




PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Item No. 11.1.4**

**Halifax Regional Council  
February 2, 2009**

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

**SUBMITTED BY:**   
\_\_\_\_\_  
Dan English, Chief Administrative Officer

**DATE:** January 27, 2009

**SUBJECT: Proposed By-Law T-141, Amendments to By-law T-108 Respecting the Regulations of Taxis and Limousines, Regarding Hybrid and Smaller Fuel Efficient Vehicles and Additional Administrative Amendments**

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**Supplementary Report**

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**ORIGIN**

On November 10, 2009 Regional Council approved in principle the original By-Law T-140 and Notice of Motion was given to proceed with First Reading at the next Council Meeting. This matter has been deferred until February 2, 2010.

On January 26, 2010, due to time constraints on one of the items, an amended By-law T-140 was presented to Regional Council and received first reading. The amended By-law T-140 only addressed the introduction of hybrid and smaller fuel efficient vehicles. The remaining items in the original By-law T-140, were moved to a new By-law T-141 and received Notice of Motion to proceed with First Reading at the next Meeting of Regional Council.

**RECOMMENDATION:**

1. It is recommended that Regional Council approve first reading of By-Law T-141 (attached as Appendix A), to amend By-law T-108, Respecting the Regulation of Taxi and Limousines, Administrative Order #39, Respecting Taxi Fares & Taxi Roof Light Sign Requirements (attached as Appendix B), Administrative Order #21, Respecting the Appointment of the Taxi and Limousine Inspector (attached as Appendix C) and Administrative Order #15, Respecting Licence, Permit and Processing Fees (attached as Appendix D):
  - a. To eliminate zones within the HRM; and
  - b. To make administrative amendments to By-law T-108, Administrative Order #39, Administrative Order #21 and Administrative Order #15.

**Proposed By-Law T-141, Amendments to By-law T-108  
Respecting the Regulations of Taxis and Limousines,  
Regarding Elimination of Zones and Additional Administrative Amendments  
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**BACKGROUND**

The original By-Law T-140 had several amendments, including the introduction of hybrid and smaller fuel efficient vehicles. However, due to time restrictions, an amended By-law T-140 was given first reading on January 26, 2010, relative to the introduction of hybrid and smaller fuel efficient vehicles only. Therefore, the remaining items contained in the original By-law T-140 were presented to Regional Council in a Notice of Motion on January 26, 2010, for First Reading as By-law T-141 at the next meeting of Regional Council.

The proposed By-Law T-141 addresses the remaining amendments;

1. **Gas Emissions from Deadheading.** On May 5, 2009, a motion of regional Council requested a report on improvements to the taxi industry in respect to reduction of greenhouse gas emissions caused by deadheading.

Based on the aforementioned, staff conducted a review of By-law T-108. The purpose of which was intended to identify possible regulatory factors which may result in adverse environmental consequences due to deadheading.

2. **Additional Amendments**  
Regional Council requested staff to bring forward additional amendments to By-Law T-108 that may have been under consideration.

**DISCUSSION**

1. **Gas Emissions from Deadheading.**

There are currently two areas within our legislation that have an impact on gas emissions from deadheading. They are as follows:

- a. **Vehicle Size Requirements:**

The aforementioned amended By-law T-140, introducing hybrid and smaller fuel efficient vehicles, received first reading on January 26, 2010.

- b. **Zoning:**

Current legislation makes it illegal for a taxi driver to pick up and drop off passengers in a zone, unless it is the zone that cab is licenced for. Subsequently, most taxis will not remain in a zone for which they are not licenced, therefore this

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may result in adverse environmental consequences relative to deadheading.

2. **Additional Amendments.** The proposed By-Law T-141 and administrative amendments to Administrative Order #39, Administrative Order #21 and Administrative Order #15, are the remaining items that were included in the original By-law T-140 that was approved in principle by Regional Council on November 10, 2009.

### **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. **Gas Emissions from Deadheading**

(1). Maintain the status quo and not adopt the recommended amendments to By-Law, T-108, that impact the gas emissions from deadheading. This alternative is not recommended.

(2). Approve Recommendation Report T-139, Extension of Hours to Open Taxi Zones, presented to Regional Council on September 8, 2009.

2 **Additional Amendments**

(1) Maintain the status quo and not adopt any of the recommended amendments to By-law T-108. This alternative is not recommended.

(2) Approve any number of the amendments from the options identified.

