



PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

## Item No. 2

**Halifax Regional Council**  
**June 24, 2008**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

A handwritten signature in cursive script, appearing to read "Frank Beazley".

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Frank Beazley, Chief of Police

**DATE:** June 9, 2008

**SUBJECT:** **Petition From Taxi Drivers/Owners To Increase Limousine Rates To  
& From The Airport By 20% More Than Taxi Rates**

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### INFORMATION REPORT

#### **ORIGIN**

At the April 15, 2008 meeting of Regional Council, Councillor Walker submitted a petition from taxi drivers/owners, to increase limousine rates to and from the airport by 20% more than taxi rates.

#### **BACKGROUND**

On February 27, 2007, Regional Council requested a staff report clarifying the jurisdiction and authority on Setting of Airport Taxi & Limousine Fares to destinations within the HRM.

On April 24, 2007, a report was given to Regional Council, Jurisdiction and Authority, Setting of Airport Taxi & Limousine Fares (attached as Appendix A). Included in the report is a communication from the HIAA Vice-President of Operations, Mr. Gordon Duke.

On April 15, 2008, Councillor Walker submitted a petition to Regional Council, from taxi drivers/owners, requesting an increase to limousine rates to and from the airport, 20% more than taxi rates.

## **DISCUSSION**

On October 11, 2005, Regional Council approved By-Law T-135, which granted an 8.1% increase to taxi rates. The limousine industry had not requested an increase.

The minimum hourly rate of \$57.50 that a limousine must charge is set out in Administrative Order #39. Presently, most limousines are charging a flat rate of \$53.00 from the airport to downtown Halifax which takes less than an hour to drive; therefore, they appear to be complying with the required minimum rate. The HIAA (Halifax Stanfield International Airport) has posted limousine and taxi rates allowing passengers to be aware of the cost to get to various locations within the HRM.

Should Council wish to increase the limousine minimum hourly rate, the Administrative Order would require an amendment. As well, the HIAA limousine flat rate may have to be increased so as to not contradict the new minimum hourly rate set by the HRM AO #39.

Currently, HRM legislation allows Limousine Operators to increase their rates as long as they ensure the minimum hourly rate is charged per hour.

As of the date of this report, the limousine industry has not requested a rate increase.

## **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.

## **ATTACHMENTS**

Appendix A: Council Report, Jurisdiction and Authority, Setting of Airport Taxi & Limousine Fares

**Petition From Taxi Drivers/Owners To Increase Limousine Rates**  
**Council Report**

**- 3 -**

**June 24, 2008**

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 Tony Burbridge, Halifax Regional Police, 490-7138

## Appendix A



PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

Halifax Regional Council  
April 24, 2007

TO: Mayor Kelly and Members of Halifax Regional Council

A handwritten signature in dark ink, appearing to read "Frank A. Beazley", written over a horizontal line.

Frank A. Beazley, Chief of Police

DATE: April 11, 2007

SUBJECT: Jurisdiction and Authority, Setting of Airport Taxi & Limousine Fares

### Information Report

#### ORIGIN

At the February 27, 2007 Regional Council Meeting, a staff report was requested clarifying the jurisdiction and authority on the Setting of Airport Taxi and Limousine Fares to destinations within the HRM.

## **BACKGROUND**

On October 11, 2005, Regional Council approved By-Law T-135, an amendment to By-Law T-108, Respecting Taxi Fares and adopted Administrative Order Number 39, the Taxi and Limousine Fares Administrative Order which includes the following Schedules:

**Schedule 1:** Taxi Rate Schedule

**Schedule 2:** Cruise Ship Passenger Taxi Rate Per Vehicle

**Schedule 3:** Taxi Rates To and From Airport

On requests from the Taxi Industry, Regional Council requested a rate review and approved an 8.1% increase for Schedule 1 and 2. However, the Limousine Industry did not request an increase. The Limousine rate established by Administrative Order Number 39, states; *Limousine Rate Schedule - Fifty Seven Dollars and Fifty Cents - Minimum Hourly Rate*. Therefore, a Limousine Operator can automatically increase their rates, however, they must ensure the minimum hourly rate is charged.

At that time of the rate increase, staff completed an analysis on the taxi flat rates to and from the airport. The analysis revealed the flat rates were not aligned with the meter rate. Staff recalculated the flat rates (based on mileage) to conform with the meter rate recently approved by Regional Council on October 11, 2005. The re-aligned flat rates, schedule 3 of Administrative Order Number 39, was approved by Regional Council.

