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Item No. 13.1.2
Transportation Standing Committee
May 22, 2025

TO: Chair and Members of Transportation Standing Committee

FROM: Cathie O'Toole, Chief Administrative Officer

DATE: February 20, 2025

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

ORIGIN

Administrative Order #39, Respecting Taxi and Limousine Regulations, requires an annual rate review for taxi and limousine fares be conducted by staff once per calendar year. Should certain conditions be met, a report will be brought to the Transportation Standing Committee for consideration of a rate adjustment.

EXECUTIVE SUMMARY

HRM regulates vehicles for hire operating within the municipality, including setting rates for taxis and limousines. Taxi and limousine fares were last adjusted in May 2022. Prior to that, rates had not been adjusted since 2012. The primary mechanism for rate adjustments is the Nova Scotia Consumer Price Index (All items). The percentage change in CPI since the last rate adjustment is 12.5%. Staff are recommending a rate increase in line with the CPI increase of 12.5%, as well as integrating payment fees into the metered rate rather than having them as an add-on.

RECOMMENDATION

It is recommended that the Transportation Standing Committee:

1. Recommend that Halifax Regional Council adopt the amendments to Administrative Order 39, the *Taxi and Limousine Regulation Administrative Order*, as set out in Attachment 2 to this report.

BACKGROUND

Vehicles for hire in HRM are regulated by By-law T-1000, the Taxi, Limousine and Transportation Network Company By-law ("the by-law"), and by Administrative Order #39, the Taxi and Limousine Regulation Administrative Order ("the administrative order"). The administrative order sets the rates that can be charged by taxis and limousines and creates a mechanism for rate review to ensure fares are reasonable both for drivers and passengers.

The basic components of a taxi fare are:

- Initial charge (also known as a “drop rate”) – the initial charge for beginning a taxi trip, including the first 142.8m traveled.
- Increment Charge – the charge for each additional 142.8m or part thereof traveled.
- Wait Time – the amount charged when a taxi is stopped in traffic, or a passenger has requested a stop-over. Rate is per hour, charged in 30 second increments.

Limousine fares are charged at an hourly rate, regardless of distance traveled, and do not make use of a fare meter. Hourly rates are also set out for Cruise Ship Passengers for trips from the Halifax Port Authority property.

Rate reviews are triggered based on the percentage change from the previous year in the Nova Scotia Consumer Price Index. 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(s) 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 must 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 3)
- input from industry stakeholders (Attachment 4)
- an independent review from the Halifax Partnership
- any other information that may assist Council in its consideration

Taxi and limousine fares were last adjusted in May 2022. Prior to that, rates had not been adjusted since 2012.¹

DISCUSSION

Staff have considered a number of factors in this rate review, including the change in CPI since the last rate update in 2022, changes in technology, reduction of the HST, removal of Halifax Harbour Bridge tolls, and changes in passenger travel behaviour.

Nova Scotia Consumer Price Index (CPI)

The Nova Scotia Consumer Price Index (All Items) combined annual percentage change for the years 2022, 2023, and 2024 was 12.5%.

Technology Changes

Changes in technology have impacted the way passengers book and pay for taxis. Passengers have largely moved away from hailing taxis in the street and paying by cash, and toward pre-booking rides by phone or through apps and paying by debit or credit card. Taxis are required to have electronic payment terminals to accept debit and credit card payment. Some taxi brokers have introduced a platform to allow taxi reservation through an app.

Additionally, all taxis are now required to be outfitted with Global Positioning Systems (GPS) capable of tracking and locating vehicles and storing trip data that must be shared with the Licensing Authority. This enhances the safety of both drivers and passengers and provides evidence in the event of a complaint about a by-law infraction or a criminal matter.

¹ [220517rc1515.pdf](#)

These technological changes, while creating a safer and more convenient service for passengers, have had financial implications for drivers and brokers, who bear the costs of these new technologies.

While the administrative order does not strictly allow or prohibit transaction fees when paying by debit or credit card, current practice by taxi drivers is to charge a fee, typically between \$0.25 and \$1.00, on top of the metered rate if a passenger is paying by card. Additionally, some brokers are charging a “booking fee” when customers book through an app.

The proposed amendments to the administrative order would prohibit all service fees for booking or payment method and instead incorporate the cost of providing this technology into the drop rate. In addition to the rate adjustments discussed below, an additional increase of \$0.50 per trip is proposed to the drop rate specifically for these technology costs.

