SPECIAL RATES by contract when such rates are provided for by contract to which the taxi owner is a party.

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

LIMOUSINE RATE SCHEDULE

FIFTY SEVEN DOLLARS AND FIFTY CENTS - MINIMUM HOURLY RATE

SENIORS SHARED-RIDE RATE SCHEDULE

For the purpose of this schedule, the Halifax Zone is divided into three sub-zones being the peninsular area of the former city of Halifax, Mainland North and Mainland South. Peninsular Halifax is bounded on the west by Dutch Village Road, Mainland North and Mainland South are divided by the St. Margaret's Bay Road.

RIDES WITHIN A SUB-ZONE

1. Where the passengers number three or less \$3.50 per person
2. Where the passengers number four or more \$3.50 per person

RIDES BETWEEN SUB-ZONES

1. Where the passengers number three or less \$5.00 per person
2. Where the passengers number four or more \$4.50 per person

ALL FARES INCLUDE HARMONIZED SALES TAX

Administration Order # 39 - Schedule 2

**Cruise Ship Passenger Taxi Rates Per Vehicle
(Rates Include HST)**

Destination	Length of Tour	Rate
Downtown or Spring Garden Road	10 minutes	\$10.00
City Tour	per hour	\$45.00
Peggy's Cove	3 hours	\$135.00
Peggy's Cove / City Tour	4 hours	\$167.00

Administration Order #39 - Schedule 3

**Taxi Rates To and From Airport
(Rates Include HST)**

Note: In the event that 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.

Destination	Details	Rate
Halifax	Peninsula, Mainland north of St. Margaret's Bay Road, Bayer's Lake	\$41.00
	Ragged Lake	\$43.00
	Mainland South of Bay Road	\$43.00
Dartmouth	North of Hwys #7 & 111 from Forest Hills Drive to McKay Bridge	\$37.00
	City incl. Forest Hills & east to Montague Road	\$39.00
	Cole Harbour (Portland Estate to Ross Road)	\$41.00
	Cole Harbour Road to Altholea Drive (Treaty Gas)	\$41.00
	Woodside, Pleasant Street at 5 corners to Esso Refinery	\$41.00
	South Beyond Refinery to Shearwater	\$43.00
	Montague Road to Ross Road	\$41.00
Bedford		\$32.00
Sackville	Lower (Cobequid Road to Lucasville Road)	\$32.00
	Cobequid Road to Beaver Bank Windsor Jct. Crossroads	\$32.00
	Middle (Lucasville Road to Springfield Estates)	\$39.00
	Upper (Springfield Estates to County Line)	\$42.00
Airport	Within Property	\$10.00
Aerotech	ADESA, NAVCAN	\$12.00
Beaver Bank	Beaver Bank Windsor Jct. Crossroad to Kinsac Road	\$39.00
	Kinsac Road	\$42.00
	Kinsac Road to Beaver Bank Villa	\$46.00
Bayside		\$75.00

Bayswater		\$100.00
Beechville		\$41.00
Black Point		\$70.00
Boutliers Point		\$75.00
Brookside		\$52.00
Chezzetcook	East	\$75.00
	Head	\$75.00
	West	\$70.00
Cow Bay		\$50.00
Dover	East and West	\$80.00
Dutch Settlement		\$32.00
Eastern Passage		\$50.00
Elderbank		\$49.00
Elmsdale		\$22.00
Enfield		\$18.00
Exhibition Park		\$43.00
Fall River		\$26.00
Five Islands Lake		\$55.00
French Village		\$63.00
Goffs		\$18.00
Glen Haven		\$80.00
Glen Margaret		\$70.00
Grand Lake		\$23.00
Hackett's Cove		\$75.00
Hammonds Plains	Kearney Lake Road to Pockwock Road	\$41.00
	Pockwock Road to End	\$43.00
	Pockwock Road to Highway 103	\$43.00
Harrietsfield		\$52.00
Hatchett Lake		\$52.00
Head of St. Margaret's		\$55.00

Herring Cove		\$55.00
Horne Settlement		\$22.00
Hubbards		\$75.00
Hubley		\$53.00
Indian Harbour		\$80.00
Ingramport		\$70.00
Jeddore	East	\$110.00
	Head	\$90.00
	West	\$100.00
Ketch Harbour		\$60.00
Kingswood		\$41.00
Lakeside		\$43.00
Lakeview		\$28.00
Lake Charlotte		\$105.00
Lake Echo		\$55.00
Lake Fletcher		\$26.00
Lantz		\$26.00
Lawrencetown	Starts at Ross Road/Cole Harbour Road Intersection	\$44.00
	West	\$55.00
	Beach	\$60.00
Lucasville		\$39.00
Meaghers Grant		\$56.00
Milford		\$32.00
Mineville		\$55.00
Musquodoboit	Harbour	\$80.00
	Middle	\$65.00
	Upper	\$85.00
Oakfield		\$18.00
Oldham		\$18.00
Peggy's Cove		\$85.00