## **DISCUSSION**

Since October 11, 2005, taxis have been providing services to and from the airport under the current fare structure. The Halifax International Airport Authority, HIAA, recently posted a notice on their property indicating the taxi and limousine rate from the airport to downtown Halifax as \$53.00. Staff was able to determine that the rates recently posted by the HIAA, are in compliance with the rates established by Administrative Order Number 39, for taxis and limousines in the HRM.

According to Section 305, of the Nova Scotia Motor Vehicle Act, The council of a City, Town or Municipality may make regulations or By-laws regulating licencing, also according to Section 305 Subsection 2-C, that council may provide minimum and maximum fares or rates that may be charged by any persons transporting for hire passengers or goods. However, the HIAA administers their own licencing regulations with respect to taxis and limousines operating from there property. The HIAA Vice-President of Operations, Mr. Gordon Duke, has provided an information report communicating the HIAA's position (attached as Appendix C).

## **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.

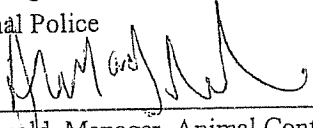
**ALTERNATIVES**

N/A

**ATTACHMENTS**

- Appendix A: Administrative Order Number 39
- Appendix B: Section 305, Motor Vehicle Act of Nova Scotia
- Appendix C: Halifax International Airport Authority Report

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:	Kevin Hindle, Regional Coordinator Taxi & Limousine Service Halifax Regional Police	490-3583
Report Review by:	 Andrea MacDonald, Manager, Animal Control and Taxi & Limousine Service, Halifax Regional Police	490-7371

HALIFAX REGIONAL MUNICIPALITY

ADMINISTRATIVE ORDER NUMBER THIRTY-NINE

RESPECTING THE SETTING OF TAXI FARES

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 Fare 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
  - (d) 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
  - (e) 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.

Done and passed in Council this 11<sup>th</sup> day of October, 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 October 11, 2005.

\_\_\_\_\_  
Jan Gibson, Municipal Clerk

Notice of Motion: Councillor Walker  
Approval:

September 27, 2005  
October 11, 2005

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Amendment # 1

Replace Schedule 3

Notice of Motion: Councillor Walker  
Approval:

October 11, 2005  
October 18, 2005



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## 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.

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### LIMOUSINE RATE SCHEDULE

FIFTY SEVEN DOLLARS AND FIFTY CENTS - MINIMUM HOURLY RATE

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### 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

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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	City (Peninsula, including Bayer's Lake	\$53.00
	Spryfield (incl. All south of Bay Rd. to Williams Lake Rd.)	\$62.00
	Ragged Lake	\$59.00
Dartmouth	All of city of Dartmouth	\$49.00
	Cole Harbour (Portland Estate to Ross Road)	\$52.00
	Cole Harbour Road to Atholea Drive (Treaty Gas)	\$57.00
	Woodside, Pleasant Street at 5 corners to Esso Refinery	\$54.00
	Beyond Refinery to Shearwater	\$53.00
Bedford	Montague Road to Ross Road	\$51.00
	To Hammonds Plains Road	\$38.00
	Hammonds Plains Road to Clearwater	\$43.00
Sackville	Lower (Cobequid Road to Lucasville Road)	\$37.00
	Cobequid Road to Beaver Bank Windsor Jct. Crossroads	\$36.00
	Middle (Lucasville Road to Springfield Estates)	\$45.00
	Upper (Springfield Estates to County Line)	\$53.00
Airport	Within Property & Airport Hotel	\$11.00

Aerotech	ADESA, NAVCAN	\$12.00
Beaver Bank	Beaver Bank Windsor Jct. Crossroad to Kinsac Road	\$50.00
	Kinsac Road	\$55.00
	Kinsac Road to Beaver Bank Villa	\$58.00
Bayside		\$89.00
Beechville		\$57.00
Black Point		\$93.00
Boutliers Point		\$81.00
Brookside		\$74.00
Chezzetcook	East	\$93.00
	Head	\$93.00
	West	\$90.00
Cow Bay		\$63.00
Dover	East	\$98.00
	West	\$103.00
Dutch Settlement		\$37.00
Eastern Passage		\$60.00
Elderbank		\$58.00
Exhibition Park		\$59.00
Fall River	Wilsons to Windsor Junction Crossroads to Wellington	\$29.00
	Inn on the Lake to Wilsons at the lights	\$28.00
Five Islands Lake		\$69.00
French Village		\$80.00
Goffs		\$18.00
Glen Haven		\$77.00
Glen Margaret		\$86.00