HST included in Fare

The Canada Revenue Agency requires that HST be charged on all passenger transportation services, including taxis and limousines, even if the operator is a Small Supplier who would typically be exempt from charging HST.² The rates set out in the administrative order *include* HST and do not currently adjust automatically if there is a change in the HST rate. This means if the HST rate decreases, passengers will continue to pay the same fares, but a greater percentage of the fare will go to the driver. Likewise, if the HST increases, drivers would receive a smaller percentage of the fare.

On April 1, 2025, the provincial portion of the HST was reduced by 1%, resulting in a drop in the HST rate from 15% to 14%. The proposed amendments shown in Attachment 1 are based on a 14% HST rate. Staff are also proposing to include a mechanism to automatically adjust fares whenever there is a change to the HST, without the need for Council to approve new rates. This will ensure that any future tax cuts are automatically passed on to passengers, while also ensuring that drivers do not see a decrease in revenue should the HST increase in the future. Changes in the HST rate could come from either the Provincial or Federal Governments.

Halifax Harbour Bridge Tolls

On March 17, 2025, tolls were eliminated on the Macdonald and MacKay Bridges. The administrative order allows taxi drivers to add the cash toll rate of the day, previously \$1.25, to the fare paid by passengers. Now that tolls have been eliminated, there is no longer any additional charge to passengers when crossing a harbour bridge. No amendment to the administrative order is required to accommodate this change. The elimination of bridge tolls reduces the taxi fare for passengers and also cuts costs for taxi drivers dead-heading back across the bridge without passengers. Language allowing the cash toll rate of the day will remain in the administrative order should tolls be reinstated in the future.

Cleaning Fees

Currently, the by-law allows drivers to negotiate with passengers to recover the costs of cleaning if a passenger vomits or otherwise soils a taxi or limousine. However, if the driver and passenger do not agree on additional payment, the by-law does not require the passenger to make any additional payment.

Many Canadian municipalities have introduced a cleaning fee which is part of the fare, and refusal to pay the cleaning fee would be considered failure to pay the fare. These fees range from \$25 to \$250, depending on the municipality.

Taxi industry was consulted on implementing a cleaning fee as part of the fare schedule, and respondents were largely in favour. Staff have determined that implementing a cleaning fee would involve amending the by-law, as well as the administrative order, which requires a different approval process. Therefore, the proposed amendments do not include implementation of a cleaning fee, but this can be implemented in the future when other changes are made to the by-law.

² [GST/HST information for taxi operators and commercial ride-sharing drivers - Canada.ca](https://www.canada.ca/en/gov/department-of-civil-service/civil-service-jobs/gst-hst-tax-information-taxi-operators-commercial-ride-sharing-drivers)

Add-on fees:

Currently, taxi drivers may charge for each article (luggage, parcels, grocery bags, etc.) handled by the driver. HRM is an outlier across Canadian municipalities in allowing taxi drivers to charge fees for assisting passengers with loading articles.

Taxis may also charge for additional passengers, though children under ten are free when travelling with an adult.

The proposed amendments to the administrative order eliminate fees for the handling of articles by drivers to provide a more transparent fare structure for passengers and reduce disputes over “hidden” fees. The fee for additional passengers is proposed to be increased by \$0.10 per passenger.

Rate Adjustment Methodology

For the drop rate and incremental rates, there are two typical ways that taxi rates can be adjusted.

A **blended rate increase** means the same percentage increase is applied to all parts of the fare (drop rate, incremental charge, and wait time). This increases every trip cost by approximately the same percentage.

An **unblended rate increase** raises the drop rate by a higher percentage than the other components of the fare. This means shorter trips would see a larger percentage increase than longer trips, while the overall average fare still increases by the target amount. An unblended rate increase allows longer run trips to remain somewhat competitive while ensuring the unpaid work, such as wait times and dead heading, that is a component of every fare, is compensated for.

The rate increase in 2022 was an unblended rate increase.

As taxis carrying cruise ship passengers and limousines charge by the hour, the rate increase would simply be a percentage increase of the hourly rate.

	Current (incl. 15% HST)	Current adjusted for 14% HST*	Option 1: Blended Rate (incl. 14% HST)	Option 2: Unblended Rate (incl. 14% HST)
Initial charge (“drop rate”) for first 142.8m	\$4.70	\$4.64	\$5.70 (includes \$0.50 tech. fee)	\$6.40 (includes \$0.50 tech. fee)
Incremental charge per additional 142.8m	\$0.25	\$0.248	\$0.28	\$0.26
Wait time per hour (charged in 30 sec. increments)	\$30	\$29.74	\$33.60	\$33.60
Debit/Credit Payment Fee	Varies \$0 to \$1	Varies \$0 to \$1	Prohibited	Prohibited
Additional Passengers (each)	\$0.70	\$0.69	\$0.80	\$0.80
Luggage, parcel, or grocery bag fee handled by driver (each)	\$0.10	\$0.10	Repealed	Repealed
Limousine Hourly Rate	\$75.23	\$74.58	\$83.90	\$83.90
Cruise Ship Passenger Hourly Rate	\$58.92	\$58.41	\$65.71	\$65.71

* HST on a fare would be calculated based on the final calculated fare, rather than based on each individual component. Therefore, the adjusted rates are an approximation for the purpose of illustrating the change.

