

HALIFAX

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 15.1.5
Halifax Regional Council
May 17, 2022

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY:

Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: March 25, 2022

SUBJECT: **Amendment to Administrative Order #39, Respecting Taxi and Limousine Regulations – Rate Increase**

ORIGIN

Staff initiated report.

LEGISLATIVE AUTHORITY

Administrative Order #39, Respecting Taxi and Limousine Regulation

Motor Vehicle Act, R.S.N.S., 1989, c. 293, section 305(1)

Halifax Regional Municipality Charter, 2008, c. 39, clause 188(2)(f)

By-law T-1000, Respecting the Regulation of Taxis, Accessible Taxis and Limousines

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Suspend Schedule 7 (Transportation Standing Committee Terms of Reference) of Administrative Order One, the Procedures of Council Administrative Order;
2. Adopt the amending Administrative Order, as set out in Attachment B to this report.

BACKGROUND

Vehicle for Hire rates are legislated in Administrative Order #39, *Respecting Taxi and Limousine Regulation*. The actual rates are in Schedules 1 and 2 of the Administrative Order and the document also contains a section setting out the Annual Rate Review process.

The rate review process is as follows:

- HRM is to review the rates set out in Schedules 1 and 2 of the Administrative Order at least once every calendar year and in doing so, consider the percentage change from the previous year in the Nova Scotia Consumer Price Index (“percentage change”).
- If the percentage change over the previous calendar year is less than 2.5%, no further consideration shall be given to a rate review. However, the percentage change for that year will be carried forward to the following year and added to the percentage change for that year, and subsequent years, until the total of the percentage change is 2.5% or greater
- If the percentage change over the previous calendar year, or cumulative calendar years as set out in (a), is 2.5% or greater, staff shall undertake a review on whether to increase the rates set out in Schedules 1 and 2 of the Administrative Order. The review shall include consideration of some or all of the following:
 - Statistics Canada Consumer Price Index (CPI), by Province (Nova Scotia) Annual January Report information;
 - a survey of other Canadian municipalities (Attachment C);
 - input from industry stakeholders;
 - an independent review from the Greater Halifax Partnership; and
 - any other information that, in the opinion of the Municipality, may assist Council in its consideration

The annual review process notwithstanding, Regional Council may at any time, by resolution, consider whether to modify the rates set out the Administrative Order.

Staff have initiated the rate review as per the legislation, requests from the industry and members of Regional Council. Consideration has also been given to the recent fuel price increases and the length of time since the last rate adjustment.

Staff are recommending the report be routed directly to Regional Council rather than by way of recommendation from the Transportation Standing Committee. The reason is to expedite the process due to the urgency of the situation with continually rising fuel prices and the impact this is having on the vehicle for hire industry.

DISCUSSION

The following factors were taken into consideration during the rate review:

- The last rate increase was October 23, 2012 when Regional Council approved a blended rate increase of 12.76%. The drop rate, which is the minimum rate that a customer is charged, was increased from \$3.09 to \$3.20.
- On October 6, 2015¹, an annual rate review was completed, and no rate adjustments were made.
- The combined percentage change in the Nova Scotia CPI are as follows:

¹ See [Halifax Regional Council, October 6, 2015 – Item No. 11.5.1](#)

- since the last increase in 2012 - 2021 is 13.9%.
 - since last review 2015 - 2021 is 10.5%; and
 - 2020 - 2021 totals 4.4%
- A jurisdictional scan was completed of 15 Canadian municipalities. Based on the current rates, Halifax is below average rates for the other municipalities. With the proposed increase, the rates are slightly higher than the average. However, it is staff's understanding that other municipalities are in the process of completing rate reviews which may yield higher rates.
 - The vehicle for hire industry provided input to the review which is reflected in Option #1 described below.
 - The Halifax Partnership was consulted and provided this synopsis of their review:

“In general, Halifax Partnership’s findings on the change in price levels are comparably close to Staff’s original findings. While our preliminary analysis suggests price levels may have increased slightly more than Staff had originally calculated and that relevant prices for the Vehicle for Hire industry may be increasing faster than the CPI as a whole, the suggested fare 16.1% price increase appears consistent with the aggregate data. While inflation was low and stable for most of the past 30 years, price levels have spiked in recent months and the possibility of a prolonged period of elevated inflation is real.”