**Proposed By-Law T-141, Amendments to By-law T-108  
Respecting the Regulations of Taxis and Limousines,  
Regarding Elimination of Zones and Additional Administrative Amendments  
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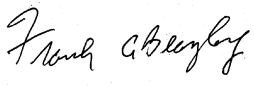
**ATTACHMENTS**

- Appendix A: By-Law, T-141, Respecting The Regulations of Taxis & Limousines to introduce Hybrid and smaller fuel efficient vehicles .
- Appendix B: Administrative Order #39, Respecting Taxi fares & Taxi roof Light Sign Requirements.
- Appendix C: Administrative Order #21, Respecting The Appointment of the Taxi and Limousine Inspector.
- Appendix D: Administrative Order #15, Respecting Licence, Permit and Processing Fees

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, Superintendent, Halifax Regional Police 490-4817

Report Approved by:   
\_\_\_\_\_  
Deputy Chief F.A. Burbridge, Halifax Regional Police 490-7138

Report Approved by:   
\_\_\_\_\_  
Frank Beazley, Chief of Police, Halifax Regional Police 490-6500

**HALIFAX REGIONAL MUNICIPALITY  
BY-LAW NUMBER T-141**

**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. Sections 3 definitions are amended as follows:

(1) The definitions of “Dartmouth Zone”, “Halifax Zone”, and “County Zone” are repealed.

(2) The definitions of “accessible taxi”, “limousine” and “taxi” are repealed and the following definitions substituted:

"accessible taxi" means a taxi designed and manufactured, or converted, for the purpose of transporting passengers with physical disabilities, which is in compliance with the standards for an accessible taxi prescribed in Administrative Order 39;

"limousine" means a motor vehicle not equipped with a taxi meter or roof light used or intended to be used to carry passengers for hire, which is in compliance with the standards for a limousine prescribed in Administrative Order 39;

"taxi" means a motor vehicle equipped with a taxi roof light and taxi meter used or intended to be used to carry passengers for hire, which is in compliance with the standards for a taxi prescribed in Administrative Order 39, and unless the context indicates otherwise, taxi includes an accessible taxi;

(3) the definition of “Inspector” is repealed and the following definition of “Licencing Authority” is substituted:

"Licencing Authority" means the municipal official appointed by the Chief

Administrative Officer of the Municipality to be responsible for the administration, licencing and enforcement of by-law T-108 and related regulations. Any reference to the Inspector shall be deemed to be a reference to the Licencing Authority;

(4) The definition of “owner” is repealed and the following definition substituted:

"owner" means a person who holds the legal title of a vehicle and its licence plates as indicated on the NS Vehicle Registration Permit;

2. Section 4 is repealed and the following subsection substituted:

4. (1) The Licencing Authority is responsible for the regulation of taxis and limousine and the administration and enforcement of the provisions of this by-law and related regulations, and includes any officer or official carrying out the duties pursuant to this by-law.

(2) The Licencing Authority shall:

(i) make all necessary inquiries concerning applications for licences;

(ii) examine or cause to be examined all applicants for driver licences as to the by-law requirements;

(iii) examine or cause to be examined every vehicle to be licenced as to the by-law requirements;

(iv) keep a register of all licences granted containing the name, complete mailing address of each applicant and the date of issue;

(v) issue licences in accordances with this by-law, provided that all requirements have been met;

(vi) provide applicants with a copy of the by-law and Administrative Order No. 39, upon request;

(vii) determine by inspection and enquiry from time to time whether licencees and licenced vehicles continue to comply with the provisions of this by-law and all applicable laws;

(3) The Licencing Authority may suspend or revoke the licence of any person who offends any provisions of this by-law.

(4) Owner licences which at the effective date of this by-law amendment are subject to an ownership agreement on a vehicle where the licence holder is not the title or plate holder may continue until the ownership agreement relationship between the parties terminates.

