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PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Halifax Regional Council
October 7, 2003

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: 
Councillor Steve Adams, Chair, Regional Taxi and Limousine Committee

DATE: September 22, 2003

SUBJECT: Amendment to By-Law T-108 Respecting the Regulation of Taxis and Limousines - By-Law T-126 regarding Taxi Rate Increases

ORIGIN

Taxi and Limousine Committee meeting of September 15, 2003.

RECOMMENDATION

It is recommended that Regional Council:

1. Give First Reading to the amendment to By-law T-108 as found in Appendix "A" and set a date for a public hearing.

BACKGROUND

A report developed by a sub-committee comprised of Mr. Don Shannon, Mr. Rick Watts (Mr. Jeffrey Rozee), and Mr. Dave Withrow, driver representatives on the Regional Taxi and Limousine Committee, was reviewed by the Committee at a meeting held on September 15, 2003.

DISCUSSION

The sub-committee made the following recommendation to the Regional Taxi and Limousine Committee:

That the Taxi and Limousine Committee approve the following taxi rate increases and request the Solicitor to prepare the appropriate amendments for forwarding to Regional Council:

TWO DOLLARS AND NINETY CENTS initial charge up to 1/30th mile representing a 40 cent or 16% increase.

ELEVEN AND ONE/HALF CENTS each 1/20th mile representing a 15% increase (total of \$2.30/mile)

TWENTY-TWO DOLLARS per hour waiting time representing a 10% increase

All other rates to remain the same with the exception of the inclusion of a reference to mini-van in the following:

SEVEN DOLLARS additional charge for Station Wagon and Mini-Van (when specifically requested)

The Committee, based on concerns expressed by the Zone 1 driver representative that an increase to the "distance" portion of the rate would be detrimental to their business, amended the recommendation of the sub-committee. The amendment reduced the proposed eleven and one-half cents each 1/20th of a mile to eleven cents each 1/20th of a mile.

All other parts of the recommendation were approved as set out above.

BUDGET IMPLICATIONS

There are no budgetary implications inherent in this document.

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. Give First Reading to the amendment to By-law T-108 as found in Appendix "A" and set a date for a public hearing.
2. Refuse to consider the proposed amendments.

ATTACHMENTS

1. Appendix A - Proposed Amendment to Schedule 2, the Taxi Rate Schedule, By-law T-108
2. Draft Minute of September 15, 2003 Regional Taxi and Limousine Committee
3. Report from the Sub-Committee to the Regional Taxi and Limousine Committee dated September 8, 2003

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210 or Fax at 490-4208. This report was prepared by Sherryll Murphy, Legislative Assistant, 490-6517.

HALIFAX REGIONAL MUNICIPALITY

BY-LAW NUMBER T-126

RESPECTING THE REGULATION OF TAXIS AND LIMOUSINES

BE IT ENACTED by the Council of the 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, the Halifax Regional Municipality Taxi and Limousine By-law be and the same is amended as follows:

1. Schedule 2 of said By-law T-108 is repealed and the Schedule attached hereto as Appendix "A" is substituted therefor.

Done and Passed in Council this day of , 2003.

Mayor

Municipal Clerk

Appendix "A"

SCHEDULE 2

TAXI RATE SCHEDULE

TWO DOLLARS AND NINETY CENTS initial charge, up to 1/30 mile;

ELEVEN CENTS each 1/20 mile;

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;

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.

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

**EXTRACT OF DRAFT MINUTES - REGIONAL TAXI AND LIMOUSINE COMMITTEE
SEPTEMBER 15, 2003**

4.2 Taxi Meter Rates

- A revised report from Mr Don Shannon , Mr. Rick Watts (Mr. Jeffrey Rozee), and Mr. Dave Withrow, the Taxi Meter Rates sub-committee, was distributed to members of the Committee.

Mr. Dave Withrow referred to the submitted report noting that included with the report was a proposal he had developed. He went on to indicate that the report before the Committee this evening represented a compromise.

Mr. Shannon agreed with Mr. Withrow that the recommendation before the Committee was a compromise. Some parts of the recommendation had been agreed to unanimously while other parts were not agreed to on that basis.

MOVED by Mr. Shannon, seconded by Mr. Auld that the Taxi and Limousine Committee approve the following taxi rate increases:

TWO DOLLARS AND NINETY CENTS initial charge up to 1/30 mile representing a 40 cent or 16% increase.

ELEVEN AND ONE/HALF CENTS each 1/20th mile representing a 15% increase (total of \$2.30/mile)

TWENTY-TWO DOLLARS per hour waiting time representing a 10% increase

All other rates to remain the same with the exception of the inclusion of a reference to mini-van in the following:

SEVEN DOLLARS additional charge for Station Wagon and Mini-Van (when specifically requested).

Noting that he had not been in favour of the eleven and one-half cent increase on the distance, Mr. Shannon expressed concern that this level of increase would impact the Halifax market (taxis becoming too expensive) and the decision of Council.