To illustrate the change another way, the following table shows how much trips of different lengths would change under each scenario:

Option 1 (Recommendation):

Distance	Current Fare	Option 1 Fare	Increase	Percentage Increase	Example Trip
3km	\$9.70	\$10.80	\$1.10	11.3%	City Hall to Point Pleasant Park
5km	\$13.20	\$14.72	\$1.52	11.5%	City Hall to Alderney Landing
10km	\$21.95	\$24.52	\$2.60	11.7%	City Hall to Dartmouth Crossing
25km	\$48.20	\$53.92	\$5.70	11.8%	City Hall to Middle Sackville

Option 2:

Distance	Current Fare	Option 2 Fare	Increase	Percentage Increase	Example Trip
3km	\$9.70	\$11.10	\$1.40	14.4%	City Hall to Point Pleasant Park
5km	\$13.20	\$14.74	\$1.54	11.7%	City Hall to Alderney Landing
10km	\$21.95	\$23.84	\$1.89	8.6%	City Hall to Dartmouth Crossing
25km	\$48.20	\$51.14	\$2.94	6.1%	City Hall to Middle Sackville

Industry Feedback on Rate Review

As part of the rate review process, staff consulted with taxi industry, as required by the administrative order. A survey was conducted over a two-week period and was open to taxi brokers, owners, and drivers. 171 responses were received (Attachment 4). Generally, there was strong consensus among respondents about how taxi rates should be adjusted. Feedback from industry is generally in line with staff's recommendation, except where noted below.

In total, 82.6% of respondents were in favour of a taxi rate increase. 53.91% of respondents supported increasing rates in line with CPI, while the remaining respondents supported increasing rates by a different amount. 13.91% of respondents did not support any change to taxi rates.

Of those who responded to the question about whether they would prefer a blended or non-blended rate increase, 58.3% supported a blended rate increase, while only 27% supported an unblended rate increase.

With regards to additional fees charged for additional passengers or articles placed in the trunk by the driver, most respondents supported maintaining or increasing the fees, at 83.3% and 75.2%, respectively. Although taxi industry was largely in support of these fees, staff are recommending eliminating fees for the handling of articles by drivers to create a more transparent fare structure for passengers. The recommended amendments increase the fee for additional passengers slightly more than the 12.5% CPI adjustment.

Overwhelmingly, 82.2% of respondents supported the elimination of additional fees for payment by credit or debit and any reservation fees and instead increasing the base fare to cover these costs.

While 90.9% of respondents supported the creation of a cleaning fee as part of the fare for passengers who vomited or otherwise soiled a vehicle, they were split on what the amount of a cleaning fee should be. There was an even split between respondents who said the fee should be between \$50 and \$100, and those who said the fee should be over \$100. As the cleaning fee will require by-law amendments, staff are proposing to make this change at a later date. This will also allow staff to collect data on actual cleaning costs and lost time when cleaning is required to come up with the appropriate cleaning fee.

Halifax Partnership Feedback on Rate Review

As required by the administrative order, staff put forward the proposed rate adjustment to the Halifax Partnership, along with the results of the industry survey. The Halifax Partnership responded that linking the taxi rate increase to the inflation rate seems generally reasonable but qualified their response by stating

that they had not conducted any economic analysis on the question of rate changes, nor conducted any consultation with the business community, or any other group. They also recommended that rates be adjusted annually to avoid large increases that may come as a shock to passengers.

Based on the foregoing analysis, staff are proposing adopting Option 1, a blended rate increase, which will increase each component of the fare by approximately 11.5% (1% HST decrease and 12.5% rate increase), resulting in all taxi and limousine trips, regardless of length, increasing by the target amount. The blended rate increase is favoured by the taxi and limousine industry. This option includes the elimination of several “add on” fees, including transaction fees at the time of booking or payment, in favour of increasing the drop rate an additional \$0.50.

FINANCIAL IMPLICATIONS

No financial implications were identified.