3. Sections 5 and 6 are repealed.
4. Clause 8(i) is amended by deleting the words “in form I”.
5. Clause 8(ii) is amended by deleting the words “and for the zone in which the taxi is licenced” and replacing the word “Inspector” with “Licencing Authority”.
6. Clause 9(i) is amended by deleting the words “in form II”.
7. Clause 9(ii) is amended by and replacing the word “Inspector” with “Licencing Authority”.
8. Clause 10(i) is amended by deleting the words “in form III” and by replacing the word “Inspector” with “Licencing Authority”.
9. Clause 10(ii) is amended by replacing the word “Inspector” with “Licencing Authority”.
10. Clause 11(1) is amended by deleting the words “taxi, accessible taxi or limousine”:
11. Clause 11(1)(i) is repealed and the following clause substituted:
  - (i) new applicants must submit an application, Criminal Record/ Vulnerable Sector check and a statutory declaration, in effect from time to time, approved by the Licencing Authority;
12. Subclauses 11(1)(ii)(v) and (vi) are amended by replacing the word “Inspector” with “Licencing Authority”.
13. Clause 11(1)(iv) is repealed.

14. Subsection 11(2) is repealed.
15. Section 12 is amended by the deletion of the words “set out in subsection (v) of section 11”.
16. Section 13 is repealed.
17. Section 17 is amended by replacing the word “Inspector” with “Licencing Authority”.
18. Section 18 is repealed and the following section substituted:

18. An owner of a taxi, accessible taxi or limousine shall notify the Licencing Authority forthwith of any change to the NS Vehicle Registration Permit of his or her vehicle.

19. Subsection 19(1) is amended by the deletion of the words “for the zone in which the taxi is licenced to operate, or accessible taxi driver’s licence, as the case may be”.
- 20.(1) Subsection 21 (1) is repealed and the following substituted:

21 (1) An owner's licence may be renewed upon appearance of the licence holder at the office of the Licencing Authority, and by payment of the annual licence fee prescribed by Administrative Order, provided that the licence holder and the vehicle to which the licence relates continue to meet all of the requirements of this by-law. Owner licence holders who do not hold a driver licence issued pursuant to this by-law must submit an annual Criminal Record/Vulnerable Sector Search report.

- 20.(2) Subsection 21(2) is amended by replacing the word “Inspector” with “Licencing Authority”.

21. Section 22 is repealed and the following substituted:

22. (1) A taxi or limousine owner shall maintain the required insurance policy and shall provide to the Licencing Authority upon demand evidence that the policy remains in force.

(2) The owner shall require the agent or the insurance company issuing the insurance policy to immediately notify the Licencing Authority of any changes in coverage or the cancellation of any insurance policy and the agent or the insurance company shall immediately notify the Licencing Authority



of any such change or cancellation.

(3) The holder of an owner licence, must maintain uninterrupted motor vehicle insurance as required, in order for the licence to remain in force. The Licencing Authority shall immediately suspend a licence upon notification that the insurance may have lapsed. If the Licencing Authority confirms the insurance is no longer in force, the owner licence shall be revoked.

(4) Notwithstanding subsections (1) and (3), if a taxi or limousine owner submits to the Licencing Authority satisfactory proof of inability to operate a vehicle licensed to the owner due to injury or illness, which evidence may be in the form of a certificate of a physician licensed to practice in the Province of Nova Scotia, the owner may give notice in writing to the Licencing Authority that the vehicle will not be operated as a taxi or limousine, and may allow the insurance to lapse, and the licence shall thereupon be suspended until the licence holder submits satisfactory proof to the Licencing Authority that the insurance has been reinstated or renewed.

22. Subsection 26(a) is amended by deleting the words “or in any zone thereof”.
23. Section 28 is amended by deleting the words “which shall be as set out in Form V”.
24. Section 29 is amended by deleting the words “which shall be as set out in Form VI”.
25. Section 30 is amended by deleting the words “which shall be as set out in Form VII”.
26. Section 33 and section 34 are amended by replacing the word “Inspector” with “Licencing Authority”.
27. Section 35 is repealed and the following section substituted:
  35. No temporary or permanent driver's licence, shall be granted unless the applicant or licence holder meets or continues to meet all requirements relative to drivers and until:

(a) the applicant or licence holder submits two professionally taken passport style photographs, showing a full front view of head, dated within 30 days of the date of application, photographs subject to fading or sensitive to heat are not acceptable;

(b) the applicant or licence holder supplies a satisfactory Registry of Motor Vehicles (Client Use) abstract of his or her minimum class 4 driving record, dated within 30 days of the date of application;

(c) the applicant or licence holder submits in person, a valid unexpired minimum class 4 NS driver licence.