MOVED by Don Shannon, seconded by Derek Mathers that the motion be amended to provide for an increase of eleven (11) cents per 1/20 of a mile representing a 10% increase.

A discussion ensued including the following points:

**EXTRACT OF DRAFT MINUTES - REGIONAL TAXI AND LIMOUSINE COMMITTEE
SEPTEMBER 15, 2003**

- Concern expressed that there was some confusion due to the revised document
- Concern that the limousine drivers had not been included in discussions regarding rate increases

MOVED by Bob Richards that this matter be referred back to the sub-committee to consider an increase in limousine rates.

There was no seconder to the motion.

The discussion resumed and included the following:

- Note was made that the fall of the year is traditionally a very good time to seek a rate increase
- The representative for Zone 2 drivers suggested that the proposal he had put forward be the one that be recommended to Council
- The representative for Zone 3 reported on a survey which had been undertaken with Zone 3 drivers and noted that the greatest fear was that too great an increase would negatively impact business.
- Note was made that because the HST was included in the fare, the meters are actually starting at less than they were in 1990.
- Volume is an issue in Zone 1 and drivers in the zone believe that an 11 and one-half cent increase is too great

There being no further discussion, the Chair called for the vote. Mr. Withrow requested a recorded vote as follows:

Those voting **in favour** of the motion to amend to provide for an increase of eleven (11) cents per 1/20 were Don Hatcher, Derek Mathers, Tim Auld, Cal Demont, Don Shannon.

Those voting **against** were Jeffrey Rozee, Dave Withrow, Bob Richards and Councillor Cooper.

The **MOTION TO AMEND WAS PUT AND PASSED.**

Mr. Richards leaves the meeting.

Mr. Shannon noted that waiting time had also been a matter of dissension at the sub-

**EXTRACT OF DRAFT MINUTES - REGIONAL TAXI AND LIMOUSINE COMMITTEE
SEPTEMBER 15, 2003**

committee meeting. He noted that Zone 1 can experience greater time in traffic (i.e. rush hour, waiting for lights) than other Zones.

A brief discussion including the following input ensued:

- HRM has installed a loop system lights which ensures that if traffic is not heavy the lights change in a timely manner
- The drivers would like to see a change in this rate. The change would represent an increase from 40 to 44 cents (a 10% increase)

MOVED by Mr. Withrow, seconded by Mr. Rozee that the Taxi and Limousine Committee confirm the recommendation of the sub-committee as it relates to waiting time, as follows:

TWENTY-TWO DOLLARS per hour waiting time representing a 10% increase

The Chair called for the question with Mr. Withrow requesting a recorded vote:

Those voting **in favour** of the motion to confirm were Mr. Rozee, Mr.Hatcher, Mr. Auld, Mr. Demont, Mr. Withrow and Mr. Cooper.

Those voting against the motion were Mr. Mathers and Mr. Shannon.

Mr. Richards was not present for the vote.

The Chair achieved a consensus on the inclusion of the word mini-van in the following rate:

SEVEN DOLLARS additional charge for Station Wagon and Mini-Van (when specifically requested).

The Committee then agreed that members of the industry have an opportunity to address this matter at this time:

Carl Hayre, taxi driver, noted that the recommendation of the sub-committee was, in general, not acceptable to the Zone 1 drivers. He went on to comment that he was pleased that the proposed increase to the "distance" portion of the rate had been reduced. He went on to express some concern that the "time" should remain as it is.

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Dennis Scofield, a taxi driver, commented that the Committee had come up with a near perfect proposal.

Ed Flewwelling, a taxi driver, addressed the Committee expressing dissatisfaction with the proposal put forward. He noted that in 1990 the drop rate was \$2.25 and that in 2003, given the fact that HST is included in the drop, the drop rate is \$2.17. Mr. Flewwelling stressed that the taxi industry cannot go on subsidizing the public. He further suggested that Council should have no problem increasing these rates given the recent 70% increase they had approved at the cruise ships.

Susan Bowers, an industry representative, suggested that a voting system should be put in place to allow each individual driver to vote on this increase. In response to a question, Ms. Bower indicated that she believed the proposed increase would be acceptable to both drivers and the public.

Michael Shannon, a taxi driver, commented that he could support the proposal as agreed to by the Committee. He went on to note that costs have increased, however, he was concerned that the increase not be greater than the market can bear.

Dave Fitzgerald, a taxi driver, noted that in life there is usually a difference between what is needed and what one should receive. An increase is needed and whether or not this increase is what drivers should receive is not the question. Mr. Fitzgerald noted that Council will decide what increase will be forthcoming without negotiation.

In response to a question from Mr. Hatcher, Mr. Fitzgerald indicated that the increase was not too severe and that he could support the proposal as agreed upon by the Committee.