Grand Lake		\$30.00
Hackett's Cove		\$91.00
Hammonds Plains	Kearney Lake Road to Pockwock Road	\$51.00
	Pockwock Road to End	\$60.00
	Pockwock Road to Highway 103	\$60.00
Harrietsfield		\$71.00
Hatchett Lake		\$71.00
Head of St. Margaret's		\$72.00
Herring Cove		\$72.00
Hubbards		\$97.00
Hubley		\$77.00
Indian Harbour		\$99.00
Ingramport		\$80.00
Jeddore	East	\$123.00
	Head	\$114.00
	West	\$119.00
Ketch Harbour		\$81.00
Kingswood		\$51.00
Lakeside		\$62.00
Lakeview		\$38.00
Lake Charlotte		\$119.00
Lake Echo		\$68.00
Lake Fletcher		\$31.00
Lawrencetown	Starts at Ross Road/Cole Harbour Road Intersection	\$56.00
	West	\$68.00
	Beach	\$71.00
Lucasville		\$49.00

Meaghers Grant		\$68.00
Mineville		\$67.00
Musquodoboit	Harbour	\$100.00
	Middle	\$82.00
	Upper	\$105.00
Oakfield		\$26.00
Oldham		\$22.00
Peggy's Cove		\$106.00
Porters Lake		\$79.00
Portugese Cove		\$81.00
Preston	East and North	\$60.00
Prospect		\$86.00
Purcells Cove		\$69.00
Queensland		\$97.00
Sambro		\$83.00
Seabright		\$80.00
Shad Bay		\$73.00
Sheet Harbour		\$162.00
Ship Harbour		\$157.00
Tantallon		\$71.00
	Upper	\$66.00
Terence Bay		\$91.00
Timberlea		\$66.00
Waverley		\$32.00
Waverley	Silversides to City Limits	\$40.00
Wellington		\$32.00
Whites Lake		\$79.00
Windsor Junction		\$32.00

**Regulation and licensing by municipal by-law**

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

(a) bicycles owned by residents of the city, town or municipality;

(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;

(c) the vehicles referred to in clause (b).

(2) Such regulations or by-laws may

(a) prescribe the amount of the fees for such licenses;

(b) provide penalties for any violation of such regulations or by-laws, but such penalties shall not be greater than the penalties mentioned in Section 299;

(c) provide minimum and maximum fares or rates that may be charged by any persons transporting for hire passengers or goods;

(d) determine various classes of vehicles transporting passengers for hire and provide special restrictions on certain classes;

(e) authorize the traffic authority or other official to revoke any license issued under such regulations or by-laws but an appeal from any revocation so authorized may be taken to the council of the city, town or municipality or to the police commission or other committee specified in such regulations or by-laws;

(ea) divide a city, town or municipality into zones for the purpose of regulating persons who or vehicles that transport passengers or goods for hire, or in any way change the boundaries of the zones;

(eb) license persons or vehicles to transport passengers or goods for hire within one or more zones;

(ec) license persons or vehicles to transport passengers or goods for hire between two or more zones and regulate the transportation for hire of passengers or goods between zones;

(f) limit the number of persons or vehicles licensed to transport for hire passengers or goods, or may provide that only one person shall be so licensed to transport passengers or goods with any class of vehicle;

(g) require that a person applying for a license under clause (b) of subsection (1), or holding such a license, place and maintain at all times while he holds such license public liability, property damage, cargo or passenger hazard insurance to such extent and in such amount as the by-law prescribes;

(h) require that a person licensed to transport passengers for hire install and maintain special safety equipment prescribed by the regulations or by-laws in all vehicles;

(i) require the successful completion of a prescribed course of instruction in matters relevant to the taxi industry in the city, town or municipality as a qualification for a taxi-driver license.