(d) the applicant or licence holder pays to the municipality all applicable fees prescribed by Administrative Order; and

(e) the applicant or licence holder provides a Criminal Record / Vulnerable Sector Search report, approved by the licencing authority. If the CRC/VS report is delayed and the applicant or licence holder provides proof of application and payment for the CRC/VS report, a Statutory Declaration may be sworn. If the CRC/VS report is not submitted within 20 days from the signing date of the Statutory Declaration, the licence will be suspended until the report has been submitted.

28. Subsections 36(2) and 36(3) are repealed and the following subsections substituted:

(2) Notwithstanding any other provision of this by-law, no person shall be issued a temporary driver's licence unless that person meets all requirements of this by-law; and

(a) supplies proof of successful completion of the prescribed English Language proficiency test, as in effect from time to time, approved by the Licencing Authority;

(b) successfully completes the process and examinations, as in effect from time to time, approved by the Licencing Authority; and

(c) supplies proof of registration for the National Standards Certification Program for Taxicab/Limousine Drivers, administered by the Nova Scotia Tourism Human Resource Council.

(3) Notwithstanding any other provision of this by-law, no person shall be issued a permanent driver's licence unless that person:

(a) continues to meet the requirements for drivers, and has successfully completed the process prescribed by the National Standards Certification for

Taxicab/Limousine Drivers, administered by the Nova Scotia Tourism Human Resource Council, while being the holder of a valid temporary driver's licence; or

(b) has held a permanent driver's licence within the past 2 years and continues to meet all the requirements for a driver, as outlined in this by-law.

29. Subsection 37 is repealed.

30. Section 39 is repealed and the following section substituted:

39. If an applicant twice fails to successfully complete the HRM driver licence examinations within 12 months from the date of application, the applicant must wait 6 months from the date of the last attempt, before submitting a new application.

31. Section 40 is repealed and the following section substituted:

40. A licence may not be granted and or may be suspended or revoked when:

(a) the applicant or licence holder is subject to a Court order, arising from a charge or conviction under federal or provincial law, that inhibits the individual's ability to operate a taxi or limousine;

(b) the applicant or licence holder has been convicted of an offense against vulnerable persons or has a conviction within the past five years relating to a sexual offence, illegal sale or possession of drugs, a violent offence, or a breach of trust;

(c) the applicant or licence holder fails to immediately notify the Licencing Authority that they have become subject to a court order or charges;

(d) the applicant or licence holder has a driving record which in the opinion of the Licencing Authority, makes him or her unfit to operate a taxi, accessible taxi, or limousine, as the case may be;

(e) the applicant or licence holder has a criminal record in another country or jurisdiction which is similar in nature to the provisions described in clause (a) or (b).

2. Section 43 is repealed and the following section substituted:
  43. If an applicant makes a false statement in a Statutory Declaration, in addition to any penalty prescribed, the Licencing Authority may refuse to issue the licence to the applicant or revoke the licence or licences currently issued to the applicant, and may direct that the applicant shall not be eligible to make application for or to be granted a licence pursuant to this by-law for a period of up to five (5) years.
33. Section 46 is repealed.
34. Section 50 is amended by replacing the word “Inspector” with “Licencing Authority”.
35. Subsection 51(1) is amended by deleting the words “in any zone” and replacing the word “Inspector” with “Licencing Authority”.
36. Subsection 59(a) is amended by deleting the words “for the zone in which the vehicle is licenced”.
37. Sections 60, 61, 63, 66 and 67 are amended by replacing the word “Inspector” with “Licencing Authority”.
38. Section 61 is further amended by deleting the words “in her or his opinion”.
39. Section 70 is amended by deleting the words “which is the subject of a taxi owner's licence for the zone in which the stand is located; with the exception of Friday from 11:00 PM to Saturday at 3:00 AM and on Saturday from 11:00 PM to Sunday at 3:00 AM, common stands shall be open to all HRM licensed taxis”.
40. Sections 72 and 73 are amended by replacing the word “Inspector” with “Licencing Authority”.
41. Section 76 is repealed.
42. Section 77 is repealed and the following section substituted:
  77. (1) Notwithstanding any other provision of this by-law, there shall be a limit of one thousand taxi owner licences in force in the Halifax Regional Municipality at any time.

(2) The Licencing Authority shall not issue a new taxi owner licence until the number of such licences falls below the number prescribed by subsection (1), at which time additional licences may be issued until the number again reaches the number prescribed by subsection (1).

(3) Any taxi owner licence which is revoked or surrendered or which ceases to be in force for any reason other than expiration, shall not be renewed or reissued unless the issuance of such licence will not result in the number of licences exceeding one thousand.