The Chair then called for the question on the amended motion, as follows:

TWO DOLLARS AND NINETY CENTS initial charge up to 1/30 mile representing a 40 cent or 16% increase.

ELEVEN CENTS each 1/20th mile representing a 15% increase (total of \$2.30/mile)

TWENTY-TWO DOLLARS per hour waiting time representing a 10% increase

All other rates to remain the same with the exception of the inclusion

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SEPTEMBER 15, 2003**

of a reference to mini-van in the following:

**SEVEN DOLLARS additional charge for Station Wagon and Mini-Van
(when specifically requested).**

MOTION PUT AND PASSED.



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

**Taxi and Limousine Committee
September 15, 2003**

TO: Councillor Stephen Adams, Chair and Members of the Taxi and Limousine Committee

SUBMITTED BY: *Sheryl Murphy*
for Mr. Don Shannon, Mr. Rick Watts (Mr. Jeffrey Rozee), and Mr. Dave Withrow

DATE: September 8, 2003

SUBJECT: **Taxi Rate Increases**

ORIGIN

Taxi and Limousine Committee meeting of June 16, 2003

RECOMMENDATION

It is recommended that the Taxi and Limousine Committee approve the following taxi rate increases and request the Solicitor to prepare the appropriate amendments for forwarding to Regional Council:

TWO DOLLARS AND NINETY CENTS initial charge up to 1/30 mile representing a 40 cent or 16% increase.

ELEVEN AND ONE/HALF CENTS each 1/20th mile representing a 15% increase (total of \$2.30/mile)

TWENTY-TWO DOLLARS per hour waiting time representing a 10% increase

All other rates to remain the same with the exception of the inclusion of a reference to mini-van in the following:

SEVEN DOLLARS additional charge for Station Wagon and Mini-Van (when specifically requested)

BACKGROUND

At the February 17, 2003 meeting of the Taxi and Limousine Committee, the Committee requested that staff bring forward information regarding taxi rate increases over the last ten (10) years and Consumer Price Index increases in that same period. An information report was tabled at the April 28, 2003 meeting, following which the Committee heard a proposal from Mr. Dennis Scoville, taxi driver, at the June 16, 2003 meeting. Consequently, the Committee established a sub-committee of driver representatives to consider this and any other proposals deemed appropriate.

DISCUSSION

The sub-committee met on September 3, 2003 with Don Shannon, Dave Withrow, Rick Watts and, newly appointed driver representative for Zone 3, Mr. Jeffrey Rozee.

Mr. Watts and Mr. Rozee reported that a poll of Zone 3 drivers had resulted in 42 drivers responding (approximately 25% response rate). The vast majority of those responding favoured Proposal A - 20% increase on the drop (.50 cents on the drop), 10% increase on distance (increase from \$2.00 to \$2.20) and 5% increase on wait time (increase from \$20/hour to \$21/hour).

Mr. Dave Withrow submitted a proposal on behalf of Dartmouth drivers which calls for a 20% on the drop (.50 cents on the drop), 20% increase on distance (increase from \$2.00 to \$2.40) and 20% increase on wait time (increase from \$20/hour to \$24/hour). Mr. Withrow pointed out that HST was included in the fare and that these increases were reasonable given recent increases to fixed rates approved by Council.

Mr. Withrow further requested that mini-vans be included in the seven (7) dollar additional charge for station wagons (when specifically requested).

Mr. Shannon advised that Halifax drivers were concerned that an increase to time would negatively impact their market and consequently he was not in favour of any increase in rates relative to time. He further indicated that having done an internet search of taxi rates he had determined that there is no other place in Canada that charges \$3.00 on the drop. Mr. Shannon recommended that the increase to the drop be .40 cents rather than the .50 cents proposed.

After a discussion the Committee reached a compromise and agreed to the above recommendation.

BUDGET IMPLICATIONS

Any impact to the budget would be minimal and might include increased costs relative to reproduction of tariff cards or staff time.

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. That the Taxi and Limousine Committee approve the following taxi rate increases and request the Solicitor to prepare the appropriate amendments for forwarding to Regional Council:

TWO DOLLARS AND NINETY CENTS initial charge up to 1/30 mile representing a 40 cent or 16% increase.

ELEVEN AND ONE-HALF CENTS each 1/20th mile representing a 15% increase (total of \$2.30/mile)

TWENTY-TWO DOLLARS per hour waiting time representing a 10% increase
All other rates to remain the same with the exception of the inclusion of a reference to mini-van in the following:

SEVEN DOLLARS additional charge for Station Wagon and Mini-Van (when specifically requested)

2. That the Taxi and Limousine Committee make no change to the Taxi Rate Schedule
3. That the Taxi and Limousine Committee consider other proposals for Taxi Rate increases.

ATTACHMENTS

1. Information Report dated January 21, 2002
2. HRM - County Zone Driver Poll - Proposed Meter Rate Increase - August 2003
3. Proposed Taxi Rate Increase for Halifax Regional Municipality - Dave Withrow

Additional copies of this report, and information on its status, can be obtained by contacting Sherryll Murphy, Legislative Assistant, Office of the Municipal Clerk, at 490-6517 or Fax 490-4208.