Rates

In consideration of rate increases, the typical approach is to apply a consistent percentage value to each of the various components of the full fare; this approach is termed a “blended rate” increase. The basic components of a fare are: drop rate, travel rate, and waiting time per hour. This method evenly distributes the increased cost of a fare suggesting a balanced impact to all forms of ridership. It is possible, however, to add a disproportionate increase to any component of the fare. Option #1 in the table below is an example of a non blended rate increase. Option #2 is a blended rate option.

	Current	Option #1	Option #2
Initial Charge “Drop Rate”	\$3.20	\$4.70/up to 142.8m	\$4.00/up to 142.8m
Per Km Charge	\$1.69	\$1.75	\$1.96
Incremental Level	\$0.13 for 76.7 meters	\$0.25 for 142.8m	\$0.28 for 142.8m
Wait time	\$26.80	\$30.00	\$30.00
Taxi Hourly Rate	\$32.40	Remove	Remove
Limousine Hourly Rate	\$64.80	\$75.23	\$76.20
Cruise Ship Passenger Hourly Rate	\$50.75	\$58.92	\$59.68

*Extras, Groceries, Bridge Tolls, remain unchanged

Option# 1

Option #1 front loads the adjustment on a percentage basis to the initial starting charge (drop rate), while applying a lower percentage increase to the distance charge. This will allow longer run trips to remain somewhat competitive, while ensuring the unpaid work that is a component of every fare is recouped to the extent possible. The taxi and limousine industry is in support of this option and believes this adjustment formula is an important point to remain competitive. The costliest portion of all trips is the unpaid work portion of each trip including waiting time and deadheading distance to the pickup location. The industry

also believes it is important for customers to know what to expect in terms of pricing adjustments, and this type of increase is generally more transparent as it is mostly added to the drop rate.

The cost impact on the distances of Option #1 are as follows:

Distance	Current Fare	Option # 1 Fare	Increase	Percentage Increase
3km	\$8.14	\$9.70	\$1.56	19.16%
5km	\$11.52	\$13.20	\$1.68	14.58%
10km	\$19.97	\$21.96	\$1.99	9.96%
25km	\$45.32	\$48.22	\$2.90	6.4%

The resultant average increase across the range of fares is 16.1%. Based on additional information provided by the industry, the average distance of all trips is 4.7 km. Therefore, the majority of users will see an approximate increase of 14.58%.

Option #2

A blended rate approach, for comparison purposes, is as follows:

Distance	Current Fare	Option # 2 Fare	Increase	Percentage Increase
3km	\$8.14	\$9.60	\$1.46	17.94%
5km	\$11.52	\$13.52	\$2.00	17.36%
10km	\$19.97	\$23.33	\$3.36	16.83%
25km	\$45.32	\$52.74	\$7.42	16.37%

The resultant average increase for the blended rate option across a range of fares is 17.36%. Staff does not recommend this option.

Staff recommends that Regional Council approve Option #1. From the taxi and limousine industry's perspective, this option will allow them to be competitive with the Transportation Network Companies for the longer trips while still being able to recoup costs for the unpaid work related to the wait times and the deadheading for the shorter distance.

In consideration of the CPI, since the last taxi and limousine fare increase, the CPI has increased by 13.9%. Therefore, the recommended average increase of 16.1% of Option # 1 is reasonable.

FINANCIAL IMPLICATIONS

No financial implications were identified.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this Report. The risks considered rate Low. Consideration was given to the potential impact of reputation should Council not approve the recommended rate increase.

COMMUNITY ENGAGEMENT

Councillors and industry have reached out requesting that a rate increase be considered. On March 22, 2022 staff met with the industry representatives including Casino, Yellow, Bob's Broker Services. In addition, the Halifax Taxi Driver Association has also been consulted. The industry supports the rate adjustments set out in Option #1.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

1. Regional Council may choose to adopt rate increases as per Option #2. Should Regional Council choose this option, a supplementary staff report with the necessary amendments to AO 39 would be required for Council's consideration.
2. Regional Council may choose to not adopt the amending Administrative Order, as set out in Attachment B to this report.
3. Regional Council may choose to direct the Chief Administrative Officer (CAO) to prepare rate adjustments which are different from those set out in this report. Should Regional Council choose this option, specific direction on the adjustments to the CAO would be necessary.