(4) Effective the date of this amendment, where the Licencing Authority receives an application for a taxi owner licence which cannot be issued because of the provisions of this section, the applicant's name shall be added to the end of the current waiting list, in order of the date and time of receipt of applications and shall process the names in order of seniority as they appear on the list, as the number of licences in force falls below one thousand. The applicant for an owner licence must be a licensed taxi driver in good standing in the Halifax Regional Municipality and 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. This subsection does not apply to the renewal of previously issued taxi owner licences.

(5) Whenever new taxi owner licences can be issued as a result of the total number of licences falling below the number prescribed by subsection (1), the Licencing Authority shall notify the eligible driver by registered mail, addressed to the last known mailing address of the driver, maintained by the Licencing Authority, the driver's name will be removed from the waiting list and the driver shall complete all of the requirement for licensing a vehicle pursuant to this by-law within 30 days of delivery of the notification.

(6) When a taxi owner licence is issued to a taxi driver pursuant to this section who is not nationally certified pursuant to subsection 82(1) of this by-law, the taxi driver shall register for and successfully complete the national certification process pursuant to said subsection 82(1) within one year of obtaining the taxi owner's licence and if the taxi driver fails to obtain such certification within that time, the Licencing Authority shall immediately revoke the taxi owner licence issued pursuant to this section.

(7) Any taxi owner licence which is revoked or surrendered, or which ceases to be in force for any reason other than expiration, shall not be renewed or reissued unless the issuance of such licence will not result in the number of licences exceeding the number prescribed by subsection (1).

(8) When a taxi driver's licence is cancelled, revoked, surrendered or otherwise lapses, on the conclusion of any applicable appeal process, if the name of the driver is on the waiting list, the name of the taxi driver shall be removed, and if the driver subsequently becomes licensed as a driver, upon application, the name of the driver shall be added to the end of the waiting list in accordance with subsection (4)

43. Sections 78, 78A, 79 and 80 are repealed.

44. Subsection 81(1) is repealed and the following subsection substituted:

81 (1) The owner of a licensed taxi may apply to the Licencing Authority and if upon inspection the taxi is found to be in compliance with the requirements of this by-law, the Licencing Authority shall approve the issuance to the owner of the taxi the Hotel Standard decals. The cost of the inspection shall be thirty-five dollars.

45. Subsection 81(4) is amended by replacing the word "Inspector" with "Licencing Authority".

46. Section 82 is amended by replacing the word "Inspector" with "Licencing Authority".

47. Delete Forms 1 through VII.

Done and passed on this            day of            , 2010.

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Mayor

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Municipal Clerk

I, Cathy Mellett, 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            , 2010.

**Appendix B**

**Halifax Regional Municipality  
Amendment to Administrative Order Number # 39**

**BE IT ENACTED by the Council of the Halifax Regional Municipality Administrative Order Number # 39, Respecting taxi Fares & Taxi Roof Light Sign Requirements be amended as follows:**

1. The title of the Administrative Order No. 39 will be amended to “ADMINISTRATIVE ORDER NUMBER THIRTY-NINE RESPECTING TAXI AND LIMOUSINE REGULATION”.
2. Section 1 of Administrative Order No. 39 is repealed and the following is substituted:
  1. This Administrative Order may be cited as Administrative Order Number Thirty-Nine, the Taxi and Limousine Regulation Administrative Order.
3. Section 4 of Administrative Order No. 39 is amended by the addition of the following:

Notwithstanding the provisions of Schedule 4, previously authorized roof lights in use as of the effective date of this amendment may continue to be used on the licenced vehicle until replaced with a roof light authorized by Schedule 4.
4. Administrative Order No. 39 is amended by the addition of section 5 as follows:

**Vehicle Requirements**
5. All taxis, limousines and accessible taxis shall comply with the standards provided in Schedule 5 attached hereto.
6. Schedule 1 to Administrative Order No. 39 is amended by the deletion of the following rate schedules: Seniors Shared-Ride Rate Schedule, Rides within a Sub-Zone and Rides between Sub-Zones.
7. Schedule 4 to Administrative Order No. 39 is repealed and Schedule 4 as annexed hereto substituted.
8. Schedule 5 as annexed hereto is added as a schedule to Administrative Order No. 39.