Regional Taxi and Limousine Committee
April 28, 2003

TO: Chair and Members of the Regional Taxi and Limousine Committee
FROM: Sherryll Murphy, Legislative Assistant
DATE: January 21, 2002
SUBJECT: Taxi Rate Increases/Consumer Price Index

INFORMATION REPORT

ORIGIN

At the February 17, 2003 meeting of the Taxi and Limousine Committee, the Committee requested that staff bring forward information regarding g taxi rate increases over the last ten (10) years and Consumer Price Index increases in that same period.

BACKGROUND

On September 10, 2002, Halifax Regional Council defeated a motion to give First Reading to an amendment to By-law T-108 which would increase the initial meter charge from two dollars and fifty cents (\$2.50) to three dollars and fifty cents (\$3.50).

DISCUSSION

A review of the rate increases for both the individual municipal units and HRM since 1993 provided the following information.

RATES AS PER FORMER UNIT BY-LAWS

HALIFAX	1993 - initial charge was \$2.40 up to 1/30 mile and five (5) cents for each 1/16th of a mile 1997 - initial charge was \$2.40 up to 1/30 mile and ten (10) cents for each 1/16th of a mile
DARTMOUTH	Prior to 1997 - initial charge was \$1.70 and ten (10) cents for each 1/13th of a mile May 27, 1997 - initial charge was \$2.25 and ten (10) cents for each 1/13th of a mile

HALIFAX COUNTY	1993 - initial charge was \$2.05 and ten cents for each 1/14th of a mile
BEDFORD	Information not available

AMALGAMATED RATES

The Taxi and Limousine By-law was amalgamated in July 1999, however, rate schedules for Halifax, Dartmouth and Halifax County remained unchanged until **April of 2000** at which time **one** rate schedule was developed with a two dollar and fifty cent (\$2.50) initial charge up to 1/30th of a mile and ten cents each 1/20th mile. Rates remain at this level today.

Consumer Price Index (See attached)

YEAR	NOVA SCOTIA (1992 =100) All Items, Annual Average	% CHANGE over previous year
1995	103.8	1.5
1996	105.6	1.7
1997	107.8	2.1
1998	108.5	0.6
1999	110.3	1.7
2000	114.2	3.5
2001	116.3	1.8
2002	119.8	3.0

HRM - County Zone Driver Poll

Proposed Meter Rate Increase - August 2003

A number of meter rate increases have been proposed at the HRM Taxi Steering Committee. Due to a lack of representation for the county zone drivers on the committee in recent months, the committee has instructed the **Halifax Association of Countyzone Cabs** to conduct this poll and to participate in the resolution of this issue. Below is an explanation of the proposed increases with examples. On the Poll Sheet please write your name and rooftop number next to your preferred choice (A,B,C,D or E). Space has been provided for any comments you may have.

**Note - All examples are estimates and are rounded to the nearest \$0.10. Wait time charges have been excluded from the calculations for simplicity and of course, all rates include HST.

A 20% drop, 10% distance, 5% wait time.
This proposal would increase the drop fee from \$2.50 to \$3.00, distance from \$2.00/mile to \$2.20/mile and wait time from \$20/hr to \$21/hr.

Examples: A current \$5.00 call (\$2.50 drop +\$2.50 distance) would now total \$5.80 (\$3.00 drop + \$2.80 distance)
A current \$10.00 call (\$2.50 drop + \$7.50 distance) would now total \$11.30 (\$3.00 drop + \$8.30 distance).

B 20% drop, 20% distance, 20% wait time.
This proposal would increase the drop fee from \$2.50 to \$3.00, distance from \$2.00/mile to \$2.40/mile and wait time from \$20/hr to \$24/hr.

Examples: A current \$5.00 call (\$2.50 drop +\$2.50 distance) would now total \$6.00 (\$3.00 drop + \$3.00 distance)
A current \$10.00 call (\$2.50 drop + \$7.50 distance) would now total \$12.00 (\$3.00 drop + \$9.00 distance).

C 20% drop, 10% distance, 20% wait time.

This option is included as a compromise between choices **A** and **B**. The drop fee and mileage increases are the same as option **A** thus the examples would be the same. The wait time increase of 20% is the same as option **B**.

D Drop fee increased by \$0.50 first year, and \$0.25 each year after that. No increase on distance or time.

Example: Only the drop fee is affected by this proposal. The drop fee would increase from \$2.50 to \$3.00 in 2003, to \$3.25 in 2004 and so on.

E No increase. Meter rates to stay as they are at \$2.50 drop, \$2.00/mile, and \$20/hour.