ATTACHMENTS

Attachment A - Showing Proposed Amendments to AO 39
Attachment B - Amendments to AO 39
Attachment C - Rate Comparison Chart

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Andrea MacDonald, Acting Director Buildings and Compliance, 902.490.7371

**HALIFAX REGIONAL MUNICIPALITY
ADMINISTRATIVE ORDER NUMBER THIRTY-NINE
RESPECTING TAXI AND LIMOUSINE REGULATION**

BE IT RESOLVED as a policy of the Council of the Halifax Regional Municipality pursuant to Section 305 of the *Motor Vehicle Act* as follows:

1.0 SHORT TITLE

1.1 This Administrative Order may be cited as Administrative Order Number Thirty-Nine, the Taxi and Limousine Regulation Administrative Order.

2.0 REGULAR FARES

- 2.1 (a) Vehicles for hire licensed to operate by the Halifax Stanfield International Airport shall while operating under those licenses charge the fare rates established by the Halifax International Airport Authority.
- (b) Subject to Subsection 2.1 (a) of this Administrative Order, the fares that shall be charged for vehicles for hire within Halifax Regional Municipal shall be as set out in Schedule 1 to this Administrative Order.

2.0A TAXICAB PASSENGER/OPERATOR CODE OF ETHICS

2.1A A driver while operating a licensed vehicle for hire must abide by the Taxicab Passenger/Operator Code of Ethics as set out in Schedule 6 to this Administrative Order.

3.0 SPECIAL PORT FARES

- 3.1 Notwithstanding Subsection 2.1(b) of this Administrative Order, a taxi driver;
- (a) transporting cruise ship passengers from the cruise ship compound at the Halifax Port Corporation property to the destinations outlined in Schedule 2 to this Administrative Order may charge the fares set forth in that Schedule.
- (b) Repealed.

3.0A ANNUAL RATE REVIEW

3.1A HRM shall review the rates set out in Schedules 1 and 2 to this Administrative Order at least once every calendar year and shall consider the percentage change from the previous year in the Nova Scotia Consumer Price Index ("percentage change") as found in the Statistics Canada Consumer Price Index, by Province (Nova Scotia) Annual January Report, as follows:

- (a) If the percentage change over the previous calendar year is less than 2.5%, no further consideration shall be given to a rate review. However, the percentage change for that year will be carried forward to the following year and added to the percentage change for that year, and subsequent years, until the total of the percentage change is 2.5% or greater.
- (b) If the percentage change over the previous calendar year, or cumulative calendar years as set out in (a), is 2.5% or greater, staff shall undertake a review on whether to increase the rates set out in Schedules 1 and 2 to this Administrative Order. The review shall include consideration of some or all of the following:
- (i) input from industry stakeholders;
 - (ii) Statistics Canada Consumer Price Index, by Province (Nova Scotia) Annual January Report information;

- (iii) a survey of other Canadian municipalities;
 - (iv) an independent review from the Greater Halifax Partnership; and
 - (v) any other information that, in the opinion of the Municipality, may assist Council in its consideration.
- (ba) Upon completion of the review under (b), staff may prepare a report for consideration by Regional Council on whether to increase rates as set out in Schedules 1 and 2.
 - (bb) Once staff has completed a review in accordance with (b), the percentage change as cumulated in (a) shall reset, whether or not staff has prepared a report for consideration by Regional Council.
 - (c) Once Regional Council has considered a rate increase in accordance with (ba), the percentage change as cumulated in (a) shall reset, whether or not Regional Council has voted to increase the rates set out in Schedules 1 and 2 to this Administrative Order.
 - (d) Nothing in this section shall prevent Regional Council at any time, by resolution, from considering whether to modify the rates set out in Schedules 1 and 2 to this Administrative Order outside of the annual review.

4.0 TAXI ROOF LIGHT, VEHICLE MARKING REQUIREMENTS & DESIGN

4.1 No vehicle may be operated as a taxi or accessible taxi unless it is equipped with a taxi roof light affixed on the top of the vehicle that;

- (a) meets the design requirements set out in Schedule 4;
- (b) is affixed on the top of the vehicle as near as possible to the centre of the roof, and positioned so the front of the roof light is facing the front of the vehicle and is clearly visible from all sides of the vehicle;
- (c) is equipped with one or more number 1156 clear bulbs, or with a fluorescent bulb or LED light that emits an equivalent amount of light as a 1156; and
- (d) bears the business name under which the vehicle is being operated.

