

HALIFAX

**Vehicle for Hire
Licensing Program
Review –
Regulating Brokers and
Transportation
Networking Companies**

Regional Council
January 14, 2020

Presentation Overview

- Recommendations
- Background
- Proposed amendments to By-law T-1000 and Administrative Order 39
- Taxi and TNC Comparison

Recommendations

- Prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of the report, for Council's consideration; and
- Request the Mayor write a letter to the Province to request the required amendments to the *Motor Vehicle Act* to enable the Municipality to charge Transportation Networking Companies a per-trip fee.

Transportation Standing Committee

- On December 12, 2019, the following motion of Transportation Standing Committee was put and passed regarding item 12.1.2:
- THAT the Transportation Standing Committee: ... 3. Request a supplementary staff report to Regional Council regarding concerns raised in correspondence with relation to the expense and usefulness of vulnerable sector checks; potential restriction of brokers and Transportation Network Companies from providing other services, such as leasing and purchase financing as a condition of broker licenses.

Background

- Hara Associates Inc. report “Taxi and Limousine – Vehicle for Hire Industry Review” recommended that:
 - Taxi brokers be licensed by the municipality; and
 - That HRM review licensing TNCs and the terms under which they would be permitted to operate
- Citizen Survey
 - 13,400 respondents
 - 88% of respondents wanted Uber or Lyft to operate in the region with 73% citing safety as the reason

Proposed By-law Amendments Licensing of Brokers

Fees

- Staff recommends the introduction of a licensing fee for brokers.
- Some jurisdictions charge taxis a per-trip fee similar to what is charged to a TNC. Staff do not recommend.
- Staff suggest an annual fee of \$300.00

Proposed By-law Amendments Licensing of Brokers

Reporting

- Data should include, but will not be limited to:
 - The total number of trips provided;
 - The total number of drivers;
 - The total number of vehicles;
 - The trip pick up and drop off locations; and
 - The average wait time for a call to be actioned.

Proposed By-law Amendments

Licensing of TNCs

Fees

- Staff suggest an annual flat rate licensing fee of no greater than \$25,000
- In addition, staff recommend the collection of a \$0.20 per-trip fee
 - An amendment to the Motor Vehicle Act is required to provide the Municipality with the authority to charge a per-trip fee
 - Should legislative authority be granted, staff recommend \$0.07 of this fee be allocated to an accessibility fund

Proposed By-law Amendments Licensing of TNCs

Driver Requirements

- The Province of Nova Scotia requires individuals to have a Class 4 licence to operate a vehicle for hire. Based on this requirement, the regulation of drivers intending to drive for TNCs must be the same
- Staff recommend that a Class 5 license is appropriate for a vehicle for hire license. The Province has indicated that they are considering revisiting the licence requirements for the Class 4 licence

Proposed By-law Amendments Licensing of TNCs

Driver Requirements Cont'd

- In addition to the Class 4 license requirement, licensing of TNC drivers should also include:
 - A Criminal Record Check, Vulnerable Sector Check, Child Abuse Registry Check and drivers abstract; and
 - Approval by the TNC to operate as a driver.
- All documentation must be provided to the TNC prior to becoming a driver.

Proposed By-law Amendments Licensing of TNCs

Reporting

- Data should include, but will not be limited to:
 - The total number of trips provided;
 - The total number of drivers;
 - The total number of vehicles;
 - The trip pick up and drop off locations; and
 - The average wait time for a call to be actioned.

Taxi and TNCs Comparison – Public Perspective

Taxi	TNCs
Book ride through dispatch service (phone call or mobile app) or through street hailing	Book ride only through mobile app
Taxis are visible through roof lights, decals, and taxi stands	Working vehicles have a small decal on vehicle window
Pay with cash, debit or credit	Only pay through mobile app prior to trip
Complaints about drivers or vehicles are logged through dispatch companies and/or 311	Drivers and passengers are peer-reviewed

Taxi and TNCs Comparison

Cont'd

Taxi	TNCs
If ride is booked through dispatch mobile app, then you will know your driver and car prior to trip. If booked through phone or street-hailed, this is unknown	Always know your driver and the car prior to trip
Majority of drivers operate on a full-time schedule up to 40 hours a week	Majority of drivers operate on a part-time schedule up to 25 hours a week
Drivers are licensed by the Licensing Authority	Drivers are licensed by the TNC

Recommendations

- Direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of the report, for Council's consideration; and
- Request the Mayor write a letter to the Province to request the required amendments to the *Motor Vehicle Act* to enable the Municipality to charge Transportation Networking Companies a per-trip fee.