SEPTEMBER 3, 2003

HALIFAX REGIONAL TAXI COMMITTEE
HALIFAX REGIONAL MUNICIPALITY

PROPOSED TAXI RATE INCREASE
FOR HALIFAX REGIONAL MUNICIPALITY

1000

PROPOSED TAXI RATE SCHEDULE

THREE DOLLARS initial charge up to 1/30 mile;

TWELVE CENTS each 1/20 mile;

TWENTY FOUR 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 -
THIRTY FOUR DOLLARS AND FIFTY CENTS per hour;

ONE DOLLAR AND 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;

SEVEN DOLLARS additional charge for Station and 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 where such rates are provided for by contract to which the taxi owner is a party.

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

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

ALL FARES INCLUDE HARMONIZED SALES TAX

The following is notification of the desired taxi rate increases requested from the taxi industry workers and also a summary of reasons why this rate increase is deemed necessary.

After numerous discussions with Dartmouth Zone taxi licensed owners and licensed taxi drivers, along with many members of the Halifax and County Zones, it is felt that due to the increased costs of operating a taxi, and also for non-licensed owners who sometimes lease or rent or work on a commission basis, to be enabled to make a fair wage, that a rate increase is absolutely necessary.

The reasons that the rate increase is deemed necessary are as follows:

1. **INSURANCE** - The Facility Association (see attachment "1") is the only insurance market in Nova Scotia that insures taxis. From 1999 to August 21, 2003, there has been a 50% increase in the insurance rates. This high market plays a major role in the operation of a taxi since in order to operate a vehicle as a taxi, you must have this coverage. With the high number of taxis operating throughout the Municipality, being able to pay for the basic PL and PD is difficult - let alone being able to carry any extras such as fire, theft, or collision - so that in the unfortunate instance whereas one is involved in a fault accident, most owners would be in a bad position. Collision insurance is not mandatory and most owners do not carry this type of insurance because of the high cost. This can be verified by the Taxi and License inspector, Mr. David Steele.

The Taxi and Limousine By-Law states that a driver must have insurance at all times. Failing to comply with this means cancellation of the driver's owners license. This is especially a problem with a limited owner's license system, whereby a cancelled owner's license will mean that the individual may never get another owner's license because of demand.

A person in a non-limited system, such as the County, can simply reapply for another owner's license. The major problem for both limited and non-limited systems is that after thirty days of expired insurance, you are classified as a new driver, even if you have many years of accident-free driving. These rates, as previously stated, on or about August, 2003, are \$2800.00 for minimum requirements and up to \$5300.00 for full coverage.

2. **FUEL** - The ever-increasing roller coaster of fuel prices, since the last taxi rate increase in April of 2000, is another testimony to the need for a rate increase.

The fuel prices from April 30, 2002, to August 26, 2002, have risen dramatically, as proven by a document from Irving Oil Limited, dated August 26, 2003 (see attachment "2"). These prices certainly show why taxi drivers feel a raise is needed.

The small percentage of fuel used sometimes to drive to a passenger's destination often trivializes the fact that the driver may have sat for a long period of time waiting for the drive and may have used a substantial amount of fuel just to keep the taxi running and warm. With

the Municipality not authorizing enough taxi stands to be the greatest benefit and convenience to the public, as set out in the Motor Vehicle Act, Section 146-1 (see attachment "3"), sometimes taxies are driving around in circles for fear of parking violations from parking rules enforcement - which HRM's Taxi Licensing Division and Parking Enforcement can both attest to.

It is not as if the taxi owners and drivers have not tried numerous times to correct this problem but there has always been excuses that range from possibly reasonable to downright flimsy - such as being told a parking space available must be left for patrons of the business, when in fact the very same business had contacted the taxi industry to ask for the convenience of taxies for their customers.

These common stands are almost non-existent in the County and with the majority of taxies in the Municipality being in Halifax, the percentage of common stands is really an embarrassment to the taxi industry and it is little wonder taxies are perceived by the general public to be unavailable.

Also, the Hotel Standard stands in the Halifax Zone further affect the majority of Halifax Zone license holders because they are not allowed to park on these spots unless they are licensed as a Hotel Standard vehicle. Further, this increases their cost to operate by a higher licensing fee, and also operating costs since they must drive by passengers who are waiting on these stands for a taxi and the operator is unable to stop and pick them up.

3. REPAIRS - The ever-increasing labor costs for repairs is as follows:

Correspondence from Fairley & Stevens dated August 27, 2003, (see attachment "4") shows their labor rate as of April 1, 2000, was \$60.00 per hour and their rate as of August 27, 2003, was \$70.00 per hour.

Correspondence from Stan the Rad Man dated August 27, 2003, (see attachment "5") stated their labor rate as of April, 2000, was \$45.00 per hour and their rate as of August 27, 2003, was \$53.00 per hour.