## Administration Order # 39 - Schedule 4 Taxi Signs

Effective the date of this amendment, 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 the vehicle which meets the following;

(i) the design conditions as set out in schedule 4, section (vi) of 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) shall bear the business name under which the taxi is being operated in the location and manner set out in section (vi).

(v) 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 licence number.



(vi)

**Sign Size**      **425mm long**

**Sign Colour**      **White**

**Cab Numbers**      **Font -**      **Arial,**  
    **Numbers -** **Blue in colour**  
    **Size -**      **51 mm front/rear**  
                                 **42mm sides**

**Company Name**      **Font -**      **Arial**



**Letters - Red in Colour**

**Size - 47mm**

**Illumination Number 1156 clear bulb or equivalent light**

### **Administration Order # 39 - Schedule 5 Vehicle Requirements**

1. Each taxi, accessible taxi or limousine shall meet and 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 Licencing Authority;
- (c) bear a valid, non rejected, Province of Nova Scotia motor vehicle safety sticker and matching certificate, which is not more then 12 months old;
- (d) insured in the amounts and with the coverage required pursuant By-law T-108;
- (e) has a height from the top of the floor to the underneath side of the roof of at least 45 inches;
- (f) has 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;
- (g) has a length from the dashboard, excluding extremities, to the front of the back seat of at least 63 inches;
- (h) has first class repairs with no visible body fillers, rust, primer paint, accidental damage or similar defects and the interior passenger and trunk areas are maintained in a clean and orderly condition;
- (i) have a wheelbase measurement of at least 105 inches;
- (j) shall have a maximum seating capacity of eight (8) passengers excluding the driver

2. A taxi shall have four passenger doors (excluding any rear hatches) and includes vehicles such as Sedan's, Station Wagon's, SUV's, Cross Over's and Mini Van's, and notwithstanding section 1 smaller fuel efficient vehicles, fitting the performance standard of 7.8 litres per 100 km or less, as well as subsections (b) (c) (d) (h) and (j) of section 1, may be permitted as taxis, subject to the following minimum measurements;

- (i) 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.
- (ii) a wheelbase measurement from the centre of the front wheel to the centre of the rear wheel of at least 101 inches.

3. An accessible taxi shall 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 conform with all sections of Canadian Standard Association D409: Motor Vehicles for the Transportation of Persons with

Physical Disabilities;

4. A limousines shall be a full sized luxury class four door sedan or full sized luxury class Sport Utility Vehicle (SUV) motor vehicle having a standard seating capacity for at least four passengers excluding the driver, which has carpeted floors and either a leather or other superior quality upholstered interior, and is furnished with 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;

and restricted to the following makes:

- (i) Cadillac;
- (ii) Lincoln;
- (iii) Rolls Royce;
- (iv) Jaguar;
- (v) Mercedes-Benz;
- (vi) Bentley
- (vii) Royal Princess;
- (viii) any other vehicle which the Licencing Authority determines to be of comparable limousine quality to those vehicles listed above.

**Appendix C:**

**Halifax Regional Municipality  
Amendment to Administrative Order Number # 21**

**BE IT ENACTED** by the Council of the Halifax Regional Municipality Administrative Order Number # 21, Respecting The Appointment Of The Taxi And Limousine Inspector be amended as follows:

1. Administrative Order No. 21, is repealed:

**Halifax Regional Municipality  
Amendment to Administrative Order Number # 15**

**BE IT ENACTED** by the Council of the Halifax Regional Municipality Administrative Order Number # 15, Respecting Licence, Permit and Processing Fees be amended as follows:

1. Schedule “A”, Section 5 of Administrative Order No. 15 is repealed and the following is substituted:
  - (5) The fees pursuant to By-law T-108, the Taxi and limousine By-law area as follows:
    - (a) The annual fee for an owner’s licence is \$50.00, or for a partial term shall be the licence fee prorated on a monthly basis.
    - (b) The owner’s renewal fee is \$50.00, or for a partial term shall be the licence fee prorated on a monthly basis.
    - (c) The driver’s application or annual driver’s licence fee is \$50.00, or for a partial term shall be the licence fee prorated on a monthly basis.
    - (d) The driver’s renewal fee is \$50.00, or for a partial term shall be the licence fee prorated on a monthly basis.
    - (e) The fee to change or replace a destroyed, lost or stolen licence is \$10.00.
    - (f) The fee for a taxi, limousine, or accessible taxi bumper sticker is \$1.00