RISK CONSIDERATION

No risk considerations were identified.

COMMUNITY ENGAGEMENT

An online survey was conducted allowing vehicle for hire drivers and brokers to provide feedback on the rate review. The survey was sent directly to brokers to disseminate to their drivers. A report on the feedback that was received through the survey is included as Attachment 4. Staff also consulted with the Halifax Partnership, as required by the administrative order.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

That Transportation Standing Committee recommend that Halifax Regional Council:

1. adjust taxi rates in accordance with Option 2, an unblended rate, as set out in this staff report. This would require a supplementary staff report so that an amendment package could be prepared by staff.
2. pursue an alternative rate adjustment, which may require a supplementary staff report assessing the alternative and containing alternative amendments to the administrative order.
3. refuse the recommendation and maintain the current taxi and limousine rates.

LEGISLATIVE AUTHORITY

Motor Vehicle Act, RSNS 1989, c 293

Regulation and licensing by municipal by-law

- 305** (1) The council of a city, town or municipality may make regulations or by-laws regulating and licensing
- (b) persons transporting for hire by means of any vehicle, passengers or goods within the

boundaries of said city, town or municipality except where such persons are public utilities as defined in the *Public Utilities Act* or are motor carriers who are required to be licensed under the *Motor Carrier Act*;

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

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

32.0 FARES

32.2 An owner or driver of a licensed vehicle must charge the applicable fares and rates prescribed by Administrative Order 39.

Administrative Order #39, Respecting Taxi and Limousine Regulation

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.

ATTACHMENTS

Attachment 1 – Showing proposed amendments to Administrative Order #39

Attachment 2 – Amendments to Administrative Order #39

Attachment 3 – Jurisdictional scan showing rate comparisons

Attachment 4 – Industry engagement report

**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, 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 An owner's license may be issued only to an applicant who has successfully completed:
- (a) Repealed
 - (b) Repealed
 - (c) the mandatory training course as approved by the Licensing Authority.
- 8.5 Repealed
- 8.6 Repealed

8.7 Repealed

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 Repealed

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 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

~~FOUR DOLLARS AND SEVENTY CENTS~~ **FIVE DOLLARS AND SEVENTY CENTS** initial charge, up to 142.8 metres.

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

~~THIRTY DOLLARS per hour waiting time~~ **TWENTY EIGHT CENTS per thirty seconds of waiting time**

~~SEVENTY CENTS~~ **EIGHTY CENTS** each additional passenger

Repealed

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.~~ **Repealed**

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.

EXTRA CHARGES for the use of an electronic payment system are prohibited.

LIMOUSINE HOURLY RATE

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

~~(Rates Include HST)~~

All rates are inclusive of HST. Rates shall be automatically amended in accordance with any adjustment to HST. The Licensing Authority shall provide an updated schedule of rates to all licensees upon confirmation of a change in HST rate.

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 ~~\$58.92~~ **SIXTY FIVE DOLLARS AND SEVENTY ONE CENTS**

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
<hr/>	
Amendment # 5	
Notice of Motion:	July 16, 2019
Approval:	September 17, 2019
Effective Date:	September 28, 2019
<hr/>	
Amendment # 6	
Notice of Motion:	April 12, 2022
Approval:	May 17, 2022
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Amendment # 7	
Notice of Motion:	June 20, 2023
Approval:	August 22, 2023
Effective Date:	September 2, 2023
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Attachment 2: Amendments to Administrative Order

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

BE IT RESOLVED by the Council of the Halifax Regional Municipality that Administrative Order 39, the *Taxi and Limousine Regulation Administrative Order*, is amended as follows:

1. Amending Schedule 1 by:

(a) striking out the words **"FOUR DOLLARS AND SEVENTY CENTS"** at the beginning of the Schedule and before the word "initial" and replacing them with the words **"FIVE DOLLARS AND SEVENTY CENTS"**;

(b) striking out the words and hyphen **"TWENTY-FIVE CENTS"** before the word and numbers "each 142.8" and replacing them with the words **"TWENTY EIGHT CENTS"**;

(c) striking out the sentence **"THIRTY DOLLARS** per hour waiting time" and replacing it with the sentence **"TWENTY EIGHT CENTS per thirty seconds of waiting time"**;

(d) striking out the words **"SEVENTY CENTS"** before the words "each additional passenger" and replacing them with the words **"EIGHTY CENTS"**;

(e) repealing the sentence **"TEN CENTS** – for each article, piece of luggage, parcel or bag of groceries dandled or placed in the trunk by driver."