Forbes, Chev Olds of Dartmouth gave verbal rates as follows- but did not want to commit to paper for fear of bad publicity for their labor rates (and reasonably so as you can see):

May of 1997- \$59.95 per hour plus tax (\$69.00 per hour)

April of 2000 - \$65.00 per hour plus tax (\$74.75 per hour)

August of 2003 - \$96.00 per hour plus tax (\$110.40 per hour).

Because of the high cost at dealerships, most taxi owners tend to use smaller shops such as mentioned earlier. Most shop's labor rates from 2000 to present have gone from \$25 - \$30 per hour to \$35 - \$45 per hour because of their increased costs. Fortunately for them, they do not have to apply to a regulatory governing party to increase their rates.

4. LICENSING - The cost of licensing a vehicle in the Province of Nova Scotia has increased by fourteen percent. The licensing of a vehicle for a taxi at the Halifax International Airport is

an added cost of \$100.00 to license a vehicle and \$50.00 to license a driver. This cost is in addition to the regular cost of licensing a taxi in the HRM, which is \$50.00 to license a vehicle and \$50.00 to license the driver. In addition, each trip taken from the airport is an additional \$2.00 plus tax and is increasing soon to \$2.25 plus tax because of upgrading of the airport stand.

Criminal record checks were free for any licensed taxi driver who lived in the former Halifax County but as of April 1, 2003, the cost is now \$28.75 per year.

Please note: A criminal record check must be done annually and must be no older than 30 days to be acceptable by the taxi licensing division. Whereby if the policy at the taxi licensing office allowed the record check to be good for a year, as do the RCMP and the Halifax Regional Police, a taxi driver could be spared from needing to pay for a second record check simply to be accepted at the taxi licensing office. After many years of servicing the taxi industry, it would be a nice courtesy to a driver to extend the deadline to coincide with the RCMP and the Halifax Regional Police. If not, the taxi driver could be facing a \$28.75 charge monthly.

Since the check had to be under thirty days old to start with, why would it be any good after three months? This is why the RCMP and the Halifax Regional Police allow the checks to be good for one year.

5. NEW TAXI DRIVERS - The ever-increasing costs to enter the taxi industry as a driver, whether it be part or full time, is another reason taxi rates should increase.

The following are the costs for a new driver entering the taxi industry:

\$23.00	Upgrade Nova Scotia driver's license - for the written test
\$50.00	Eye examination
\$0-50.00	(depending on one's doctor) for a medical
\$10.00	Driver's abstract
\$10.00	Pictures for taxi license
\$207.00	for National Occupational Standards for Taxi drivers (TIANS)
\$28.75	Criminal record check
\$57.50	English language test
\$50.00	Taxi driver's license

\$536.25	Total Cost

This cost of \$536.25, along with a dress code whereby until the new applicant receives a permanent taxi license, the applicant must wear dress pants is another increase in cost to the driver.

6. TAXI VEHICLES - As of the licensing year of 2002-2003; Taxi and Limousine By-Law

T-108 states that all taxies, as of 2002-2003, must meet Hotel Standards. The inspection requirements for this type of licensing is much more stringent than in previous years and this shows by the much-higher class vehicles used now as taxies in our area than in previous years. This comes at a cost which our taxi rates simply do not cover.

As previously stated, these newer vehicles should be taking in enough money to enable the driver to carry collision insurance, which by the way, to a five-year, continuously-insured and accident-free driver, is a minimum of \$1000.00 extra to an already \$1700.00 policy.

A newly licensed driver, with no previous accidents, can be expected to pay \$2800.00 for PL and PD (bare-bones insurance) and over \$1500.00 for insurance for collision.

Please note: with a higher standard of vehicle being required, sometimes bank loans are needed to obtain these vehicles. Financial institutions only permit these loans if the vehicle covers full coverage insurance - i.e. - some newly-licensed drivers operating from Bob's Taxi in Dartmouth are paying over \$5300.00 a year for insurance alone- and these are drivers who are accident-free!

7. NUMBER OF LICENSES OPERATING WITHIN HRM - Amendments to By-Law T-108 in March, 2001, forcing license holders to renew their licenses within 30 days versus the previous six months, has increased the competition to an all-time high. Comments made at the Taxi and Limousine Committee stated that upwards of 150 owner's licenses were being hoarded and not operated in a limited taxi owner's license system. To be fair to already-licensed owners who are operating their vehicles as taxies, and to people who wanted to enter the taxi industry but were unable to do so because of the limited system, along with an outcry for more taxies, it was decided to adapt to a "use it or lose it" clause along with a raise in the number of taxies, rather than raising the limitation numbers by an extreme amount.

This actually caused a flood of taxies in the Halifax Zone which is certainly evident in the long line-ups of taxies jockeying for position on stands or, as previously stated, driving around and around as there is nowhere to park.

8. OFFICE RENT - Most taxies operating within HRM operate from unregulated taxi stands or brokerage firms. History has proven that whenever there is an increase in taxi rates, taxi offices always increase their office rent charges for such things as raises for their dispatchers. These rate increases are generally from \$5 to \$10 a week. The latter is the most common. In most offices in the HRM, office rent has increased since the last taxi rate increase in April, 2000. You can certainly see that a \$10-per-week increase means another \$520.00 per year increase for taxi drivers' costs of operating.