(3) Such regulations or by-laws referring to vehicles transporting passengers for hire may delegate to the traffic authority or other official of the city, town or municipality such authority as the council of the city, town or municipality may deem expedient and such regulations may require such vehicles when not actually hired to



- (a) drive on certain streets only;
  - (b) move off or remain off certain streets;
  - (c) refrain from soliciting or taking passengers on certain streets or under certain conditions;
  - (d) park at certain taxicab or hack stands and to refrain from parking at any other or certain other places.
- (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;
  - (b) except as in this Section otherwise provided, limit the number of persons so licensed;
  - (c) apply to persons transporting for hire passengers or goods brought into the city, town or municipality from outside the limits of such city, town or municipality or to persons transporting for hire passengers or goods taken on within the limits of such city, town or municipality to be discharged or unloaded outside the limits of such city, town or municipality;
  - (d) with respect to accessible taxicabs, limit, either directly or indirectly, the number of vehicles or the number of drivers or restrict the types of passengers that may be carried in an accessible taxicab.
- (5) A regulation made pursuant to clause (f) of subsection (2) may apply to one or more zones or to all zones established by or pursuant to this Section and there may be different limits for different zones.
- (6) Where two or more cities, towns or municipalities have been amalgamated as a regional municipality, until the council of the regional municipality makes a regulation or by-law under the authority of clause (ea) of subsection (2) providing otherwise, each former city, town or municipality is deemed to be one zone for the purpose of this Section and, for greater certainty, in each such zone the regulations or by-laws of the former city, town or municipality, as the case may be, respecting the transport of passengers or goods for hire in effect when the former city, town or municipality, respectively, was amalgamated continue to apply as if the city, town or municipality, respectively, had not been amalgamated.
- (7) A regulation or by-law passed pursuant to this Section does not require the approval of the Minister of Municipal Affairs. *R.S., c. 293, s. 305; 1994-95, c. 12, s. 24; 1995-96, c. 23, s. 8.*

### Restriction on municipal regulation of vehicles

306 (1) Notwithstanding the provisions of any Act of the Legislature, the council of any city, town or municipality shall not, except as in this Act provided, have power to make any by-laws, rules, regulations or ordinances in relation to the regulation, registration, licensing or identification of vehicles or to the use of the highway by such vehicles, or in relation to any matter dealt with in this Act, and all by-laws, rules, regulations and ordinances of any city, town or municipality in relation to any of the said matters, except those mentioned in Section 305, are hereby repealed and are declared to be inoperative.

(2) All regulations and by-laws made by the Minister, the council of a city or incorporated town, or by the Governor in Council under Chapter 2 of the Acts of 1928, shall in so far as they are not inconsistent with anything herein contained remain in force until altered or repealed by the Minister or the Governor in Council. *R.S., c. 293, s. 306*

## SCHEDULE

Form

## Appendix - C

Kevin Hindle  
Regional Coordinator, Taxi and Limousine Services  
Halifax Regional Municipality  
PO Box 1749  
Halifax, NS. B3J 3A5

Dear Mr. Hindle:

Re: Taxi and Limousine Flat Fares from Halifax Stanfield International Airport (HSIA)

I understand that your office has been assigned to prepare a report for HRM Regional Council on the above-referenced issue. On behalf of Eleanor Humphries, President and C.E.O., I would like this opportunity to communicate our position at Halifax International Airport Authority (HIAA).

HIAA supports a differential in taxi and limousine flat rates from HSIA. For many years prior to the October, 2005 flat-fare taxi increase established by Regional Council, a \$2 differential had been the norm.

We have no plans to alter current limousine rates without such alterations being initiated by the limousine industry, as represented by Halifax International Airport Authority license holders.

Finally, the use of comparisons of taxi and limousine rates among other airports is not, in our opinion, an accurate indicator of the ability of our commercial ground transportation market to absorb price increases.

I understand my staff has forwarded details on the terms and conditions of taxi licenses and limousine licenses. To supplement this, the following report contains further information compiled by HIAA Ground Transportation staff. Please contact Cathy Towers, Parking and Ground Transportation Manager for HIAA should you require any additional information.

Yours truly,

Gordon Duke  
A/ Vice-President, Operations  
Halifax International Airport Authority

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**Halifax International Airport Authority  
Position Paper, Taxi and Limousine Fares  
From Halifax Stanfield International Airport**

HRM Staff have been asked to study taxi and limousine rates from HSIA, in light of a motion from one councilor that the rates have a significant differential (just under 30%). HRM Staff has asked HIAA to provide a position on the issue.