(f) adding the following sentence immediately after the sentence beginning with the words "PROOF OF PAYMENT OR PARTIAL PAYMENT IN ADVANCE":

EXTRA CHARGES for the use of an electronic payment system are prohibited.

(g) striking out the words and hyphen **"SEVENTY-FIVE DOLLARS AND TWENTY-THREE CENTS"** after the words "MINIMUM HOURLY RATE OF" and before the period and replacing them with the words **"EIGHTY THREE DOLLARS AND NINETY CENTS"**;

(h) striking out the words and brackets **"(Rates Include HST)"** after the page break; and

(i) adding the following sentence immediately after the page break:

All rates are inclusive of HST. Rates shall be automatically amended in accordance with any adjustment to HST. The Licensing Authority shall provide an updated schedule of rates to all licensees upon confirmation of a change in HST rate.

2. Schedule 2 is amended by striking out the symbol, numbers and period **"\$58.92"** after the words "HOURLY RATE OF" and replacing them with the words **"SIXTY FIVE DOLLARS AND SEVENTY ONE CENTS"**.

Mayor

Municipal Clerk

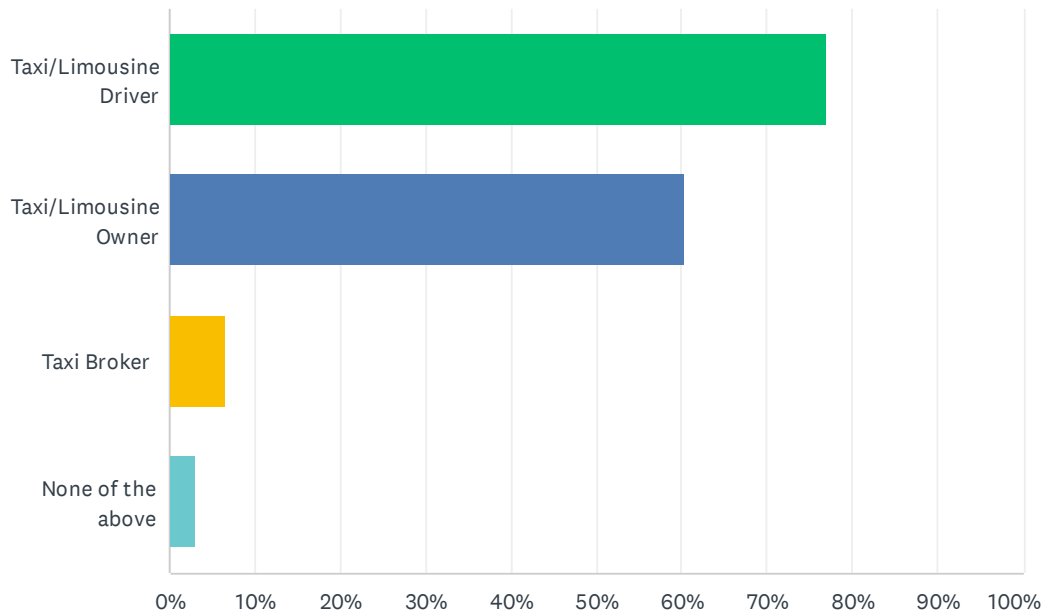
Attachment 3: Jurisdictional scan showing rate comparisons

City	Last Fare Update	Trip Cost *			Avg. Trip Cost	Extra Fees				
		5 km	10 km	35 km		Baggage/ Groceries	Clean Fee	Debit/ Credit Fee	Booking Fee	Cancel Fee
CBRM (Sydney Zone)	2022	\$ 12.70	\$ 20.20	\$ 57.70	\$ 30.20					
Toronto	2022	\$ 12.74	\$ 21.48	\$ 65.19	\$ 33.14	negotiated	\$25.00	varies	-	
Windsor	2023	\$ 12.97	\$ 21.77	\$ 65.78	\$ 33.51					
Mississauga	2022	\$ 12.87	\$ 21.73	\$ 66.06	\$ 33.55	negotiated	-	-	-	\$2.00
Halifax (Current)	2022	\$ 13.20	\$ 21.96	\$ 65.72	\$ 33.63	\$0.10	negotiated	varies	varies	
Edmonton	2022	\$ 13.11	\$ 22.37	\$ 68.66	\$ 34.71	-	-	-	-	\$4.10
Winnipeg	2022	\$ 13.26	\$ 22.76	\$ 70.26	\$ 35.43					
Calgary	2022	\$ 13.85	\$ 23.44	\$ 71.35	\$ 36.21		\$250.00			
Montreal	2022	\$ 14.35	\$ 24.60	\$ 75.85	\$38.05					
Halifax (Proposed)		\$ 15.22	\$ 25.03	\$ 74.05	\$ 38.10	\$0.00	Negotiated	\$0.00	\$0.00	
Ottawa	2022	\$ 13.95	\$ 24.42	\$ 76.74	\$ 38.37	< \$10	\$150.00	\$0.00	-	\$5.00
Vancouver	2024	\$ 14.55	\$ 25.45	\$ 79.95	\$ 39.98	\$0.00	\$75.00	\$0.00	\$0.00	
Saskatoon	2019	\$ 15.83	\$ 27.19	\$ 84.01	\$ 42.34	\$0.00	\$100.00	\$0.90	-	