9. ZONES - Taxi drivers throughout the whole Municipality are operating under a zone system. This is adding further to the cost of operating a taxi, whereby Halifax, Dartmouth, Sackville and Cole Harbour are so close together, a lot of times drives take the driver out of the zone he/she is licensed in and put them in a zone with very-limited access to obtaining a

passenger legally. This system prevents the licensed owner from providing available service and adding to his/her operating costs since the driver is not allowed to pick up.

Because of this system, when the taxi industry is at peak periods, some drivers are refusing to travel to other zones, knowing that they will be returning vacant. They do not want to waste their fuel or their time. You can understand why drivers do not want to waste peak periods since they are so few and far between. During a busy period, drivers try to get in as many drives as possible.

HRM staff, along with some members of the taxi industry, feel that this is a good system. Whether it is or not, if drivers are forced to return empty, this not only reflects on their operating costs but also reflects the cost to a passenger i.e.: Downtown Halifax to Cole Harbour is approximately \$16.00 plus \$1.50 bridge fare, so the driver is actually only getting paid \$8.75 to go there and then driving back empty - and the cost to the travelling public is being dictated by this system.

10. TAXES - Over the years, more and more HRM taxi owners and drivers have been declaring bankruptcy at an alarming rate. More and more letters have been sent to taxi drivers wondering when will they be filing their income taxes and why don't they have H.S.T. numbers.

Taxi stand owners and/or brokers can verify receiving letters from Revenue Canada looking for individuals who have gone "missing in action". Some of these drivers and owners have been forced into these situations through no fault of their own and in spite of working long hours for low income, trying to raise their families in an ever-cost-increasing environment. This is another example of why an increase is needed in taxi rates.

Below is a list of present rates and the rates being requested:

NOW:	NEW:
\$2.50 initial charge up to 1/30 of mile	\$3.00 initial charge up to 1/30 of mile
.10 for 1/20 of a mile	.12 for 1/20 of a mile
\$20.00 per hour waiting time	\$24.00 per hour waiting time
\$28.75 hourly rates (if arranged between driver and passenger)	\$34.50 hourly rates (if arranged)

NOTE: the hourly rate has always been only a guideline for example - for a passenger who wanted to arrange to do several errands around town. Think about it - a one-hour drive from Halifax could get you up to sixty or seventy miles from town! You can understand why this is

only a guideline. This would not even cover your fuel.

A CLOSER LOOK-

Right now it costs \$2.50 to get in a taxi. This includes HST so really it is only \$2.17.

Distance now is \$2.00 a mile which is only \$1.73.

Waiting time is \$20.00 per hour so really it is only \$17.44.

Hourly driving rates are now \$28.75 which are really only \$25.00 per hour.

With the proposed increase:

It would cost \$3.00 to get in a taxi, which includes HST so it would be really \$2.60.

Distance would be \$2.40 a mile which is really only \$2.10 per mile.

Waiting time would be \$24.00 per hour which is really only \$20.89.

The hourly driving rates would be \$34.50 per hour which is really only \$30.00.

NOTE:

With HRM now installing loops at intersections at traffic lights, which speed up the sequence of the lights, waiting times at lights will be less of a problem because the sensors will detect a lack of traffic and automatically change the light.

If the hourly rate was not increased, with this new lighting system, there would actually be a decrease in fares. Further information on this new system is available through Black and MacDonald Electric.

Of further note is the fact that mini vans operating within the HRM are charging, if requested, the same rates as a station wagon. The owners of these mini vans want the word mini van included with the station wagon fees as set out in the fare schedule, so they will no longer be in violation of the Taxi By-Law.

These vans are being used for special services, such as transporting parcels and cargo, as well as sometimes moving students or providing other customers' special needs beyond the duties of regular taxi services. The station wagons of old are now basically being replaced with the mini-vans.

PUBLIC PERSPECTIVE -

Seniors - Any time taxi rates have been discussed it has always been a very contentious issue with seniors. The taxi/limousine schedule already allows a flat-rate service for seniors and we are not making an increase to that. (see attachment "6").

Students - The majority of students who take taxies are from the downtown Halifax area. These fares are generally between \$3.00 to \$5.00. Now, we certainly know that students are on a tight budget but if they can afford \$5000 to \$10,000 per term for their education so that they can make a decent living, then we should not have to subsidize their futures. Bear in mind, on weekends and holidays, these students are paying \$5 to \$10 to get in a club and upwards of \$7 for a single drink in these clubs.

Regular Taxi Users - Most regular taxi users that use the service for groceries go to the closest grocery store to where they live, which is generally within a \$4 to \$5 taxi cost. If they are using the taxi for transportation to work, work is generally close by.