Porters Lake		\$60.00
Portugese Cove		\$58.00
Preston	East and North	\$50.00
Prospect		\$70.00
Purcells Cove		\$50.00
Queensland		\$75.00
Sambro		\$60.00
Seabright		\$65.00
Shad Bay		\$57.00
Sheet Harbour		\$140.00
Ship Harbour		\$120.00
Tantallon		\$56.00
Terrance Bay		\$65.00
Timberlea		\$50.00
Upper Tantallon		\$50.00
Waverley		\$26.00
Waverley	Silversides to City Limits	\$30.00
Wellington		\$26.00
Whites Lake		\$55.00
Windsor Junction		\$28.00

Administration Order # 39 - Schedule 4 Taxi Roof Light Specification

Halifax Zone

Front/Rear View




Side View



Roof Light	Size - 425mm long Colour - White Placement – located in the centre and secured on the top of the vehicle.
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
Side	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

HRM ROOF LIGHT DESIGN

Design 4		
<p><u>Front/Rear View</u></p> 	<p>Roof Light</p>	<p>Size - 425mm long</p> <p>Colour - White</p> <p>Placement - Located in the centre, secured on the top of the vehicle</p>
	<p>Cab Number</p>	<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 - top</p>
	<p>Taxi Company Name Plate</p>	<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 - Red</p> <p>Placement – Front, Rear of Roof Light</p>
	<p>Roof Light Location</p>	<p>The roof light is to be secured on the top of the vehicle as near as possible to the centre of the roof and positioned so that the front of the roof light, as illustrated, is facing the front of the vehicle, and the roof light must be clearly visible from all sides of the vehicle.</p>
	<p>Illumination</p>	<p>Number 1156 clear bulb or fluorescent bulb emitting an equivalent light</p>

Appendix D

HALIFAX REGIONAL MUNICIPALITY

ADMINISTRATIVE ORDER NUMBER THIRTY-EIGHT

RESPECTING THE CREATION OF THE TAXI AND LIMOUSINE ADVISORY COMMITTEE

BE IT RESOLVED as a policy of the Council of the Halifax Regional Municipality pursuant to Section 26 of the Municipal Government Act as follows:

Short Title

2. This Administrative Order may be cited as Administrative Order Thirty-eight, the Taxi and Limousine Advisory Committee Administrative Order.

Creation of Committee

3. There is hereby established a citizens advisory committee pursuant to Section 26 of the Municipal Government Act to be know as the Taxi and Limousine Advisory Committee.

Committee Mandate

4. The mandate of the Taxi and Limousine Advisory Committee is to
 - (a) Promote and encourage a safe, accessible, friendly and professional service to the public as an integral part of the regional transportation systems;
 - (b) Work with all stakeholders to encourage the industry to improve the level of service for all citizens, businesses, and visitors to the Halifax Regional Municipality.
 - (c) Work to promote and encourage a standard of quality service and professionally trained drivers throughout the industry;
 - (d) Enhance communication with stakeholders and promote best practices with in this industry;
 - (e) Make recommendations to Regional council respecting improvements to the Taxi and Limousine By-law and its enforcement.

Committee Membership

4. The membership shall be
 - (a) 3 members of the Taxi Industry (1 being a licensed taxi owner, 1 being a licensed taxi driver who is not a taxi owner and 1 being a broker; with each member being from a different taxi zone);
 - (b) 1 licensed Limousine Owner or Driver;
 - (c) 2 members of the public not having a financial interest in the taxi industry;
 - (d) 1 member of Council who shall serve as Chair;
 - (e) 1 member appointed by the Nova Scotia Tourism Human Resource Council (THRC);
 - (f) 1 member appointed by the Hotel Association of Nova Scotia;

- (g) 1 member appointed by the Halifax International Airport Authority Board;
- (h) 1 member appointed from a Business Association within Halifax Regional Municipality
- (i) 1 member appointed by the HRM Advisory Committee For Persons With Disabilities.

* Members of the Committee appointed pursuant to numbers a - d shall be appointed by Halifax Regional Council.

Terms of Office

- 5. (1) The members of the Committee shall be appointed for such term as deemed appropriate by the appointing authority and shall hold office at the pleasure of that authority. The appointing authorities shall use their best efforts in cooperation with HRM to stagger the terms of their appointments to promote a sufficient number of experienced members on the Committee at any one time.
- 2. A member who is absent from three consecutive meetings of the Committee without cause shall be deemed to have resigned.

Meetings

- 6. The Committee shall meet within thirty (30) days of its appointment each year and thereafter at the call of the Chair, or at the request of any seven members of the Committee. The Committee shall, at its first meeting each year, elect from its members a Chair and Vice-Chair who shall act in the absence of the Chair for the coming year.

Quorum

- 7. A quorum of the Committee for each meeting shall be one half of the actual number of members on the Committee from time to time.

Procedures

- 8. The procedure of the Committee shall be governed by the Rules of Order Administrative Order of the Regional Council.

Done and passed in Council this 9th day of August, 2005.

Mayor

Municipal Clerk

I, Jan Gibson, Municipal Clerk of Halifax Regional Municipality, hereby certify that the above noted Administrative Order was passed at a meeting of Halifax Regional Council held on August 9, 2005