Attachment 4: Industry Engagement Report

Q1 Are you a (check all that apply):

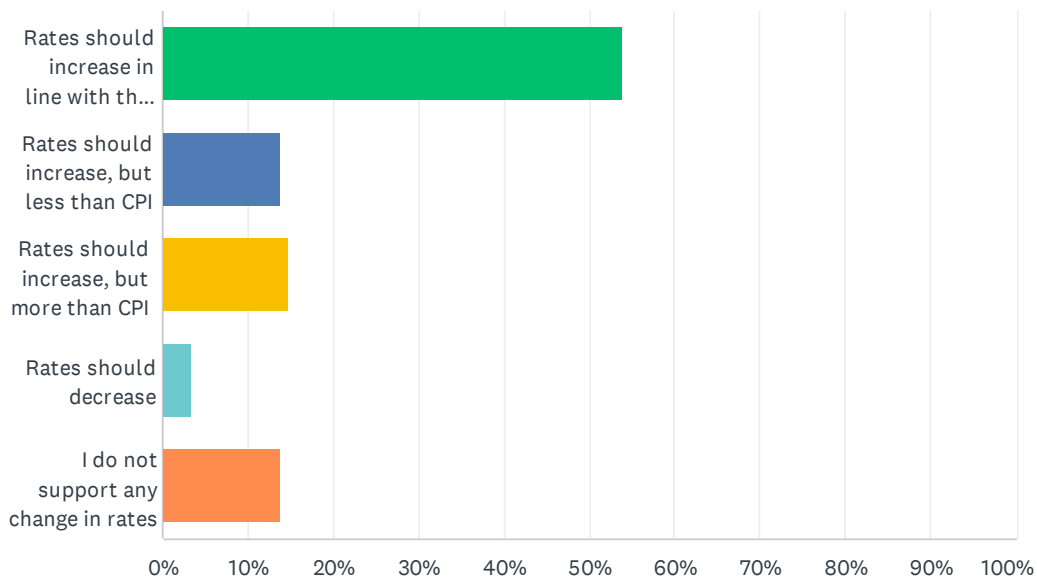
Answered: 169 Skipped: 2



ANSWER CHOICES	RESPONSES	
Taxi/Limousine Driver	76.92%	130
Taxi/Limousine Owner	60.36%	102
Taxi Broker	6.51%	11
None of the above	2.96%	5
Total Respondents: 169		

Q2 What percentage increase in taxi and limousine rates do you think is appropriate?

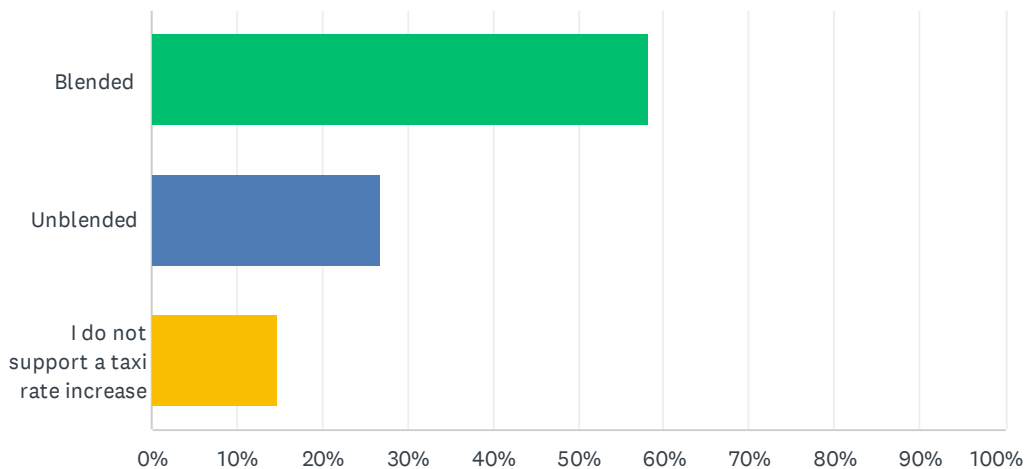
Answered: 115 Skipped: 56



ANSWER CHOICES	RESPONSES	
Rates should increase in line with the CPI increase of 12.5 percent	53.91%	62
Rates should increase, but less than CPI	13.91%	16
Rates should increase, but more than CPI	14.78%	17
Rates should decrease	3.48%	4
I do not support any change in rates	13.91%	16
TOTAL		115

Q3 If you support a rate increase, what type of increase do you support for taxi rates?