4.2 The bulb or light required by subsection 4.1(c) must be mounted in the interior of the sign and;

- (a) must be illuminated when the vehicle is being operated as a taxi or accessible taxi for hire but is not responding to a call or carrying passengers or parcels; or
- (b) must be turned off when the taxi is responding to a call or is transporting passengers or parcels.

4.3 An accessible taxi;

- (a) is required to have displayed and maintained on all four sides of the vehicle, the international accessibility symbol measuring 100 X 100 mm (4 X 4 in);



- (b) is fitted with a roof light sign in compliance with the Accessible Taxi design of Schedule 4 to this Administrative Order.

- 4.4 A high sided vehicles such as a van, crossover vehicle or sport utility vehicle may in addition to a roof light, display markings on both sides of the vehicle showing the business name under which it is being operated and the taxi license number.
- 4.5 A limousine shall not have a roof light sign nor outside markings (other than the business name under which the vehicle is being operated and contact information for that business).
- 4.6 (1) The License Authority shall provide three interior licensing decals to the owner and each decal shall identify the vehicle for hire license number.
- (2) A taxi, accessible taxi or limousine shall display the three interior licensing decals that are provided by the Licensing Authority as follows:
- (a) one interior licensing decal shall be displayed in the front of the vehicle, and
 - (b) two licensing decals shall be displayed in the rear passenger area of the vehicle.
- (3) Each interior licensing decal shall be displayed in such manner that it is visible from the rear seat of the vehicle.

5.0 VEHICLE REQUIREMENTS

- 5.1 All taxis, limousines and accessible taxis must comply with the standards set out in Schedule 5.

6.0 Repealed.

7.0 LIMITS ON NUMBER OF TAXI OWNER LICENSES

- 7.1 The number of taxi owner licenses, inclusive of conditional owner licenses, in force at any time in the Municipality is 1600.
- (a) Repealed.
 - (b) Repealed.
 - (c) Repealed.

8.0 APPLICANT FOR A NEW TAXI OWNER LICENSE

- 8.1 The applicant for a taxi owner's license must be the holder, in good standing, of a taxi driver's license issued by the Municipality.
- 8.2 An applicant who receives an offer of a taxi owner's license must complete all of the requirements for licensing a vehicle as a taxi under By-Law T-1000 within 30 days of the date of the offer.
- 8.3 If an applicant for a taxi owner's license who holds a taxi owner's license in the Municipality in his or her name or in the name of a corporation in which the applicant is a shareholder receives an offer of a new owner license, the applicant must surrender the current license within 30 days of the date of the offer.
- 8.4 A permanent owner's license may be issued only to an applicant who has successfully completed:
- (a) the National Standards Certification for Taxicab/Limousine Drivers;
 - (b) a winter driving course, as approved by the Licensing Authority; and
 - (c) the mandatory training course as approved by the Licensing Authority.

8.5 If an applicant, at the time of being offered a taxi owner's license, has not successfully completed:

- (a) the National Standards Certification for Taxicab/Limousine Drivers;
- (b) a winter driving course, as approved by the Licensing Authority; or
- (c) the mandatory training course as approved by the Licensing Authority,

the applicant may only be issued a conditional taxi owners license.

8.6 A conditional taxi owner's license expires on the first anniversary of its date of issue unless, before its expiry, the holder of the conditional license successfully completes:

- (a) the National Standards Certification for Taxicab/Limousine Drivers;
- (b) a winter driving course, as approved by the Licensing Authority; and
- (c) the mandatory training course as approved by the Licensing Authority,

and converts to a permanent owner's license.

8.7 A conditional owner's license is not renewable.

8.8 Sections 8.1 – 8.6 apply only to the issuance of a taxi owner's license to an applicant from the waiting list and not to taxi owner's license renewals.

9.0 WAITING LIST

9.1 The waiting lists for taxi owners licenses, if any, of applicants prepared for each zone under sections 77, 78 and 78A of By-law Number T-108 of the Municipality, as those sections read immediately before the repeal of By-law Number T-108, are continued in force.

9.2 If there are no names on a waiting list, the list must be closed but the Licensing Authority must re-open it or establish a new list whenever the number of applications for taxi owner licenses exceeds the number of licenses available.

9.3 If the Licensing Authority receives an application for a taxi owner's license that cannot be issued because the prescribed number of licenses have already been issued, the Licensing Authority shall add the applicant's name to the end of the current waiting list, in order of the date and time of receipt of the application and must process the names in order of seniority as they appear on the list as the number of licenses to which the application relates drops below the prescribed number of licenses.