Companies - Companies often receive corporate accounts and receive a discount rate on the fares. This is another reason why taxi rates need to increase. They are already low and in this case they are being cut lower - not always to the delight of the drivers, especially if the driver is working on a commission basis.

In closing, recent amendments to By-Law T-108 have given an increase of approximately 54% to those vehicles working the cruise ships; therefore, this slight increase is far from unreasonable and can be totally justified in order to maintain the quality of service expected by the Halifax Regional Municipality and it's citizens - quality they expect and deserve!

David Withrow
Dartmouth Zone Driver/owner
Representative
Taxi and Limousine Committee
Halifax Regional Municipality



Sackville Insurance Agency Inc.

280 Sackville Drive, Sackville, Nova Scotia B4C 2R4 Telephone (902) 864-4440 Facsimile (902) 865-4369

August 21, 2003

Re : Taxi Insurance

To whom it may concern.

This is to verify that the Facility Association is currently the only insurance market in Nova Scotia which insures vehicles used for taxi purposes. Since 1999 there has been an increase of 50 % in premium's for this class of business. Should you have any questions or concerns regarding this matter please do not hesitate to contact me.

Yours truly,

Philip Serieys

IRVING OIL LIMITED



PORT WALLACE MAINWAY
200 WAVERLY ROAD
DARTMOUTH, NS
B2X 2G1

Aug 26/03.


To Whom It May Concern:

This letter is to confirm that the prices for gasoline at the Port Wallace Mainway on April 30, 2002 were as follows:

	Self Serve	Full Serve
Regular	71.9	74.9
Plus	74.9	77.9
Supreme	78.9	81.9

The current prices are as follows (Aug 26, 2002)

	Self Serve	Full Serve
Regular	87.9	91.9
Plus	90.9	94.9
Supreme	93.9	97.9


Derek King
manager

Further offence

(4) Where a parking place on private property is marked for use by a mobility-disabled person, by an approved sign, a person who stops, leaves standing or parks a vehicle in the parking place is guilty of an offence unless there is displayed on the vehicle an identification permit or number plate issued pursuant to the regulations.

Extra-Provincial permit or plate

(5) For the purpose of this Section, an identification permit or plate issued by a province or state which has a reciprocal agreement with the Province respecting accessible parking is deemed to be an identification permit or number plate issued pursuant to the regulations.

Regulations Act

(6) Regulations made pursuant to subsection (1) shall be regulations within the meaning of the *Regulations Act*. R.S., c. 293, s. 145; 1990, c. 36, s. 2; 1994-95, c. 12, s. 10.

Bus stop and taxi stand

146 (1) The traffic authority is hereby authorized to establish bus stops, taxicab stands and hack stands on such highways in such places and in such number as he shall determine to be of the greatest benefit and convenience to the public, and every such bus stop, taxicab stand or hack stand shall be designated by appropriate signs.

Offence to stop at bus stop or taxi stand

(2) It shall be an offence for the driver of any vehicle other than a bus to stand or park in any officially designated bus stop, or for any vehicle other than a taxicab to stand or park in an officially designated taxicab stand, or for any vehicle other than a hack to stand or park in an officially designated hack stand, except that the driver of any passenger vehicle may temporarily stop in any such stop or stand for the purpose of and while actually engaged in the loading or unloading of passengers.

Offence by bus or taxi driver

(3) Whenever the traffic authority has established bus stops, taxicab stands or hack stands as provided in this Section, it shall be an offence for the driver of any bus, taxicab or hack to stand or park upon any street in any busi-



580 Windmill Road, Dartmouth, NS B2Y 3Y9
Telephone: (902) 463-1220 Fax: (902) 468-7270

August 27, 2003

To whom it may concern

This letter is to inform you that our door rate for mechanical repairs over the last few years has increased.

The door rate as of April 1, 2000 was \$60.00 per hour based on flat rate system. The door rate today is \$70.00 per hour based on flat rate system.

Hopefully this note will answer some of your questions. We look forward to continue servicing your vehicles in the future.

Thank you very much

A handwritten signature in black ink, appearing to read "Ed Naugle". The signature is written in a cursive, flowing style.

Ed Naugle
Service Manager



**Stan the Rad Man
202 Waverley Road
Dartmouth, Nova Scotia
B2X 2C1**

August 27, 2003

To Whom It May Concern:

The labour rate at Stan the Rad Man in April of 2000 was \$45.00 per hour. Due to rising costs over the years our labour rate is now \$53.00 per hour.



Rosalind Paddon
Service Writer
Stan the Rad Man
434-0283

Taxi Rate Schedule

TWO DOLLARS AND FIFTY CENTS initial charge, up to 1/30 mile;

TEN CENTS each 1/20th mile;

TWENTY 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;

SEVEN DOLLARS additional charge for Station Wagon (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 where such rates are provided for by contract to which the taxi owner is a party.

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

Riders 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