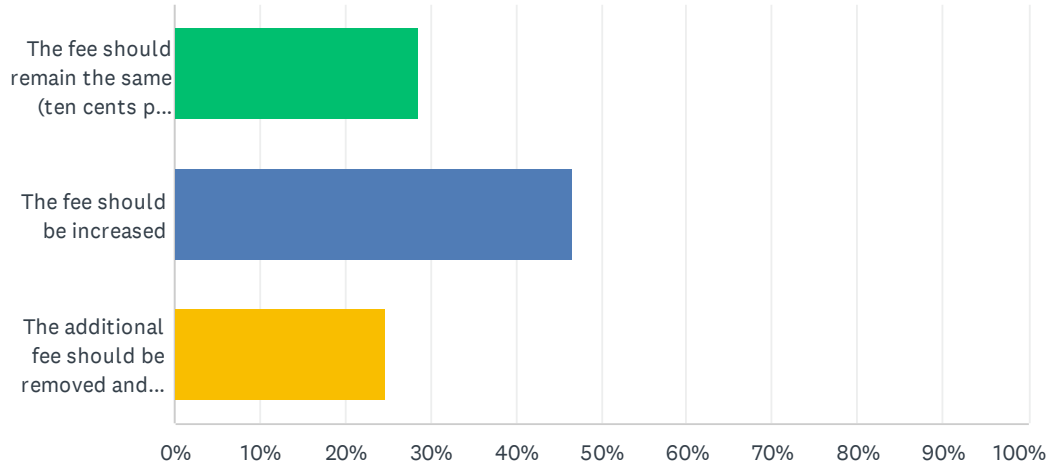
Answered: 115 Skipped: 56



ANSWER CHOICES	RESPONSES	
Blended	58.26%	67
Unblended	26.96%	31
I do not support a taxi rate increase	14.78%	17
TOTAL		115

Q4 What are your thoughts on add-on fees for articles handled by the driver?

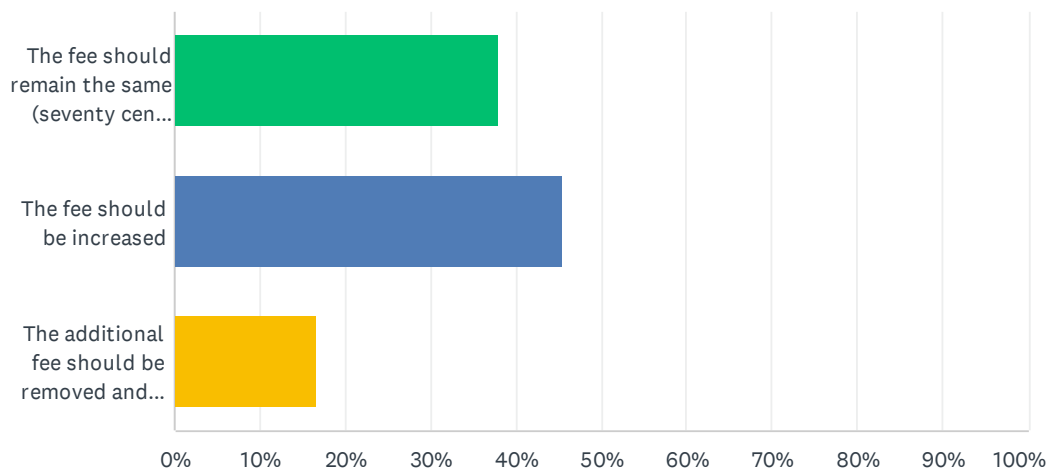
Answered: 105 Skipped: 66



ANSWER CHOICES	RESPONSES	
The fee should remain the same (ten cents per article)	28.57%	30
The fee should be increased	46.67%	49
The additional fee should be removed and accounted for in the base fare	24.76%	26
TOTAL		105

Q5 What are your thoughts on add-on fees for additional passengers?