9.4 Whenever a new taxi owner license can be issued because the number of licenses in force has fallen below the number prescribed, the applicants on the waiting list shall be offered the first opportunity to obtain a license in order of their seniority on the list, and the Licensing Authority shall notify the applicant forthwith by registered mail addressed to the mailing address of the driver maintained by the Licensing Authority that the applicant is being offered a license.

9.5 An applicant's name must be removed from the waiting list:

- (a) Upon the issuance of an owner's license to the applicant; or
- (b) if the applicant fails to license a vehicle as a taxi within 30 days of the delivery of the notice of an offer of an owner's license.

- 9.6 The procedure set out in sections 9.4 and 9.5, must be repeated until the numbers of owners licenses, including conditional owner's licenses, in force, is equal to the number of licenses prescribed or until no names remain on the waiting list, whichever occurs first.
- 9.7 The name of an applicant must be removed from a waiting list on the conclusion of any applicable appeal process if the applicant's driver's license is cancelled, revoked or otherwise lapses.
- 9.8 Nothing in section 9.5, 9.6 or 9.7 prevents a person who holds a driver's license from re-applying for a taxi owner's license and having his or her name added at the end of the waiting list, if any.

10.0 Repealed.

Done and passed in Council this 23rd day of October, 2012.

Mayor

Municipal Clerk

I, Cathy Mellett, Municipal Clerk of Halifax Regional Municipality, here by certify that the above-noted Administrative Order was passed at a meeting of Halifax Regional Council held on October 23, 2012.

Cathy Mellett, Municipal Clerk

Administration Order #39

Schedule 1

TAXI AND ACCESSIBLE TAXI RATE SCHEDULE

~~THREE DOLLARS AND TWENTY CENTS~~ **FOUR DOLLARS AND SEVENTY CENTS** initial charge, up to 0 **142.8** metres.

~~THIRTEEN CENTS~~ each 76.7 metres. **TWENTY-FIVE CENTS** each 142.8 metres or part thereof.

~~TWENTY-SIX DOLLARS AND EIGHTY CENTS~~ **THIRTY DOLLARS** per hour waiting time

SEVENTY CENTS each additional passenger

~~HOURLY DRIVING RATE OF THIRTY-TWO DOLLARS AND FORTY CENTS PER HOUR~~ by arrangement between driver and passenger, without meter. **Repeal**

Repealed.

BRIDGE TOLL – In addition to the regular taxi fare, the Bridge Commission's cash toll rate of the day will be added to fares when a paying trip involves a bridge crossing for the carriage of passengers or parcels.

TEN CENTS - for each article, piece of luggage, parcel or bag of groceries handled or placed in the trunk by driver.

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

SPECIAL RATES by contract are permissible when such rates are provided for by contract between the taxi owner or taxi driver and the customer. When customer contact to obtain taxi service is initiated either by telephone, electronic transmission, the customer is entitled to the fare by meter rate, unless a special rate is agreed upon prior to the taxi departing for the customer pickup. When customer contact is initiated in person, the customer is entitled to the fare by meter rate unless a special rate is agreed upon prior to commencement of trip.

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

LIMOUSINE HOURLY RATE

SHALL BE WHAT EQUATES TO A MINIMUM HOURLY RATE OF ~~SIXTY FOUR DOLLARS AND EIGHTY FIVE CENTS~~ **SEVENTY-FIVE DOLLARS AND TWENTY-THREE CENTS.**

(Rates Include HST)

Administration Order #39

Schedule 2


**CRUISE SHIP PASSENGER TAXI AND ACCESSIBLE TAXI RATE PER VEHICLE
(Rates Include HST)**

THE PER VEHICLE RATE FOR TRANSPORTING CRUISE SHIP PASSENGERS FROM
THE HALIFAX PORT CORPORATION PROPERTY SHALL BE WHAT EQUATES TO AN
HOURLY RATE OF ~~\$50.75~~ **58.92**