This report provides HRM staff with background and research that HIAA staff has done on this issue. This culminates in a statement of our position

**Background:**

Prior to the last taxi rate increase approved by HRM Council in October, 2005, there has been a historical rate differential of \$2 between flat rates approved for taxis and limousines. At that time, Council raised the taxi fares to \$53 which, at the time, was the same as the recently-increased limousine flat fare. HIAA had recommended a taxi flat rate of \$51, which respected the historical spread.

Upon Council approval of the new taxi rates, HIAA asked the limousine industry if they wanted to increase their flat rate schedule. The industry did not want to further increase the limousine rates due to a concern that a rate higher than \$53 would be detrimental to their business.

**Research done by HSIA:**

1. What are the average taxi and limo rates from major Canadian airports, and where do the rates charged from HSIA to the CBD compare with national averages?

The table attached indicates that, based on information supplied by taxi industry proponents of a differential, the average taxi rates at the seven cities quoted are \$32.57. The taxi rate from HSIA is \$53.00, a difference of \$20.43 (or, 39% higher than the national average). Halifax has the third highest taxi fare from the airport to the CBD.

The average limousine rate, as supplied by the taxi industry proponents for the differential, is \$46.75. The limo rate from HSIA is also \$53.00, a difference of \$6.25 higher than the national average. HSIA has the second highest limo fare from the airport to the CBD.

HSIA obtained information from the Parking and Ground Transportation Manager's counterparts at most of these airports or checked the airport's websites to verify the taxi and limo rates. The verified information shows that the differential is not as great as supposed by the taxi industry proponents for the differential.

2. Has the market share of taxis decreased since the establishment of the same rate?

The attached Table 2 indicates that the market share for taxis dipped for a couple of months but quickly rebounded to as high or higher than when there was a \$2 differential. The information analyzed was the number of taxi toll tickets and limo toll tickets for "rack" (not "pre-arranged") trips.

**Consultation with the industries:**

1. The taxi industry proponents for the differential, Chris Tapper and Rick Clark met with Peter Clarke, VP-Operations and provided a copy of the petition and their prepared information for HRM Council. This prepared information was the source of the "As Presented" analysis in Table 1.

2. HIAA met with industry representatives on the Ground Transportation Committee. We desired first-hand positions on the issue. The positions expressed were:

Taxi: there should be a 28% difference in rates and the limos should increase their rates to provide for this differential.

Limos: they are concerned that any higher fare would impact their business adversely. They do not believe that HRM should be involved in setting of rates for the limo industry.

Subsequent to this meeting, HIAA were in contact with Rick Clarke and Chris Tapper, who were unable to attend the meeting. They confirmed the taxi industry's position.

**Recommendation for HIAA position:**

HSIA is not opposed to a differential of rates.

We do not support increasing limousine rates without representation initiated by the limousine licensees at HSIA.

Comparison of taxi and limo rates at other airports is not an accurate indicator of the ability of our market to absorb price increases. Historical differentials at HSIA should take precedence over other airport comparisons.

City	TAXI as presented	VERIFIED	LIMO as presented	VERIFIED
VANCOUVER *	23-26	27-30	41.73	41.34
EDMONTON *	45	44	56	50
CALGARY	27-30	30	37	40
WINNIPEG *	13-15	15-25	27	30
TORONTO *	55	46	61	50
MONTREAL	31	35	50	50
SAINT JOHN	30	30	34-75	40
AVERAGE	32.57	33.35	46.75	43.05

\* verified by authority manager responsible for Ground Transportation

Table 1: Comparison of Taxi Limo Rates and verification of information

Taxi Limo trips from "The Rack"	2005			2006			2007		
	Taxi	Limo	% Taxi	Taxi	Limo	% Taxi	Taxi	Limo	% Taxi
January	3236		899	3295	1139	74.3%			
February	1284		374	3069	1523	66.8%			
March				2897	1312	68.8%			
Apr				3167	1326	70.5%			
May	4018		1143	4112	1370	75.0%			
June	3854		1323	4077	1465	73.6%			
July	3274		1199	3121	1168	72.8%			
August	3608		1173	3808	1502	71.7%			
September	3626		1029	4068	1612	71.6%			
October	3840		1339	4716	1529	75.5%			
November*	3124		1311	2886	996	74.3%			
December	2157		904	2184	651	77.0%	2417	832	74.4%

\* Rate Change in effect

\*\*\*not all days reported, however every day a taxi total is reported, so is a limo total.

Table 2: Taxi and Limo trips from the "Rack"