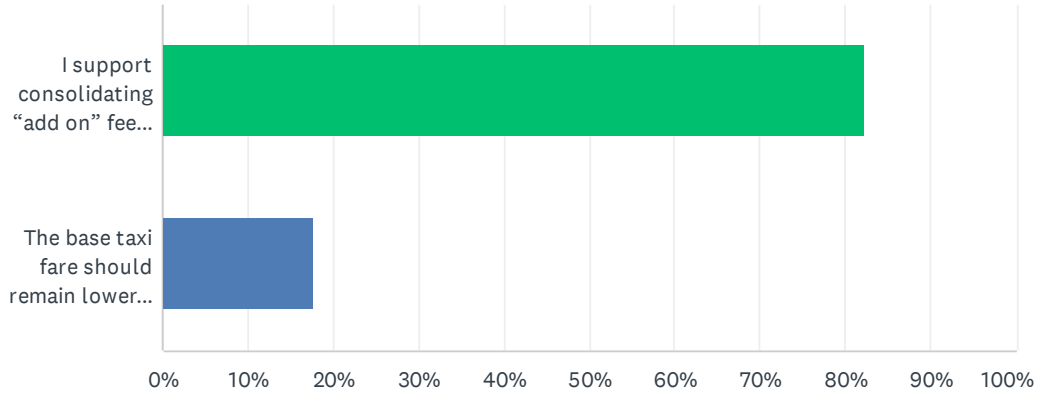
Answered: 108 Skipped: 63



ANSWER CHOICES	RESPONSES	
The fee should remain the same (seventy cents per passenger)	37.96%	41
The fee should be increased	45.37%	49
The additional fee should be removed and accounted for in the base fare	16.67%	18
TOTAL		108

Q6 What are your thoughts on consolidating extra technology fees and eliminating “add on” fees?

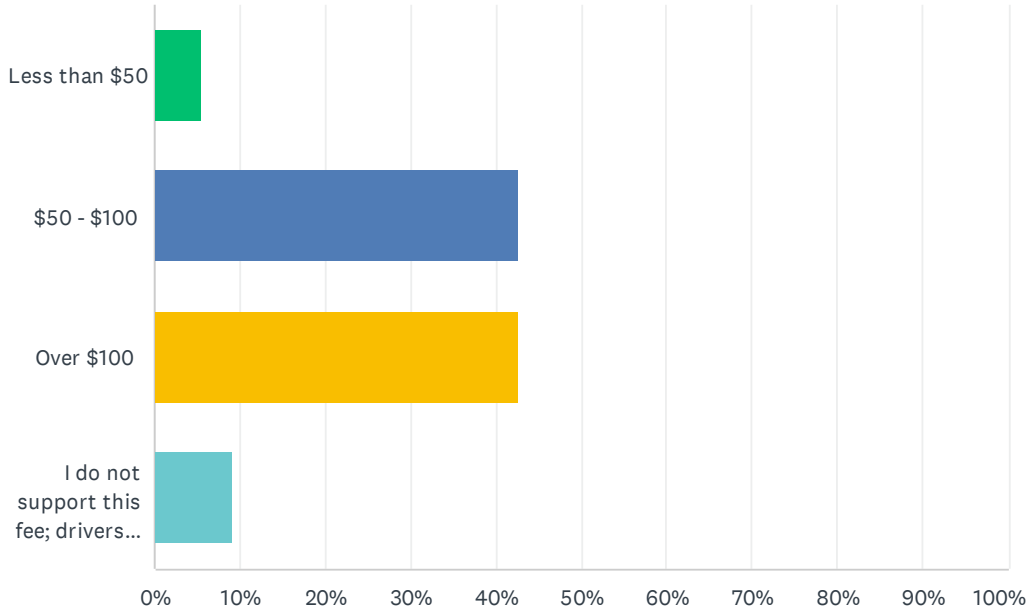
Answered: 107 Skipped: 64



ANSWER CHOICES	RESPONSES	
I support consolidating “add on” fees and charging all passengers the same fee, regardless of how they book or pay for their taxi ride	82.24%	88
The base taxi fare should remain lower, and passengers should pay extra if they pay by credit/debit or book through an app	17.76%	19
TOTAL		107

Q7 If you support the creation of cleaning fee, what would be an appropriate amount?

Answered: 110 Skipped: 61



ANSWER CHOICES	RESPONSES	
Less than \$50	5.45%	6
\$50 - \$100	42.73%	47
Over \$100	42.73%	47
I do not support this fee; drivers should continue to negotiate cleaning fees	9.09%	10
TOTAL		110