Administration Order #39

**Schedule 3
Repealed**

Schedule 4 - Taxi Roof Light Specifications


Taxi/Accessible Taxi Roof Light Specifications	
<p><u>Front/Rear View</u></p> 	<p>Roof Light</p> <p>Size – 425mm long</p> <p>Colour – white</p> <p>Placement – located in the centre and secured on the top of the vehicle</p>
	<p>Cab Number</p> <p>Text – Cab Number</p> <p>Font – Arial</p> <p>Letter Size - front/rear – 51mm - Sides – 42mm</p> <p>Letter Colour – Blue</p> <p>Placement – Front, Rear, Both Sides of Roof Light - top</p>
	<p>Taxi Company Name Plate</p> <p>Plate Size – 456mm x 64mm</p> <p>Plate Colour – White</p> <p>Text – Company Name</p> <p>Font – Arial</p> <p>Letter Size – 47mm high</p> <p>Letter Colour – Red</p> <p>Placement – Front, Rear of Roof Light</p>
	<p>Illumination</p> <p>Number 1156 clear bulb or fluorescent bulb emitting an equivalent light</p>

Administrative Order #39

Schedule 5

VEHICLE REQUIREMENTS

1. A taxi, accessible taxi or limousine must be maintained to the following requirements:
 - (a) Repealed
 - (aa) is a "motor vehicle" as defined and registered pursuant to the *Motor Vehicle Act*, 1989, R.S.N.S., c. 293, and for greater certainty excludes a motorcycle;
 - (ab) must be less than 10 years old at the initial time of licensing;
 - (b) pass inspection by an authorized official of the Licensing Authority;
 - (c) bear a valid, non-rejected, Province of Nova Scotia motor vehicle safety sticker and matching certificate, which must still be valid for 30 days past the date of inspection;
 - (d) be insured in the amounts and with the coverage required by By-law T-1000;
 - (e) have a height from the top of the floor to the underneath side of the roof of at least 45 inches (114.3 cm);
 - (f) have 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 (137.1 cm);
 - (g) have a length from the dashboard, excluding extremities, to the front of the back seat of at least 63 inches (160.0 cm);
 - (h) have first class repairs with no visible body fillers, rust, primer paint, accidental damage or similar defects and the interior passenger and trunk area must be maintained in a clean and orderly condition;
 - (i) have a wheelbase measurement of at least 105 inches (266.7 cm);
 - (j) have a maximum seating capacity of eight passengers excluding the driver; and
 - (k) have matching wheel covers or designer rims on all 4 wheels, winter rims are permitted between October 15th to April 30th, must be kept clean and rust free.
- 1A. A vehicle being considered for use as a taxi, accessible taxi or limousine may be brought to the Licensing Authority for inspection prior to purchase.
2.
 - (1) A taxi must have a minimum of four passenger doors (excluding any rear hatches) and may be a sedan, station wagon, sport utility vehicle (SUV), cross over vehicle or mini-van.
 - (2) Despite section 1, a smaller fuel efficient vehicle, may be used as a taxi, or accessible taxi (if D409 compliant) if
 - (a) the performance standard for the vehicle fuel consumption is 7.8 litres of fuel per 100 kilometres or less
 - (b) the vehicle meets the requirements of paragraphs (1) (b) (c) (d) (h) and (j);

- (c) the vehicle has 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 (129.5 cm); and
 - (d) the vehicle has a wheelbase measurement from the centre of the front wheel to the centre of the rear wheel of at least 101 inches (256.5 cm).
- 3. An accessible taxi must 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 conforms with all sections of Canadian Standard Association D409-02: Motor Vehicles for the Transportation of Persons with Physical Disabilities, and is required to
 - (a) have displayed and maintained on all four sides of the vehicle, the international accessibility symbol measuring 100 X 100 mm (4 X 4 in);

 - (b) have on board a fully stocked NS First Aid Kit #3;
 - (c) have on board a seat belt cutter; and
 - (d) have on board one current (2 – 2.5 kg) dry chemical fire extinguisher.
- 4. (1) A limousines must be a full sized luxury class sedan or full sized luxury class sport utility vehicle (SUV) vehicle and must have;
 - (a) a minimum of four passenger doors (excluding any rear hatches);
 - (b) standard seating capacity for at least four passengers and a maximum seating capacity of eight passengers excluding the driver;
 - (c) a leather or other superior quality upholstered interior; and
 - (d) repealed.
 - (2) Repealed.
 - (3) The Licensing Authority shall publish a list of vehicles that may be used as a limousine.
- 5. (1) A vehicle which has an "Ignition Alcohol Interlock Device" installed cannot be issued a vehicle for hire license or remain licensed as a vehicle for hire.

Schedule 6

Taxicab Passenger / Operator Code of Ethics

1. As a taxicab passenger, you have the right to:
 - A professional operator who is courteous and knowledgeable and who practices good hygiene.
 - An environment free of harassment, including sexual harassment.
 - Expect the provision of or access to service free from discrimination based on:
 - age,
 - race,
 - colour,
 - religion,
 - creed,
 - sex,
 - sexual orientation,
 - gender identity,
 - gender expression,
 - physical disability or mental disability,
 - irrational fear of contracting an illness or disease,
 - ethnic, national or aboriginal origin,
 - family status,
 - marital status,
 - source of income,
 - political belief, affiliation or activity, and
 - an individual's association with another individual or class of individuals having characteristics referred to above.
 - Be transported by the most direct route unless you request a different route.
 - Expect all reasonable assistance in entering or exiting the vehicle when requested.
 - Expect all reasonable assistance in loading or unloading items in or out the vehicle when requested.
 - Expect service animals to be transported.
 - Expect no other person(s) to be in the vehicle while you are being transported unless your consent is given.
 - Expect a receipt upon request which indicates the fare paid, date & time, company name and roof light number.
 - Expect that there be no smoking at any time in the vehicle.
 - A taxicab in good mechanical and physical condition.
 - A taxicab that has a clean passenger and trunk compartment and vehicle exterior.
 - A taxicab which is clearly identifiable and has the municipal licence clearly displayed.
 - A taxicab with a meter which charges an accurate fare for the distance and time travelled according to regulations.

Note: The by-law stipulates there are two options for charging fares;

- A fare may be negotiated between the operator and passenger prior to departure, or
- The passenger may request the meter be used to calculate the fare.

2. Your taxicab operator has the right to expect a passenger or passengers to:
 - Behave in a civil manner.
 - Not engage in behaviour that constitutes harassment, including sexual harassment.
 - Refrain from smoking, drinking or eating food inside the taxicab.
 - Not leave the interior of the vehicle in an unsanitary or unusable condition.
 - Not distract or otherwise prevent the operator from focussing on driving the taxicab.
 - Clearly disclose their destination prior to departure.
 - Confirm a method of payment upon request.
 - Make prompt payment of the posted fare.
 - Provide a deposit, up to the estimated amount of the fare, in advance, if requested.

3. Service may be refused or interrupted in the following circumstances:
 - Passenger refuses to show proof of payment or partial payment in advance as requested.
 - Passenger request would constitute the driver breaking the law or violating the HRM taxi, limousine regulations.
 - Passenger appears to be in need of emergency medical assistance.
 - Passenger refuses to disclose a specific final destination or the person's conduct is such it causes and operator to be fearful for his or her safety.

Notice of Motion:	August 14, 2012
Approval:	October 23, 2012
Effective Date:	November 17, 2012
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Amendment # 1	
Notice of Motion:	January 28, 2014
Approval:	February 11, 2014
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Amendment # 2	
Notice of Motion:	January 26, 2016
Approval:	May 24, 2016
Effective Date:	June 11, 2016
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Amendment # 3 – Schedule 5	
Notice of Motion:	October 4, 2016
Approval:	November 8, 2016
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Amendment # 4 – Addition Section 4.6	
Notice of Motion:	September 5, 2017
Approval:	October 17, 2017
Effective Date:	October 21, 2017
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Amendment # 5	
Notice of Motion:	July 16, 2019
Approval:	September 17, 2019
Effective Date:	September 28, 2019

**HALIFAX REGIONAL MUNICIPALITY
ADMINISTRATIVE ORDER NUMBER THIRTY-NINE
RESPECTING TAXI AND LIMOUSINE REGULATION**

BE IT RESOLVED as a policy of the Council of the Halifax Regional Municipality pursuant to Section 305 of the *Motor Vehicle Act* that Administrative Order 39 is amended as follows:

1. Under the title line "Taxi and Accessible Taxi Rate Schedule" in Schedule 1:
 - (a) striking out the words "THREE DOLLARS AND TWENTY CENTS" and substituting with the words "FOUR DOLLARS AND SEVENTY CENTS" before the word "initial" at the beginning of the first line;
 - (b) striking out the words "THIRTEEN CENTS each 76.7 metres." and substituting with the words "TWENTY-FIVE CENTS each 142.8 metres or part thereof." in the second line;
 - (c) striking out the words "TWENTY-SIX DOLLARS AND EIGHTY CENTS" and substituting with the words "THIRTY DOLLARS" before the words "per hour" at the beginning of the third line;
 - (d) repealing the fifth line.
2. Under the title line "Limousine Hourly Rate" in Schedule 1, striking out the words "SIXTY FOUR DOLLARS AND EIGHTY FIVE CENTS" and substituting with the words "SEVENTY-FIVE DOLLARS AND TWENTY-THREE CENTS" after the words "RATE OF" and before the period.
3. Under Schedule 2, striking out the numbers "50.75" and substituting the numbers "58.92" after the dollar sign at the end of the sentence.

Done and passed by Council this day of , 2022.

Mayor

Municipal Clerk

I, Iain MacLean, Municipal Clerk of the Halifax Regional Municipality, hereby certify that the above-noted amendments were passed at a meeting of the Halifax Regional Council held on , 2022.

Iain MacLean, Municipal Clerk

Attachment C

Jurisdictional Rate Comparison

City	Status	Initial Drop		Increment Charges		Waiting Time		Trip Cost *			Waiting Time per Hour
		Rate	for ____ (Distance in metres)	Rate	per ____ (Distance in metres)	Rate	per ____ (Time in sec) (sec)	5 km	10 km	35 km	
Niagara Falls	Current	\$ 3.75	110	\$ 0.27	110	\$ 0.25	30	\$ 15.75	\$ 28.03	\$ 89.39	
Oakville	Current	\$ 4.50	130	\$ 0.25	130	\$ 0.25	30	\$ 13.87	\$ 23.48	\$ 71.56	
Vancouver	Current	\$ 3.20	54.44	\$ 0.10	54.44	\$ 0.10	10.95	\$ 12.28	\$ 21.47	\$ 67.39	\$34.36
Ottawa	Current	\$ 3.45	150	\$ 0.16	86	\$ 0.16	24	\$ 12.47	\$ 21.78	\$ 68.29	\$24.00
Mississauga	Current	\$ 4.25	141	\$ 0.25	141	\$ 0.25	30	\$ 12.87	\$ 21.73	\$ 66.06	
Saskatoon	Current	\$ 3.75	125	\$ 0.25	117	\$ 0.25	35	\$ 14.17	\$ 24.85	\$ 78.27	
Toronto	Current	\$ 3.25	143	\$ 0.25	143	\$ 0.25	29	\$ 11.74	\$ 20.48	\$ 64.19	
Halifax	Proposed	\$ 4.70	142.8	\$ 0.25	142.8	\$ 0.25	30	\$ 13.20	\$ 21.96	\$ 65.72	\$30.00
Halifax	Current	\$ 3.20	76.7	\$ 0.13	76.7	\$ 0.22	30	\$ 11.52	\$ 19.97	\$ 62.39	\$ 26.85
Sydney	Current	\$ 4.00	0	\$ 1.15	1000	\$ 0.18	30	\$ 9.75	\$ 15.50	\$ 44.25	
Quebec	Current	\$ 3.50	0	\$ 1.75	1000	\$ 0.65	60	\$ 12.25	\$ 21.00	\$ 64.75	
Brampton	Current	\$ 4.25	141	\$ 0.25	141	\$ 0.25	33	\$ 12.87	\$ 21.73	\$ 66.06	\$27.25
Edmonton	Current	\$ 3.60	135	\$ 0.20	135	\$ 0.20	24	\$ 10.81	\$ 18.21	\$ 55.25	
Calgary	Current	\$ 3.80	105	\$ 0.10	120	\$ 0.20	21	\$ 7.88	\$ 12.05	\$ 32.88	\$34.28
Windsor	Current	\$ 3.50	105	\$ 0.10	69	\$ 0.09	300	\$ 10.59	\$ 17.84	\$ 54.07	\$25.00
Regina	Current	\$ 4.00	120	\$ 0.25	138	\$ 0.25	300	\$ 12.84	\$ 21.90	\$ 67.19	
Winnipeg	Current	\$ 3.75	100	\$ 0.16	100	\$ 0.16	18.4	\$ 11.59	\$ 19.59	\$ 59.59	

Average
excluding

Halifax \$ 12.12 \$ 20.64 \$ 63.28

A 5 KM trip in Halifax is currently \$11.52, with proposed increase \$13.20